



Volume 3 Number 3 Voice of "The Mighty Eighth"

THE NEWS

September 2012

Col. Paul W. Tibbets, IV
will be our closing speaker at the
38th Annual 8th AF reunion in

San Antonio, Texas
October in 3 - 7, 2012

(more details on page 6)

The Mission Continues

Gen. Paul W. Tibbets

"Fifi"

Col. Paul W. Tibbets, IV





AF News

September 2012

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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President's Address

In September, 2010, I wrote my first President's Address for the 8th AF News. This will be my last. At the Reunion in San Antonio in a few weeks, I will pass the gavel to our next President.

In my first address two years ago, I explained how Lorene and I became involved with the Historical Society and how honored I was to be named as President. I promised you then I would strive to preserve the legacy of the 8th Air Force and asked for your communication with me. Many of you have answered that request.

In my first address I also referred to my dependence on the support of a knowledgeable and diverse Board of Directors. Although the faces of the Board have changed in these two years and we have had our ups and downs over differing opinions, I have always felt their commitment to the Society. I expect the Board's continued cooperation and support with our next President.

In a few weeks Society members will journey to San Antonio, Texas, for the 38th Annual AFHS Reunion. It's remarkable when you consider that for 38 years, veterans and their families and their friends have remained committed to preserving the legacy of the 8th Air Force and the men and women who served in the air war. As I see the increasing number of vets who are no longer with us at each reunion, I am reminded of the significance of the Next Gen and our call to carry on this commitment.

I have enjoyed my eight years on the Board of the 8th AFHS including the past two years as President. I never promised you an eloquent spokesperson or refined gentleman. I'm "rough behind the ears" and "shoot from the hip." But, you knew that from the beginning. What I did promise you was my love, respect, admiration, and gratitude to the men and women of the Mighty 8th and my commitment to keep their legacy alive. I hope I have fulfilled that promise. My best wishes to our next President and Board of Directors.



Harry Tanner
President

Lorene and I look forward to seeing you shortly in San Antonio. Meetings, touring, sightseeing, shopping, eating --- not to mention time for visiting old friends and relaxing--- all promise to be enjoyable. You can even schedule a ride on the B-17 "Sentimental Journey." See articles in the magazine for more details. See you there! God Bless the "Mighty Eighth."

Sincerely,
Harry Tanner
President 8th AFHS

- Form may be reproduced -

"Give the gift that shares the legacy"

"Give the gift that shares the legacy"



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

(Dues notices will be mailed INSIDE the December issue annually)

FIRST NAME _____ MIDDLE INITIAL _____ LAST _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Telephone _____ Email _____

8th AF Unit _____ Not in 8th _____ Educator _____

In service _____ Branch _____ Dates _____ to _____

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

ALL RENEWALS AND NEW MEMBERSHIP ANNUAL DUES \$40.00

PAYMENT: CHECK AmEx MASTERCARD VISA CARD # _____ Exp _____

SIGNATURE: _____

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

\$40 MEMBER DUES NOTICES ARE MAILED ANNUALLY

You may also apply online at: www.8thafhs.org

Interim Editors



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

Just a few weeks from now, we will be traveling to San Antonio, Texas to attend the 38th Annual 8th Air Force Annual Reunion.

I will have my camera charged and ready to take candid photos to be placed in the December issue. After returning home from the reunion, please mail all reunion photos to me.

INSIDE THIS ISSUE:

Page 5 - A ride and a tour available in the B-17 "Sentimental Journey"

Page 6 - Cover story about the father/son Tibbet family.

Page 7 - Two candidates to vote on for our Board of Directors during reunion.

Pages 11&12 - "Reunion Schedule of events" and "Registration Form".

Page 16 - Proposed By-Law change to be voted on during the Reunion

Page 24 - New York State Southern Wing Chapter had thirteen WWII veterans attend their meeting. My dear friend, Marvin Silbersher was the guest speaker

Page 27 - B-17 Bomber Gas Station with a B-17 on top of the building.

Page 38-39 - Resources for "Preserving your family History"

PLEASE NOTE: I need all articles to be 1-2 pages (max) of text material (unless approved by the editor). Don't forget to send plenty of photo options

Jeff and I are looking forward to seeing each of you in San Antonio!! Enjoy this Fall weather!!

Sincerely,

Interim Editors

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MATERIAL DEADLINE

❖ **October 25th, 2012** ❖

for the upcoming 2012

December 8th AF News

A Ring For a Bag of Grain

By Dr. Vivian Rogers-Price

2nd Lt. Butrum traded his Army Air Corps class ring for this burlap bag filled with grain while a POW at Stalag VIIA in Moosburg, Germany.

On 27 May 1944, Luftwaffe fighters attacked B-17s from the 351st Bomb Group flying on a mission to Ludwigshafen. The second attack forced the B-17 piloted by Tedford Myers out of formation. He immediately ordered his crew to bail out, and all became prisoners of war. Co-Pilot Clarence Butrum landed in Germany about thirty miles north of Switzerland. In less than ten minutes, German soldiers captured him. Butrum was sent first to Dulag Luft for interrogation and then to Stalag Luft III where he remained from 4 June 1944, to 27 January 1945. He went on the forced march to Spremberg and then by train



to Nürnberg riding in boxcars each with fifty to sixty men jammed into a space intended for only forty. He arrived in Nürnberg on 24 February 1945. Next from 4 April to 9 April 1945, he traveled by train under the

same crowded conditions to Stalag VIIA at Moosburg. The need for food at Moosburg prompted him to trade his Army Air Corps class ring for a bag of grain. The International Red Cross had given this bag of grain to Polish Prisoners of War who were also at Stalag VIIA. With this trade, Butrum had enough grain to sustain himself and five other American POWs until liberation on 29 April 1945.

Courtesy of:

The Mighty Eighth Air Force Museum
Dr. Vivian Rogers - Price

“Sentimental Journey”



Hi Next Gen and Vets alike,

This is a subtle reminder that to let you know that the CAF B-17G “Sentimental Journey” will be at our upcoming reunion in San Antonio, TX. This would be a GREAT opportunity for you to take that once in a lifetime ride with your father, grandfather, and siblings in a Flying Fortress. The CAF has timed this tour stop to coincide with our reunion in order to honor your legacy. We hope you take advantage of the opportunity to take a flight during our reunion. You do not want this opportunity to slip away, due to all the flights being booked up! Flight costs are as follows so sign up quick:

Costs: 6 rear seats cost \$425 each
2 nose seats cost \$850 each

(The Commemorative Air Force is a 501c3 so a certain amount of the cost of the ride is Tax deductible. You would need to consult with your tax accountant to see how much.)

Contact: Allen Arnold at 602-448-2350 or email him at rides@azcaf.org. Allen will handle all scheduling and payments with you. It will be the responsibility of the passengers to make transportation accommodations to and from the local airport where the B-17G will be on display.

For the rest of us, there are plans being made by Armed Forces Reunion to schedule a trip to see the plane on Friday Oct 6th which include the opportunity to go through the Fortress. It is not easy to coordinate an appearance of this magnitude much less have the opportunity to fly on a B-17G with your loved one. Help make San Antonio special for the 8th AFHS and yourself by taking advantage of this wonderful opportunity. Thanks for the support and the Help.

Michael P. Faley
8th Air Force Historical Society
Board of Director



8th AFHS • Box 956 • Pooler, GA 31322

Call: 912.748.8884

Email: membershipmanager@8thafhs.org



ALERT ALERT

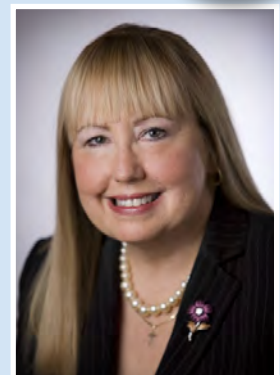
**LOOK INSIDE THE
2012 DECEMBER 8TH AF NEWS**

**To RENEW OR JOIN
USE THE SELF-MAILER OR GO ONLINE
HELP US REDUCE OUR MAILING EXPENSES**

THANK YOU!

Debra D. Kujawa
Membership
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OUR FRONT COVER STORY

COLONEL PAUL W. TIBBETS IV

Colonel Tibbets is commander of the Air Force Inspection Agency, Kirtland Air Force Base, N.M. The agency is a diverse team of experts providing independent inspection, evaluation and analysis to advance continuous improvement of mission effectiveness at all Air Force levels. As the action arm of the Secretary of the Air Force Inspection System, the agency identifies deficiencies and recommends improvements for accomplishing peacetime and wartime

missions and evaluates Air Force activities and policies. The agency also provides by-law and compliance oversight of Air Force-level Forward Operating Agencies and Direct Reporting Units.

Colonel Tibbets received his commission through the U.S. Air Force Academy in 1989. Following graduation, he served in a variety of operational assignments as a B-1 pilot and later as a B-2 pilot and squadron commander. The colonel flew combat missions in support of operations in Southwest

Asia, the Balkans and Afghanistan. His staff assignments include executive assistant to the Commander, Eighth Air Force, and chief of the nuclear policy branch at NATO HQ. Colonel Tibbets is a command pilot with more than 3,800 flying hours.

Paul is now a full colonel and command pilot. He is the commander of the Air Force Inspection Unit at Kirtland AFB in New Mexico. He has agreed to be the closing speaker during the 8th AF 38th Annual Reunion in San Antonio, Texas.

BRIGADIER GENERAL PAUL TIBBETS, JR. (1915-2007)

General Tibbets was born in Quincy, Illinois on February 23rd, 1915. Though his parents wanted him to become a doctor, was determined to fly and on February 25th, 1937, he enlisted as a cadet in the Army Air Corps at Fort Thomas, Kentucky. A year later Paul got his wings at Kelly Field, Texas where he was commissioned a 2nd Lieutenant.

He flew more than 25 combat missions in Europe as Squadron Commander of the 340th Bomb Squadron, 97th Bombardment Group including the first American Flying Fortress raid against occupied Europe. He later led the first bombardment missions in support of the North African invasion in Algeria. He was returned to the states in March 1943 to test the combat capability of Boeing's new B-29 Super Fortress. He eventually accumulated more experience with the B-29 than any other pilot at the time.

Colonel Tibbets was placed in command of the newly form 509th Composite Group, who mission was to drop the atomic bomb. He chose Wendover Air Base in Utah for the training. He requisitioned 15 new B-29s and had them stripped of turrets and armor plating except for the tail gunner position. He specified that fuel-injected engines and reversible-pitch propellers be installed and re-configured the bomb bay to suspend ten thousand pounds from a single point. These changes as-

sured the planes would fly higher, faster, and beyond the effective range of anti-aircraft fire.

In March, 1945, the 509th moved overseas to Tinian Island in the Marianas chain. And on the afternoon of August 5th, 1945, President Truman gave his approval to use the weapons against Japan. At 02:45 A.M. August 6th, the Enola Gay - named after Tibbets's mother - lifted off North Field en route to Hiroshima.

At exactly 08:15 plus 15 seconds the world's first atomic bomb exploded. The course of history and the nature of warfare was changed. When the Enola Gay and her crew landed at Tinian at 2:58 P.M. they were greeted by General Carl Spaatz, a large contingent of brass, and a crowd of GIs. Spaatz decorated Tibbets with the Distinguished Service Cross and the other crew members with Air Medals.



In 1959, Col. Tibbets was promoted to Brigadier General. He retired from the U.S. Air Force on August 31, 1966. He is enshrined in the National Aviation Hall of Fame. Tibbets died at his Columbus, Ohio home. He suffered from a variety of health problems and had been in decline for two months.

ON OUR FRONT COVER

The top photo on the front cover is a copy of "The Legacy". The original oil and acrylic painting on canvas was painted in 1998 by Ronald Wong and hangs in the research center of the Mighty Eighth Air Force Museum.





Board of Directors Candidates for the Eighth Air Force Historical Society



BELTON WOLF



Belton began his military service in 1942, staying in the Air Force until he retired in 1970. He initially trained as a pilot but, due to an excess of pilots, was assigned as a gunner. He served in the 305th Bomb Group. On one mission, he landed the plane due to an emergency. He then finally received his commission and became a pilot.

After completing 25 missions, he signed up for an additional tour. He also saw action in Korea and Vietnam, retiring as a Colonel.

He is a life member of the Eighth Air Force Historical Society and served for many years in various offices, including President in California's General James H. Doolittle Chapter. Belton has trained many people both in his chapter and in other chapters how to educate those in schools and other organizations on 8th Air Force history. The *8th Air Force News* has published several of his articles. He led the successful fund drive that raised \$28,000 for the refurbishment of the American Airmen's Chapel in St. Paul's Cathedral in London. For several years, he led the candlelighting ceremony at annual 8th AFHS reunions.

Membership Number 173815
Nominated by Earl Wassom
Membership Number 25743

DONALD CASEY



Don enlisted in the Air Corps Cadet program in 1942 and was called to active duty in 1943. He graduated as a navigator. After completing combat training, Don was assigned to the 379th Bomb Group. After flying 24 missions, he qualified as both lead and deputy lead navigator with the 379th. On his 28th mission, he was shot down and made a prisoner of war in Stalag Luft III. In January, 1945 he was part of the infamous winter march and train ride from Stalag Luft III to Stalag VII-A. Following the liberation of the POW camp, he was sent to Camp Lucky Strike from which he was subsequently sent home.

After the war, Don attended college. After graduation Don worked while simultaneously attending night law school. He specialized in Insurance Law and Civil Litigation. He retired in 2011. Don is a member of the Eighth Air Force Historical Society, American Legion, Veterans of Foreign Wars, American EX POWs, and the 379th Bomb Group Association. He has written for the *8th Air Force News*.

Membership Number 31336
Nominated by George Hoidra
Membership Number 30257

Chapter/Unit/Group Liaison Report

Greetings my fellow Mighty Eighth Air Force Historical Society members.

The 38th Annual Reunion held this year in beautiful and historic San Antonio is around the corner. I hope you have registered already for what is going to be a great program and exciting reunion. If you have not registered, you still can. I want to give you a final update on the status of the Society's State Chapters. As I am aware there are 29 active Chapters and these are all listed on the Society's website.

Regarding Bomb Groups and Fighter Groups, these are also listed on the Society's website.

As you review the listings of Chapters/Groups, it is encouraging to realize that after so many years we continue to **"Keep the Memories Alive"**. The 8th Air Force Historical Society and the independent Bomb/Fighter Groups do indeed honor and

preserve a piece of this Country's history. The 8th Air Force will never be forgotten.

This will be my last article as I am stepping down as the Society's Liaison Officer.

Please continue to support the Society in its mission to honor and preserve the Mighty Eighth Air Force

'Keep The Memories Alive'
Pat Keeley
Please support the USO.



Pat Keeley



"All American"
February 1, 1943





WWII B17 Survival Story

B-17 "All American" - 1943

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named *All American*, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While

the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

B-17 "All American" (414th Squadron, 97BG) Crew

Pilot- Ken Bragg Jr.
Copilot- G. Boyd Jr.
Navigator- Harry C. Nuessle
Bombardier- Ralph Burbridge
Engineer- Joe C. James
Radio Operator- Paul A. Galloway
Ball Turret Gunner- Elton Conda
Waist Gunner- Michael Zuk
Tail Gunner- Sam T. Sarpolus
Ground Crew Chief- Hank Hyland

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the *All American*. Despite the

extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

MIGHTY EIGHTH AIR FORCE MUSEUM MEMBERSHIP

“ONE OF THE WORLD’S MOST POWERFUL MUSEUM EXPERIENCES”



Your membership assists in supporting the Mighty Eighth Air Force Museum’s Mission. Please join us in preserving the story of the Eighth Air Force and teach its history to those who visit the Museum from all over the World.



Special Offer to Historical Society Members!

THIS IS YOUR MUSEUM!

All members receive: 10% discount in the Museum Gift Store—including online, official membership card, subscription to the Museum’s monthly e-newsletter, access to the members-only portion of the website PLUS...

- | | |
|--|------|
| Individual Membership | \$40 |
| Unlimited admission for 1 individual for 1 year | |
| Family Dual Membership | \$60 |
| Unlimited admission for 2 individuals for 1 year | |
| Family Multiple Membership | \$75 |
| Unlimited admission for 2 adults & up to 4 Children (ages 18 & below) for 1 year | |
| Advance registration for youth summer camps | |

Join by Dec 31, 2012 & Receive this limited edition Challenge Coin To Commemorate the Museum’s Historic Restoration Project



To purchase your membership to the Mighty Eighth Air Force Museum please contact Danira Beckmann at 912-748-8888 or by email at DBeckmann@mightyeighth.org



Mighty Eighth Air Force Museum's Memorial Gardens



Years from now, imagine the feelings a young family will experience when they see and touch a memorial to one of their own - perhaps a grandfather or great-uncle, recognized for their unselfish heroism, sacrifice, and valor.

Their legacy can live on, thanks to your thoughtful gift today to the Mighty Eighth Air Force Museum. Indoor and outdoor benches are available as well as Remembrance Trees. Crepe Myrtle, Savannah Holly, River Birch and Bradford Pear Tree's are all available.



For more information or to purchase please contact Peggy Harden, at 912-748-8888 or by email at Pharden@mighthigh.org.

38th ANNUAL 8th AFHS REUNION

OCTOBER 3 - 7, 2012

WEDNESDAY, OCTOBER 3

1:00pm - 6:00pm Reunion Registration open
2:00pm Memorabilia/Gathering Rooms open for duration of reunion
2:00pm - 8AFHS Board Meeting
6:00pm - 7:00pm Welcome Reception with Cash Bar

THURSDAY, OCTOBER 4

7:30am - 8:30am Continental Breakfast
9:00am - 11:00am Reunion Registration open
9:45am - 2:30pm BUCKHORN MUSEUM AND EL MERCADO
2:00pm - 6:00pm Reunion Registration open
3:00pm - 4:00pm Unit Advisory and Chapter & Unit Dev. Meeting
4:30pm - 6:00pm Next Generation Meeting
6:30pm - 7:00pm Cash Bar Reception
7:00pm - 9:30pm Welcome Dinner Buffet, followed by guest speaker, George Ciampa of www.letfreedomringforall.org.

FRIDAY, OCTOBER 5

7:00am - 8:30am Full Breakfast
8:00am - 1:30pm LACKLAND AIR FORCE BASE
9:00am - 12:00pm CITY TOUR
9:00am - 11:00am Reunion Registration open
2:00pm - 6:00pm Reunion Registration open
2:00pm - 3:30pm Individual Group Meetings
4:00pm - 5:30pm WWII Q&A SESSION Featuring Bill Curtis "466 BG return to Attlebridge" with guest Earl Wasson & Bill Campbell.
6:30pm - 7:00pm 8AFHS Cash Bar Reception
7:00pm - 9:30pm Rendezvous Dinners and 'Hangar Flying'

SATURDAY, OCTOBER 6

7:30am - 8:30am Full Breakfast Buffet
9:00am - 10:30am General Membership Meeting
12:00pm - 5:00pm 8AFHS Board Meeting
1:00pm - 5:00pm CITY TOUR/B-17
5:00pm - 5:30pm Reunion Registration open
6:00pm - 7:00pm 8AFHS Cash Bar Reception
7:00pm - 8AFHS Gala Banquet (Guest Speaker Col. Paul Tibbets, IV)

SUNDAY, OCTOBER 7

7:00am - 8:30am Continental Breakfast

*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-five people, unless otherwise stated.*

8TH AFHS 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/8afhs2012. All registration forms and payments must be received by mail on or before August 31, 2012. 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 8/31/12

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$45		
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		
MEAL PACKAGES			
<i>Choice #1 includes 7 hotel meals beginning with breakfast on Thursday.</i>			
<i>Choice #2 includes 5 hotel meals beginning with breakfast on Friday.</i>			
Choice #1	\$196		\$
Choice #2	\$138		\$
Please select your entrée choice(s) for the Banquet:			
Flat Iron Steak		#	
Tilapia w/ lemon caper sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Friday: Rendezvous Dinner (Chicken Marsala)	\$42		\$
Saturday: Banquet (please select your entrée)			
Flat Iron Steak	\$44		\$
Tilapia w/ lemon caper sauce	\$44		\$
TOURS			
Thursday: Buckhorn Museum & El Mercado	\$43		\$
Please choose one of the following two tours:			
Friday: Lackland Air Force Base	\$47		\$
Friday: City Tour	\$28		\$
Saturday: City Tour / B-17	\$29		\$
Total Amount Payable to <u>Armed Forces Reunions, Inc.</u>			\$

Please Print

MEMBER NAME (for nametag) _____

VETERAN NEXT GEN OTHER WWII GROUP (for seating purposes) _____

SPOUSE NAME (if attending) _____

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 Online at www.afr-reg.com/8afhs2012

For complete reunion and hotel information, go to <http://www.8thafhs.org/reunion/> and download all forms



Milwaukie, OR

BOMBER GAS STATION

Shortly after WWII, a guy named Art Lacey went to Kansas to buy a surplus B-17. His idea was to fly it back to Oregon, jack it up in the air and make a gas station out of it. He paid \$15,000 for it. He asked which one was his and they said take whichever you want because there were miles of them. He didn't know how to fly a 4-engine airplane so he read the manual while he taxied around by himself. They said he couldn't take off alone so he put a mannequin in the co-pilot's seat and off he went.

He flew around a bit to get the feel of it and when he went to land he realized he needed a co-pilot to lower the landing gear. He crashed and totaled his plane and another on the ground. They wrote them both off as "wind damaged" and told him to pick out another. He talked a friend into being his co-pilot and off they went.

They flew to Palm Springs where Lacey wrote a hot check for gas. Then they headed for Oregon. They hit a snow storm and couldn't find their way, so they went down below 1,000 feet and followed the railroad tracks. His partner sat in the nose section and would yell, "TUNNEL" when he saw one and Lacey would climb over the mountain.

They landed safely, he made good the hot check he wrote, and they started getting permits to move a B-17 on the state highway. The highway department repeatedly denied his permit and fought him tooth and nail for a long time, so late one Saturday night, he just moved it himself. He got a \$10 ticket from the police for having too wide a load.

Last updated 07-28-12:

The Bomber stopped operating as a gas station in 1991 and has since been associated with the adjacent restaurant, where visitors can grab a "Bomber Burger" and a souvenir Bomber placemat. A serious restoration effort on the B-17G, aka "Lady Lacey" (after Art Lacey's British wife), began in 1996. Art Lacey died four years later in December 2000 at the age of 87. After over 65 years of weathering Oregon's climate and being pestered by birds and periodic vandalism, The Bomber is being dismantled. The plane will be moved to Aurora, Oregon where it is slated for an overhaul and plans are to put it on display there.

A total of 12,731 flying Fortresses were produced in the period 1935-1945. Approximately 4,750 B-17's were lost during combat missions.



Art Lacey, a young pilot and gasoline station owner, pictured here with his B-17 "Lady Lacey" (named after Art's British wife)





Memorial Day Cambridge England

This is Brian Francis 8th AFHS member from the U.K. Every year I take the photo's for the magazine and also make a few notes. Gordon is doing fine and as always at this event producing a beautiful wreath. This year at Cambridge we were blessed with sunshine also a good attendance of people including some veterans from the old base at Glatton/Conington home of the 457th BG (H).

Gordon did a special arrangement for the 8th AFHS wreath as it is the 70th Anniversary of the 8ths first raid to Nazi Held Europe. The wreath composed of double white roses, blue iris, red rose and freesia's. The wreath this year was presented by U.K. member, Nick Davies, who travelled 250 miles each way to present the wreath at the **Wall of The Missing**, it was his first time to present the wreath and felt very honored to do so on behalf of the 8th AFHS UK. The service ended with a fly-past by the B-17 *Sally B* also a fly-past from USAAF Lakenheath.

**Gordon sends his kindest regards.
Best Wishes
Brian Francis UK Member
brianfrancis1@virginmedia.com**



*Nick Davies
and Gordon
Richards*



EIGHTH AIR FORCE HISTORICAL SOCIETY PROPOSED BY-LAW CHANGES



An extensive review was done of the current Eighth Air Force Historical Society by-laws in order to update them to present day conditions. The proposed changes are shown below. The current provisions are shown with the recommended changes. All of the changes have been approved by the Board of Directors. The changes must be approved by the membership at the general membership meeting at the reunion to be held in San Antonio in October. Each change will be voted on individually. A 2/3 favorable vote of the votes cast by the membership is required for the change to pass. Copies of these changes, along with a written ballot, will be provided at the general membership meeting. Changes in provisions are either underlined or crossed out

CURRENT ARTICLE III – MEMBERSHIP

B. Members may become Life Members entitled to all privileges of membership upon payment of Life Membership dues as established by the Board of Directors and ratified by the general membership.

PROPOSED ARTICLE III – MEMBERSHIP

B. Life memberships shall no longer be offered. Current life members shall continue to have the title of life member. Life members will be assessed the same annual dues as regular members.

REASON: Life memberships were offered in good faith with all intents of keeping the promise of life members no longer having to pay dues. Declining membership due to the natural attrition of our veteran members has put a severe strain on the Society's ability to maintain its operations and the quality of the 8th Air Force News. The Board feels it must now ask its life members to pay dues so the mission of the Society can continue into the future.

CURRENT ARTICLE III – MEMBERSHIP

C. Upon application, an Honorary Membership may be granted to all Medal of Honor holders. Honorary Membership may also be granted to other persons in special situations when selected by the Board of Directors. Honorary Members will not be required to pay dues to the Society.

PROPOSED ARTICLE III – MEMBERSHIP

C. Upon application, an Honorary Membership may be granted to all Medal of Honor recipients. Honorary Membership may also be granted to other persons in special situations when selected by the Board of Directors. Honorary members will not be required to pay dues to the Society. Honorary members are entitled to voice but not vote at membership meetings.

REASON: It is standard practice in membership organizations to allow honorary members to be allowed to express their opinions. However, the honorary status should not extend to voting privileges. The current by-laws are silent in this regard and the Board feels a specific provision should be added.

CURRENT ARTICLE III – MEMBERSHIP

E. No current provision

PROPOSED ARTICLE III – MEMBERSHIP

E. Members whose annual dues have been paid through the current year shall be in good standing.

REASON: This clause merely defines who is a member in good standing and thus avoids redundant language in other by-laws.

CURRENT ARTICLE IV – MEETINGS

C. Special membership meetings may be called by the Board of Directors provided all members in good standing are notified thirty days in advance of the scheduled meeting.

PROPOSED ARTICLE IV – MEMBERSHIP MEETINGS

C. Special membership meetings may be called by the Board of Directors provided all members in good standing are notified at least thirty (30) days in advance of the scheduled meeting. Such meetings shall be reasonably accessible to all members eligible to vote, whether held in an actual physical location, by teleconference, or in an accessible virtual space.

REASON: This change is to provide flexibility in the way special meetings are held, if the occasion should arise.

CURRENT ARTICLE V – VOTING

A. At all meetings regular voting shall be by voice vote . . .

PROPOSED ARTICLE V – VOTING

A. At all meetings, regular voting shall be either by voice vote, show of hands, or secret ballot

REASON: This change is to provide flexibility in the method of voting. Different situations may call for different methods of voting.

CURRENT ARTICLE VII – BOARD OF DIRECTORS

C. A Director may be removed from office for cause with a unanimous vote of the remaining Directors . . .

PROPOSED ARTICLE VII – BOARD OF DIRECTORS

C. A Director may be removed from office for cause with a three-fourths (3/4) vote of the remaining Directors . . .

REASON: Expulsion of a Director should not be taken lightly, should rarely occur, and happen only in especially egregious circumstances. A high bar, but not an almost impossible one, should be established for such removal. The Board feels that a three-fourths vote is a sufficiently high bar. A two-thirds vote is often seen in other organizations.

CURRENT ARTICLE VII – BOARD OF DIRECTORS

G. Regular Board of Directors meetings will be scheduled each year. A meeting will be held following a Society Reunion and a second meeting will be held approximately six months later or at such other time as designated by the Executive Committee, provided each Director is polled. Special meetings may be called by the Executive Committee, provided each Director is polled.

PROPOSED ARTICLE VII – BOARD OF DIRECTORS

G. Regular Board of Directors meetings will be scheduled each year. A meeting will be held following the general membership meeting at a Society Reunion and a second mid-term meeting will be held approximately six months later or at such other time as designated by the Executive Committee, provided each Director is polled. Special meetings may be called by the Executive Committee, provided each Director is polled. Only questions stated in the call for a special meeting may be voted upon at such meeting.

REASON: The proposed change merely adds clarity to the current provision. Limiting a special meeting only to the issues stated in the call for the meeting is standard practice.

CURRENT ARTICLE VII – BOARD OF DIRECTORS

I. . . .A vote on an emergency item may be accomplished by mail provided an effort is made to inform and poll each Director. . . .

PROPOSED ARTICLE VII – BOARD OF DIRECTORS

I. . . .A vote on an emergency item may be accomplished by mail, teleconferencing, or email provided an effort is made to inform and poll each Director

REASON: The change is merely to provide more flexibility in the way emergency situations are handled by the board by providing for the use of newer technologies.

CURRENT ARTICLE VIII – METHOD OF ELECTING DIRECTORS

D. No current provision

PROPOSED ARTICLE VIII – METHOD OF ELECTING DIRECTORS

D. A Director's term of office begins immediately following the general membership meeting at which the Director was elected. The term ends immediately following the general membership meeting four years hence.

REASON: This change merely defines a when a Director's term of office begins and ends.

CURRENT ARTICLE XII – COMMITTEES

B. 4. The Unit Advisory Committee. . .

. . . The President will appoint the Chairman who shall not be a member of the Board of Directors. The Chairman or his designee will submit a report, either in person or in writing, at each midyear and annual the Society, and the Committee will manage these funds under policies and directives established by the Board of Directors.

PROPOSED ARTICLE XII – COMMITTEES

B. 4. The Unit Advisory Committee. . .

. . . The President will appoint the Chairman, ~~who shall not be a member of the Board of Directors.~~ The Chairman or his designee will submit a report, either in person or in writing, at each mid-year and annual meeting of the Board of Directors and at the annual membership meeting of the Society, and the ~~Committee will manage these funds under policies and directives established by the Board of Directors.~~

REASON: The Board sees no reason to preclude a Director from acting as the Chairman of the Unit Advisory Committee. Also, there are no longer any funds associated with this committee, and none foreseen, so the clause should be eliminated.

CURRENT ARTICLE XIV – AMENDMENTS

A. Amendments to the By-laws may be proposed as provided in Paragraph B of this Article. Amendment ballots shall be provided to members, in good standing, at a General Membership Meeting. A statement of the position of the Board of Directors shall be published in the issue of the official journal immediately preceding the General Membership Meeting at which the vote is to be taken. A copy of this position statement will also be given with the amendment ballot at the meeting. A two-thirds affirmative vote shall be required for adoption.

PROPOSED ARTICLE XIV – AMENDMENTS

A. Amendments to the By-laws may be proposed as provided in Paragraph B of this Article. ~~Amendment ballots shall be provided to members, in good standing, at a General Membership Meeting. A statement of the position of the Board of Directors shall be published in the issue of the official journal immediately preceding the General Membership Meeting at which the vote is to be taken. A copy of this position statement will also be given with the amendment ballot at the meeting. A two-thirds affirmative vote shall be required for adoption.~~

Deleted provisions immediately above are amended and included in paragraphs B.3. & 4. below.

CURRENT ARTICLE XIV – AMENDMENTS

A. Procedures

3. No current provision
4. No current provision
5. No current provision

PROPOSED ARTICLE XIV – AMENDMENTS

B. Procedures

3. When the proposed amendment(s) have been approved by the Board of Directors at their mid-term meeting, the proposals will be voted on by the general membership as follows:

Amendment ballots shall be provided to members in good standing at a General Membership Meeting. A statement of the proposed amendment(s) along with the position of the Board of Directors shall be published in the issue of the official journal immediately preceding the General Membership Meeting at which the vote is to be taken. A copy of the proposed amendment(s) and Board position statement will also be given with the amendment ballot at the meeting. A two-thirds affirmative vote of the votes cast shall be required for adoption.

4. When the proposed amendment(s) have been approved by the Board of Directors at any time other than their mid-term meeting, the proposals will be voted on by the general membership as follows:

A statement of the proposed amendment(s) along with the position of the Board of Directors shall be published in the issue of the official journal immediately following approval by the Board. A tear-off return ballot will be included in the journal along with mailing instructions and due date. Ballots must be postmarked no later than said due date. A two-thirds affirmative vote of the votes cast shall be required for adoption. The results of the balloting will be published in the next issue of the official journal.

5. Amendments whose effect is only to correct proper names, spelling, grammatical errors, or other such changes which do not affect the intent of the by-law(s) being amended, shall only require a three-fourths (3/4) favorable vote by the Board of Directors.

REASON: This amendment is restructured to provide more clarity, and provide flexibility in voting for amendments to the by-laws. Article XIV.B.5 is added to avoid the lengthy process for handling amendments when the changes are merely cosmetic.

CURRENT ARTICLE XV – DISSOLUTION

No current provision

PROPOSED ARTICLE XV – DISSOLUTION

A. The Society may be dissolved by a two-thirds (2/3) vote at either a regular or special membership meeting.

B. Upon dissolution of this Society, all assets shall be distributed for one or more exempt purposes within the meaning of Section 501 (c)(3) of the Internal Revenue Code; i.e. charitable, educational, etc., or any corresponding section of a future tax code.

C. Distribution of assets shall be made at the discretion and upon vote of the Board of Directors.

REASON: The current by-laws do not provide for a method of dissolving the Society should that occasion arise. Article XV.B. is to meet the IRS rules for final distribution of funds by a dissolved not-for-profit organization.



THE MISSION CONTINUES ...



Darrel Lowell
Treasurer

Whether you are new to the 8th Air Force Historical Society, a long-time supporter, or a *Life Member*, I want to personally thank each and every one of you for your generosity and support. Our *Life Members* recognized early on the

importance of preserving the amazing stories of the men and women of the Mighty 8th, so that they would never be forgotten. The financial investment they made has been critical in the Society's efforts to carry on our mission "*To perpetuate the accomplishments and heritage of the 8th Air Force for present and future generations.*" The only way we can continue this mission though, is to engage others who understand and share this mission, too. Others like you.

The 8th Air Force Historical Society was born out of a spirit of service and sacrifice embodied by the men and women of the Mighty 8th and a vision shared by dedicated souls who vowed these accomplishments would never be lost or forgotten, but preserved for hundreds of generations to come. I am continually humbled just by reading and hearing stories from our members, their friends, and families. However, the time has come to ask for your sacrifice once again.

The recent request for *Life Members* to pay annual dues was absolutely the most difficult decision the Society Board has ever had to make. We had hoped that asking for additional donations from *Life Members* on a strictly volunteer basis would generate critical income, but unfortunately that has not materialized. For those of you who are or have been able to contribute beyond your initial *Life Member* donation—ap-

proximately 600 according to our records— we are extremely grateful. To those *Life Members* who have not contributed beyond their initial donation, we could have never foreseen the need to ask once again for financial support. Our records indicate we have a total of 1800 *Life Members* who have not contributed to the Society since they joined. Simply setting aside 11¢ [eleven cents] per day—\$40 per year—would generate an additional \$72,000.00 in revenue to help ensure the continuation of the Society. ***If the change in by-laws is approved by the membership during the Annual Reunion in San Antonio, the change will then be reflected in the dues notice which will be inserted in the December 2012 issue of the 8th AF News magazine.****

The *8th AF News magazine* is published and distributed to our membership every quarter. And while this publication is unique in its powerful, first-person narratives and accounts, it is a substantial expense for the Society. We are currently exploring ways to lower this expense without reducing the quality or content of the magazine. We are investigating additional ways to reduce cost and generate additional revenue; grow our membership and donor base. Again, we are determined to act with acute sensitivity to the economics of the time and the financial situations of so many of our members.

How YOU can help:

Consider bequests to the Society as you review your wills and estate plans. No remembrance is too small or insignificant.

Encourage educators within your community to join the Society. What better connection to history than to have students read first-person accounts from those who actually lived it!

Share any past or extra copies of the *8th AF News* among your friends, family, and professional associates such as

community and corporate leaders, doctors, lawyers, bankers, etc.

* If you are a *Life Member*, please support us with yearly dues; *Annual Members*, please continue to renew your membership annually and, whenever possible, include an extra donation to the Society to help ensure our continued existence.

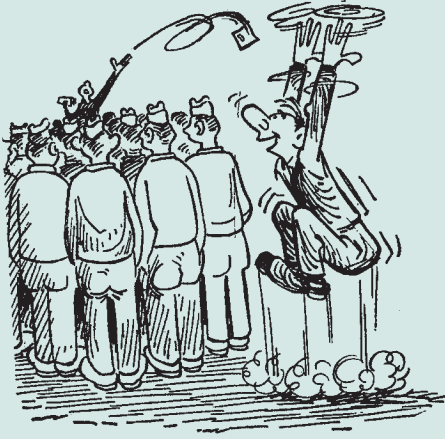
We made a commitment to 'never forget' our history and those men and women who lived it. With your help, we will be able to honor that commitment long into the future...

Darrel Lowell
Treasurer
8th Air Force Historical Society

Remember these very powerful words...

"He lived to bear his Country's arms. He died to save its honor. He was a soldier... and he knew a soldier's duty. His sacrifice will help to keep aglow the flaming torch that lights our lives...that millions yet unborn may know the priceless joy of liberty. And we who pay him homage, and revere his memory, in solemn pride rededicate ourselves to a complete fulfillment of the task for which he so gallantly has placed his life upon the altar of man's freedom."

H. H. "Hap" Arnold, General U.S. Army, Commanding General Army Air Forces



453RD ATTENDING REUNION

Hi Donna,

I am a Next Gen member. My father was with the 453rd BG, 735th Armament Section. I am debating on coming to the 38th Annual 8th AFHS Reunion. I was wondering if you knew how many would be there from the 453rd BG or the Next Gen of the 453rd?

Sincerely, Martin Jarabek
mjsub99@ncwcom.com

Editors Note: Mr. Jarabek, I don't have an accurate count. I am printing your request to our members. Can anyone help?
mjsub99@ncwcom.com

1980 ANNUAL REUNION SPEAKER

Col. Moller was the guest banquet speaker for the November, 1980 AFHS Annual Reunion. I would like to get a copy of that speech. He was introduced at the banquet by Robert Vickers. Is there any way of finding a copy of that speech.

Much appreciated,
Horace Seyster
yonderwood3@gmail.com
1143 La Casa Dr.
San Marcos, Calif. 92078.
(714) 756-1002.

445TH CBG 27SEPT44 KASSEL MISSION

Donna,

My name is Thomas (Tom) G. Harrison and I am doing research into the 27 Sept 1944, 445th CBG 2nd CBW 2nd CBD Mission to Kassel Germany. My friend Lt. Jim Baynham, who flew on that Mission with the 445th mentioned to me that you had published an 8th

Air Force News Letter for JAN 1989 that dealt with this Mission and contained letters from crew members who flew on the Mission. My research into this Mission has to do with, what went wrong and I am approaching it strictly from a scientific and technical point of view. As a result, I now believe I know exactly what went wrong but I am trying to get independent confirmation of the conclusions that I am proposing. It sounds to me from Jim's description that your January edition of the 8th AF News Letter contained relevant comments and reflections by those who I need to be listening to very carefully and giving their thoughts about the Mission very close attention.

Would it be possible to obtain or gain access to a copy of the aforementioned News Letter? I live in Denton, TX and hope to attend the upcoming Reunion in October. Any help you could give me along these lines would be most appreciated.

Tom Harrison, Ph.D.
Professor Emeritus
University of North Texas
Denton, TX
tel: (940) 565-3282(O)
(940) 484-0491(H)
UNTTOM@aol.com

REMEMBERING D-DAY 1944

8th AF NEWS, Vol. 12 No. 2, June 2012 Searching for info on Wayne Dennison, my uncle, Harold McMurray, was also in the 323rd SQ., 91st Bomb Group, Bassingbourn, England. He also was a ball turret gunner. I would like to know if the two of them may have known each other. My uncle's B-17, No. 392, took off for Troyes, France and was shot down off the coast of Belgium, on 1 May '44. He was captured and held prisoner in numerous camps until the end of the war. The only other survivor was Sgt. Rex Silvers, right waist gunner. The rest of the crew: Lt. McCardle, pilot; Lt. Vandembloom, co-pilot; Lt. Stanton, navigator; Lt. Lunde, bombardier; S/ Sgt. Stanley, engineer; S/Sgt. Newman, radio operator; Sgt. Kowell, left waist gunner and S/Sgt. Johnson, tail gunner, were killed at their positions. Uncle Harold passed away in 1999. I would be interested in hearing from anyone who



S/Sgt. Wayne Dennison
323rd Sq. 91st Bomb Group
Bassingbourn, England

may have known him.

Lee Hanson
8061 Dema Dr.
Des Moines, IA 50320
(515)285-8091
jhansonia@aol.com

LOOKING FOR MEMBERS OF THE 493RD BG

I am composing this note in hopes of forwarding it to anyone that might be able to provide information.

I had corresponded infrequently with John O. Ramsey and was disappointed to find an obituary dated 12/2/2011. I left a note with my recent membership application as to whether there had been an 8th AFHS News obituary, or any articles written by Ramsey.

My original interest was in info about 2nd Lt. William H. "Tommy" Thomas (O-925420; poss 926420) KIA aboard 43-39050 Mar 3 1945.

Research was a little difficult in that his body was not recovered immediately, and he would not be interred at Arlington National Cemetery until June 1949. Are there any websites with crash investigations? 43-39050 apparently came down in Holland.

I found a fantastic site that is confined to the Saarland region of Germany-
www.flugzeugabstuerze-saarland.de/

html/absturze.html
Navigator and friend John O. Ramsey, tried to get "the rest of the story" for Tommy's widow Catherine Thomas/ Catherine Baker, my mother-in-law. We had too few exchanges by letter and I am sorry to no longer be able to contact him. One letter mentioned Sgt. Francis M. "Blinky" Mungavin as a Historical Society member in 1989. Are there on-line or office contacts where one can search for members? I would particularly like to contact Mr. Mungavin if possible.

Are membership or reunion attendance lists available online?

I would be interested in any possible contacts. MACR 12886 lists - Graff, Gostachius, Ostachius, Edmunds, Kantor, Dawson and McKin as survivors that day.

Thank you for your attention and help. Thank you for the work you do.

Ed Powell
Chilcoot CA
530-993-6004
epowellmc@aol.com

KEITH BRATTON

Donna,
Thanks for publishing the article to locate Keith Bratton. It was successful.

Donald Smith
8307 Woodland Drive
Black Hawk SD. 57718
nuthatch@rap.midco.net

Editors Note: So glad that "Mail Call" publishings are successful!!

WHERE ARE THEY NOW?

Dear ladies:

Here's a possible story - kind of a "where are they now" piece. In the summer and fall of 1943 at San Marcos Army Air Force Base, aerial navigation courses were being taught in preparation for use in WWII. I was there as a member of Class 43-15 (Class 15 of 1943). I can't pinpoint the exact date but we students were on our first "celestial" navigation "shooting" the stars at night. Our rate was supposed to take us to Pueblo, Colorado but we wound up landing at an airbase in Oklahoma, grounded by weather.

Some of the cadets died on that trip. As the story goes, five planes, each carrying 3 cadets, a navigation instructor-

officer and a pilot, crashed amid the storm. The incident was hushed-up and got only a brief comment in the class graduation album.

The question now is, are there any 43-15 (Class 15 of 1943) navigators still around who were on that tragic training mission? If so, can they tell their stories about it as best as they can remember?

Don Casey
ARCDEC@aol.com

USAF VISITOR

Dear Sir,

The attached photograph was taken in the early 1980's when an American service man from WW2 visited my mother. My family lived very close to Attlebridge Airfield at Weston Green where my mother did some washing and ironing for a number of service men during the war. I know very little else about them, being only 3 yrs. old at the end of the war. I can only guess that the airman was ground crew and was attached to the 466th Bombardment Group at Attlebridge in Norfolk, 1944--45. My mother is in the center of the photo and hope you are able to place it where someone will be able to recognize the man.

Should this be successful, I am happy to be contacted by e-mail directly.

Kind regards,
Dennis Woodcock
dennis.woodcock@homecall.co.uk



PILOT, JAMES N. STANLEY

My father-in-law was a pilot in the 8th Air Force during World War II. He never talked about his war experiences, and we understood that those experiences were not subject to discussion. However, since his death, several of his family members would like to learn more about the things he did in World War II. My father-in-law's name is James N. Stanley. I don't even know which squadron or bomb group he flew with. I do know he received his pilot training in Pueblo, Colorado. He did talk about those experiences.

My question is this. How do I begin the search to learn about this hero? Our entire family is so proud of him for all that he did, both in the Army Air Corps and as a civilian.

Any help or suggestions you might be able to offer will be greatly appreciated.

Sincerely,
Gary W. Frickell
gfrickell@yahoo.com

WHAT MORE COULD YOU ASK

Hi Donna & Telisha

At the last 490th BG reunion in Savannah I had the flight of a life time.

My son and I flew in the last flying B-24. I had intended once all the reunions were over to try to get to fly in a B-17, it was on my bucket list. Never in my wildest dream did I think that I would be able to do this at one of the 490th BG reunions. I have the honour to be their historian. At this years reunion, on the agenda was a trip over to the airport, where there would be a B-24 & B-17. The vets could fly free and anybody else \$400. At the airport I stood in line to pay my \$400 when I was told I would be flying complimentary so the next thing to do was to decide which aircraft to fly in. No real thought needed as this was the last flying B-24, the first guy I met who had been in the 490th BG, Ed Lawrence flew as a Navigator in B-24's and all though all the guys are my friends a very dear and lovely man Jim Everhart and friend passed away in 2011 and he had been a radio operator on B-24's. Could it get better yes it could, whilst standing in line my son came up and stood beside me, "what are you doing son" I said and he replied "I have just



**Our B-24 Crew 29-10-2011
490th Bomb Group Reunion,
Savannah, Georgia**

Back-Row L-R:

Jack Philley, son of Co-Pilot Jack O. Philley, KIA 6th Feb 1945
Dr Richard Stratton Radio Operator and Pam Stratton his daughter.
Ellis Beymer Lead Navigator, Unknown, Duane Watkins Gunner,
David Leo, son of Joe Leo Radio Operator

Front Row L-R:

Eric Swain 490th BG Historian/Archivist
Stuart Swain, Eric's son (attended 20 reunions with him)
John Hazlett friend of attendee
Proudest day of my life to fly with the guys who did it for real
They are the Greatest Heroes one and all

won the raffle for a flight as well" So it was in a B-24, with my son, and to top it all with guys from the 490th BG. Eric Swain eric.490thbg@btinternet.com

S/SGT. CLYDE KLEE RESEARCH PROGRESS

I am still plugging away at my research into my Uncle Clyde Klee's history. A three year incomplete project. Clyde was an gunner assigned to the 711th Squadron from June 44 until his death on October 2, 44. He, if you recall, was removed from Gene Malhiot's crew in the B-17 crew reduction exercise of June 44. I have no ideal who he flew with. Shield's book stated that Clyde had earned an Air Medal with an Oak Leaf Cluster. Another source stated that he had been awarded two Oak Leaf Clusters. I recently received his medals and ribbons and found that his

campaign ribbon has 3 Oak Leaf Clusters. I also received his Purple Heart, an award I was not aware of. There is much for me to learn about his service. I had believed that mission loading lists would disclose much about Clyde's Rattlesden experiences. I have never been able to locate these mission records and reading the USAAF forum, I learned that others had been seeking them without any success. The info was not available at Maxwell AFB. Several years ago Ernest Osborne informed me that the National Archives contained extensive material on the 447th BG. I had not, until I recently read Sandra O'Connell's book She references these records in her book, and their location in the National Archives. In phone conversations with Sandra and co-author Harry Butowsky, I learned that Sandra had visited the National Archives and examined the

447th BG records as they pertained to Lee Minker's history. I asked Sandra about mission loading lists and she informed me that she found that the mission (post-flight) interrogation records in the Archives provided her with the mission record info she was seeking. She sent me copies of the interrogation forms from two of Lee's missions. A portion of the first page from Lee's mission #12 Interrogation Please note the information available on the interrogation form. I am particularly interested in the specific aircraft I.D., the aircraft call sign, the ACTUAL CREW MEMBER listing and the air crew casualty recording. Just this info fulfills all my research needs. The actual crew listing brings to mind a personal experience when I served at Castle AFB during 1956-58. On my first B-52 training mission a substitu-

tion was made on the crew about 2 hours before flight, even after all the mission planning, mission briefing and a partial completion of the pre-flight testing. This experience is relevant in that Clyde's crew status at Rattlesden is largely unknown. What is known is that he flew somewhere between 1 and 25 missions (based on Oak Leaf Clusters to his Air Medal) and that his last mission with Capt. Leach was most likely as a substitute crew member. Clyde was killed in the mid-air over Rattlesden between the Capt. Leach and Lt. Wilder

aircraft.

I do not know if Clyde had been reassigned to another crew (after leaving Malhiot's crew) or whether he was routinely flying as substitute crew member (RO or gunner). And...it is possible that his placement on a previous mission had caused his mission count to fall behind that of another crew to which he may have been assigned...and he was playing catch-up by volunteering to fly on other missions. Or alternately...I do not know that if his status as a substitute crew member resulted him in being assigned to a mission at the last moment. It seems to be that only ACTUAL mission records would provide an accurate record of his mission history. All of 44 years of aerospace experience leads me to trust only ACTUAL DATA. This is where my research now stands. If you can help in anyway, I would surely appreciate your help.

Regards,
Gordy Lukehart
5223 E. Walkerton Street
Long Beach, CA 90808
562-429-8077
gclukehart@charter.net

OUR BAY BEE MEMORIAL

I thought you might be interested in the attached photo. It is a picture of the Our Bay-Bee Memorial at the Mighty Eighth Air Force Museum in Pooler, GA. After the memorable AFEES reunion in Colorado Springs where you all so graciously hosted the first meeting of the Our Bay-Bee Crew kids, we stayed in touch and worked together to do a memorial for Our Bay-Bee and her Crew. I worked as the liaison between the families of the crew and Peggy Harden at the Mighty Eighth Air Force Museum who is in charge of memorials. The attached photo is the result of our collaboration. We are very proud of this memorial and please notice that just below "our plaques" is one for Anne Brusselmans. Yvonne Daley-Brusselmans was able to include a plaque for her mother placed here as Hank Sarnow and Martin Minnich were two of her "boys". We are hoping to have a dedication for this memorial in Pooler in 2013, the 70th anniversary of when the plane was shot down.

The last I heard the were still 11 spaces left before the wall is completed. I believe after this wall is finished, the Mighty Eighth is discontinuing the Wall of Valor program which is where the memorial is located.

Sincerely Betty Binnebose Lewis
bttjyl49@aol.co



MAGAZINES DISAPPEARED

I really like your's and Telisha's sunglasses in the last magazine! And I sure like the 2012 June 8th AF News this time. I just returned from the Strategic Air Command National Convention in Omaha. I took 25 copies of the 8th AF-News and placed them all on the registration table and they disappeared!

Bob Moses
8th AFHS Board of Directors

BBC RADIO / GI BRITAIN

I am a producer for BBC Radio. We are putting together a major oral history series to commemorate the 70th anniversary of the arrival of American servicemen in Britain. I am wondering if you might be able to help me.

We are looking to contact former GIs that might have some memorable stories about their time in Britain between 1942 and 1944. Through major military events (including the Italian Campaign, D-Day and the Battle of the Bulge) will be included in the programmes, we will be focusing on the GI experience in Britain (how they were received by the British, tensions with British soldiers and between American troops, relationships with British women, etc.). In the end, we want to create a series that will include some extraordinary memories. We're hoping the series will provide for our listeners an appreciation for the arrival of millions of brave American servicemen and the impact it had on British life.

Would you perhaps be able to put



Our Bay-Bee Memorial



Mail Call

me into contact with some GIs or their family members that have some stories about their time in Britain? Are there any veterans or resources for the 17th Airborne Division?

All the best,
Colin McNulty
Producer
BBC Radio 4 / Whistle-down Productions



UNCLE ARCHIE

My uncle, Archie Mathosian, volunteered for the U.S. Army Air Force in February, 1943. After gunnery school he was assigned to a crew on a B-17 bomber stationed in Thorpe-Abbott, England. He and his crew flew 17 missions without an incident. Then, they went out on the eighteenth, a fateful mission, and the crews last.

While on a bombing run over Berlin on March 18, 1945 they were attacked by German jets. The jets were ME-262s and M-410s. Archies plane took enemy fire and was shot down at 30,000 feet. He was captured and taken prisoner. Before he died in 2009, I interviewed my uncle and documented this event.

Submitted by: Mark Mathosian,
Advance, NC
561-962-5103
mmathosian007@roadrunner.com

EIGHTH AIR FORCE NEWS MAGAZINES

I just received my membership card and the Eighth Air Force Magazines. The timing could not have been better as I have been spending some of my Memorial Day weekend reading them. Each and every one of the stories is very impressive. Being courageous wasn't a one time thing for these men, it took a great deal of courage to go back in their memories and revisit their war experiences and then to talk about them. Chaplain Earl Wassom's article in the March 2011 issue of 8th AF News really hit home, as I could recognize everything he said in my Dad.

Archie Mathosian

Archie Mathosian and his crew

You are not only keeping the tradition and memory of the greatest generation alive, but with these touching stories, helping the NextGen understand and get to know their fathers, grandfathers, uncles etc. better than they did before reading your magazine.

Thanks you again and I am happy to be a member!
Betty Binnebose Lewis
bttj149@aol.com

HOW MANY COMBAT TOURS?
Re: Mail Call letter by T/Sgt Theodore C. Hood in June 2012 issue pertaining to subject of combat tours.

The D-Day mission was my 28th mission and almost immediately it was announced in my group (388th Bomb Group) that we would have no quota and the number of missions would be unlimited.

Everyone thought that D-Day was so successful that the war would end in a short time.

All of our combat personnel raised a very strong objection and a new directive was issued, as follows:

The new tour quota would be 35 missions, followed by duty stateside. However, if we volunteered to do 30 missions, we would get a 30 day furlough to go home, followed by two weeks for R & R in Atlantic City. We would then return back to our group for another tour of missions.

My crew voted to take the second option. When we returned to group, there was another problem. We learned that

in other groups that had the same deal, those that had returned were released from their obligation.

Again we objected and finally it was decided that our 2nd tour would be 20 missions then go home.

I guess that I was very lucky to complete 20 more missions and still be alive after a total of 50 missions.

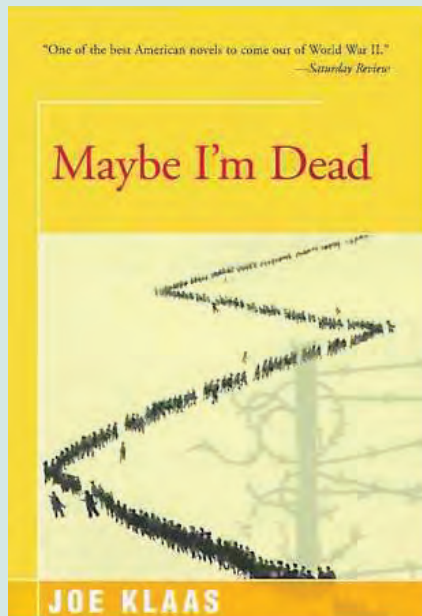
Patriotically submitted by,
James Zographos, 388th BG
Discharged as a 1st Lt.
293 Turnpike Rd., 801E
Westborough, MA 01581
(508) 366-7871

11TH CCRC GROUP

I was appointed Sergeant Major upon the departure of General Eisenhower after which he directed us to set up the 1st CCRC Group at Bovingdon, England in December of 1942. I held that position until the stress of responsibilities sent me to a hospital in the spring of 1944. I was followed by Captain John Goble with whom I shared an office and then by Lt. Col. John P. Dwyer, Commanding Officer. It was not a glamorous job but necessary to "keep em' flying."

I have since heard several times of an 11th CCRC but unable to determine where or when it existed. I will appreciate information from anyone with knowledge of such an organization.

Sincerely,
Tom Griesbaum
212 E 21st St.
Alton, IL 62002-6811
618-462-7807

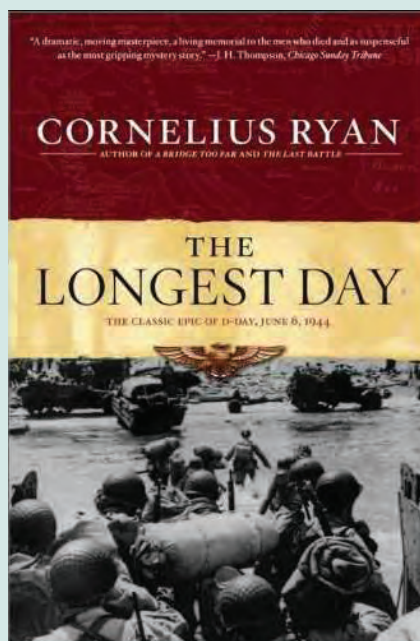


TWO GOOD READS

Dear Donna:

I really enjoyed the June issue for the D-Day stories and the POW long march. I also flew a mission of D-Day. I led a twelve plane formation. Our target was two bridges across the river Orne and its canal at the north edge of the town Caen. Each B-24 carried eight one thousand pound bombs. It was about mid-morning and the weather had cleared and I had a fantastic view of the whole operation. I did not realize how important the mission was until I read Cornelius Ryan's book "The Longest Day" where he describes the German Tanks effort to get to the beach heads. They could not get through Caen and it took four hours for them to find another way. In that time, the British were able to land anti-tank guns and stop them.

Years ago, I bought a book "Maybe I'm Dead" by Joe Klass. He was an English fighter pilot that was forced down and captured in North Africa. The book is still available on Amazon, I gave cop-



ies to two men I know that made the march. I would highly recommend it to anyone.

Captain Robert Lee Swofford
445th Bomb Group 700 Sqdn.

CONVALESCENT HOSPITALS

We are currently researching U.S. Convalescent Hospitals and Centers based in the U.K. during World War 2 for a book on the subject. We would very much like to contact serviceman and women who served at the hospitals and also patients who were treated at them. We are particularly interested in veteran's memories of the hospital at Stoneleigh (Stareton) near Coventry, which we understand was a convalescent center for Air Force personnel (307th Station Hospital). We would like to hear people's memories of the bases and the surrounding area. We would also like to see photos from the time. Our aim is to paint as accurate a picture as possible of life at the U.S.

Convalescent Centers through people's memories and archive material.

We can be contacted on email address :

francollins@mail.com

Or by mail: Mr and Mrs M. Collins
3, Ipswich Crescent,
Great Barr.

Birmingham B42 1LY
England

Do hope you can help us.

Yours faithfully,

Martin and Fran Collins

FRANK MCKINLEY DRAWING

Working with a WWII B-17 vet on his memories. He has a line drawing of the clothing they wore on high altitude bomb missions drawn by Frank McKinley. Unfortunately, Harry's copy is a photocopy of a photocopy and the quality of the image has deteriorated. It appeared in an 8th AF magazine, possibly 3 to 4 years ago. I am trying to locate that issue, or discover some way of finding it so it can be included, with its credits, in Harry's booklet. Any ideas? Thanks for your help.

Jo Ann Reckner

jareckner@gmail.com

614 Callowhill Road

Perkasie, PA 18944

215/453-7523

Please send all
ARTICLES and PHOTOS to:

Donna Neely
2090 Cairo Bend Road
Lebanon, TN
37087

or

donnajneely@gmail.com

CALLING ALL WWII VETERANS

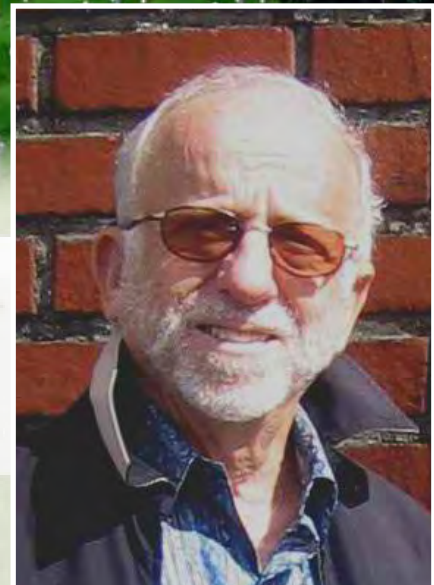
INTERVIEWS WILL BE CONDUCTED DURING THE 8TH AFHS REUNION

An Oral History Team from the National Museum of the Pacific War in Fredericksburg, TX will be available on Thursday, October 4, 2012 at the 8th AF Historical Society Reunion hotel in San Antonio, TX to conduct interviews of WWII veterans. The museum is interested in oral histories from WWII veterans from all theaters of WWII, not only the Pacific Theater. Those who participate will be mailed a copy of the CD, made during the interview, to share with their family. A sign-up sheet will be available at the Reunion Registration Desk upon check-in at the hotel. Those interested in learning more about the oral history process can call Susan O'Konski at 210-490-9580 for further details.

Let Freedom Ring



Born on June 16, 1925, George Ciampa is a U.S. Army World War II veteran of five campaigns in Europe including the Normandy Invasion and the Battle of the Bulge.



Georgia Ciampa will be our guest speaker during the 38th Annual Eighth Air Force Reunion in San Antonio, Texas on October 4, Thursday evening following dinner.

These crosses and Stars of David at the Henri-Chapelle cemetery mark the graves of 7,992 American soldiers who died in the region near Homburg, Belgium. Many of them were killed during the "Battle of the Bulge" which was the largest-ever battle fought by the U.S. Army from December 16, 1944 to January 25, 1945. This cemetery pictured, Henri-Chapelle, was initially situated nearby as a temporary cemetery after the area was liberated September 11, 1944 by the United States Army's 1st Division. At its peak, there were over 19,000 American soldiers in the temporary cemetery before 60 percent of them were returned home at the request of the next of kin. Handling of the dead was carried out by the 607th Graves Registration Company.

George Ciampa is a veteran with the 607th Graves Registration Company and the president of LET FREEDOM RING. Today, the history of this era is not commonly known by many younger Americans and others.

Too often people take freedom for granted and never realize that there is always a chance for it to be taken away. For example, people in Europe lost their freedom as Nazi Germany occupied their countries.

George Ciampa created LET FREEDOM RING in order to educate today's generation on the importance of FREEDOM and to never forget those men and women who gave their lives for freedom. Today's generation cannot be complacent about the security of our

freedom that so many servicemen and women have died for over the years.

In August 2006, Ciampa took four Southern California high school history teachers and two First Division "Battle of the Bulge" veterans to Belgium. The purpose was to enlighten the teachers about the hardships of the Belgian people who lived under the Nazi occupation as well as hear the experiences of the veterans who fought the Nazis. The tour was filmed for a documentary to pass this information to younger generations.

In July 2007, Ciampa took other high school history teachers and other veterans of the D-Day Normandy Invasion to France. The purpose was to enlighten the teachers about the hardships of the French people who lived under the

Nazi occupation as well as hear the experiences of the veterans who fought the Nazis. The tour was also filmed for a documentary to pass this information to younger generations.

For more information about Let Freedom Ring:
www.letfreedomringforall.org
george@letfreedomringforall.org
3304 Whiffletree Ln
Torrance, CA 90505

**Meet George Ciampa
October 3-7, 2012,
during the 8th AFHS
Annual Reunion in
San Antonio, Texas.**



Dear Next Gen,
My apologies for missing last month's issue. You will be seeing some recommended By Law changes in this issue of the 8th AFNews. Please read carefully before voting. There are some cosmetic changes that need to be made to bring the By Laws up to date and there are others that will require your full attention due to their impact on the membership.

Good news, in the last issue of the 8th AFNews, we profiled "The Movie MEMPHIS BELLE" and its history. During the last few months a deal has been struck between the Liberty Foundation (owners of Liberty Belle B-17G that was destroyed by fire last year) and John Tallichet-Military Aircraft Restoration Corp to tour the movie MEMPHIS BELLE and offer rides. This is the first time this plane has been available for the public to fly in. Also keeping with the Liberty Foundations commitment to our Vets/8thAFHS, they contacting our Veterans in tour stops to go on Publicity Flights. Debra Kujawa is coordinating with Liberty Foundation to provide Members contact info so don't be surprised if you get a call when she comes to town. They are also handing out our Membership brochures at tour stops. Tour Stops continue with Collings Foundation B-17G "Nine-O-Nine" and B-24 "Witchcraft", Yankee Air Museum's B-17G "Yankee Lady" and CAF's B-17G "Sentimental Journey" which will join us in San Antonio courtesy of the work of our Next Gen. and Dick Exler. 8th AFHS Brochures are being handed out at these stops

Our Facebook page has over 1100 people and promotions set up by Bob Books on our Facebook page is generating interest in membership, thanks Bob! Many other Bomb Groups are taking to his form of communication with the Next Gen and it is helping link many Families and Vets around the world. If you look at the Registration form you will see we eliminated the clause

where you have to be a member of the 8th AFHS to attend the reunion. This was discussed at last year's Next Gen meeting and implemented this year. Spread the word so that other people interested in coming now have no excuse!

At our meeting in San Antonio, we should discuss a game plan to hit all the major Air Shows that feature Warbirds (B-17, B-24, P-51, P-47, P-38 etc) with our Membership Brochures. Tour stops and Air Shows provide us with a built in audience already enthusiastic about the aircraft; now let's get them interested in the history of the men behind those machines. There were quite a few of us at the last Next Gen meeting who were doing this, but with events like, Thunder Over Michigan, Oshkosh, Chino, Geneseo, World War II Weekend in Reading PA, CAF show in Midland TX,



and others, we need a more concerted effort.

We have some special T-Shirts we made up for the reunion from an original drawing by Robert Bailey. These will be on Sale at Registration for \$20 each and all proceeds go to the 8th AFHS. There is a limited edition so don't miss out.

Finally, no idea is a bad idea. The only bad idea is not having one! We look forward to hearing your ideas and suggestions for perpetuating the legacy of the Might Eighth at the Next Gen meeting on Thursday October 4th, from 4:30pm until 6pm.

Michael P. Faley
8th AFHS Board of Director



FRONT

BACK

LIMITED SUPPLY "38TH ANNUAL 8TH AFHS REUNION" T-SHIRTS

Available during the Reunion in San, Antonio, Texas October 3 - 7, 2012.
\$20 dollars during the Annual Reunion and \$20 + shipping costs for all orders after the reunion. T-Shirts will be available at check in.
All proceeds (after costs) will go to the 8th AFHS.
The original drawing will be displayed during the reunion for signatures by our veterans.



Top Photo:
President Pat Keeley and guest speaker, Mr. Marvin Silbersher, Crew #80 ("Blithe Spirit") Radio-Operator-Gunner 711th Squadron, 477th BG Author of "The Bells Of Hell" Poems



Candee Kane, Marvin Silbersher and Friends

The New York State Southern Wing Chapter

Held a Luncheon/Meeting on Sunday May 20th at the American Air Power Museum in Long Island, NY., with a great program, surrounded by vintage WWII aircraft. Marvin Silbersher was one of the guest speakers, along with 12 other

WWII veterans. Please check our website for further information on our upcoming events, including our October Luncheon, website - <http://blogs.ny-8thswcafhs.org>. Also a new 2012 Roster has been addressed and is available. Please 'Support Our Troops' & the 'USO' Pat Keeley



Thirteen WWII 8th Air Force veterans were special guest at the New York State Southern Wing Chapter Luncheon.

North Alabama Chapter

Our area has a coalition of 25 veterans organizations; the North Alabama Chapter of the 8th Air Force Historical Society is a member. On Memorial Day of each year there is a ceremony to lay wreaths at Maple Hill Cemetery. Pictured is of the wreath that our Chapter laid in behalf of the 8th AFHS at this years ceremony.

Our Vice President Traci Calvert, opened the July 2012 meeting in the absence of our President, Ann Vaughn who had some family obligations that day. Although, of course, we missed Ann, Traci did a wonderful job. Our Guest Chaplin, George McGuiness led the invocation then Bill Varnedoe led the Pledge to the Flag.

Playing his harmonica, George Ferrell opened our program as usual with some great patriotic songs including "Yankee Doodle Dandy", "Grand Ole Flag," everyone enjoyed "Mother Machree", "Beautiful Dreamer", "Carry me Back to Old Virginny", "The Quilting Party" plus others and he closed, as usual, with "Dixie."

In honor of Independence Day, members were asked to share "4th of July" memories. George Ferrell recalled the 4th of July Party given to the soldiers in 1944 in Edinburgh, Scotland by the Red Cross. He was awaiting his return to the states as he had flown his last two missions on D-Day. Howard Polin told of July 4, 1992, when he and others from his 357th Bomb Group were invited to England by the Friends of the 8th Air Force. The British wore American uniforms (accompanied by their British accent) in honor of the 8th AF members. When asked what they would like to see on the table American soldiers requested, "squash". At the party, they couldn't find any squash dishes being served! Later, they were surprised to find that British "squash" is fruit juice of which there had been plenty on the table! Mr. McGuinness shared with us the story of Douglass Bader, a WWII RAF pilot who was captured and spent most of the war in German POW camps. He escaped not once, not twice, but three times from the POW camps, but was captured and returned each time. Talk about determination! On top of that, Bader had had both of his legs amputated 8 years before the war



North Alabama Chapter

began!

The August meeting will be on Friday August 3rd.

The program speaker for August was Col. John "Russ" Leaphart who is the Project Manager for Aircraft Survivability Equipment (ASE) at Redstone Arsenal. We know how rugged the B-17 was in WW II, sustaining all sorts of machine gun and flack damage, but how are we faring today?

Oregon Chapter

Introduction by Tom Philo: Captain John "Jack" Cramer was the navigator on the B-29, *Goin Jessie*, in the 5th Sq, 9th BG, 313th Wing, 20th AF flying out of North Field, Tinian, in the Marianas. He flew 35 combat missions including one to Iwo Jima and one to Truk. The other 33 missions were to the home islands of Japan. He describes his experiences and the similarities and differences between the missions he flew and those that the 8th Air Force flew over Germany. The following are excerpts from his speech. "I'm familiar with B-17s because there weren't enough B-29s and my bomber group trained on B-17s. The B-29 was the first pressurized airplane and it was like a luxury liner compared to the B-17. You could fly at 35,000 feet without any oxygen. The quarters in the B-29 were just as cramped as they were in a B-17 even though it was twice as big.

On a B-17, the gunners were right in the turrets with their guns. The B-29 turrets were remote control. The

gunners had a gunsight and a little bright ring. They would track an enemy fighter, keep it inside of that ring, and the turret would move automatically with the sight. It was a rudimentary system that would take into consideration the altitude of the aircraft, the airspeed, and the outside temperature. We had a four-gun turret on top with four .50 caliber machine guns and two .50s in the nose at the bottom of the aircraft and another turret with two .50s in the rear bottom of the aircraft and then a tail gun. We also had a central fire-control gunner who could control of all of the guns. I was the navigator and sat behind the bulkhead behind the pilot. I had a desk with a radar scope, a Loran scope behind me, and a drift meter beside.



Captain John "Jack" Cramer
Photo by, Tom Philo.

Our crew was trained to do high-altitude formation, daylight precision bombing and that's what we did when we got to our base on Tinian. Our formation flying was different from yours. As I understand it, you 8th AF guys would form up right over England and fly formation all the way to the target and all the way back. We were 1500 miles away from our target and it would've been a prohibitive waste of gasoline to fly formation that far, so we flew individually up about 150 miles off the Japan coast to a pre-determined coordinate, form up there, and fly formation over Japan to our target.

Our experience with high-altitude, precision bombing was not very satisfactory due to foul weather and the jet stream. We frequently ran into terrific 200-knot winds at 25,000 feet. We often couldn't see the target and would just toggle our bombs over a secondary target. So we didn't do much damage. Then we received a wonderful gift from the 8th Air Force in the form of General Curtis LeMay who took over command of the 20th Air Force and decided against high-altitude, precision, formation bombing and we started to

do night sorties. The effect was that we could carry twice as many bombs at 7000-10,000 feet as we could at 25,000 or 35,000 feet.

We also were briefed by intelligence officers to justify the incendiary bombs that we were going to be carrying. They said that the Japanese industry was based upon piece work. Small parts were built all over the city of Tokyo and trucks would come around to these small shops, pick up the parts, and take them to a factory where they would be assembled. So that the only effective way of knocking out Japanese industry was to burn down the whole city and so that was the justification for this type of strategy. Our bombing turned out to be very, very effective flying at night.

A typical mission was 15 or 16 hours long and it was a long haul of at least 3000 miles round trip. I became friends with a bombardier on another crew, Tom Bowen. When we'd get back from some of these night incendiary strikes, we'd find little bits of newspaper or charred pieces of wood that had been blasted up into the bomb bay by the tremendous updraft from the fires. When we'd return, the protocol

was that we'd go directly to the group intelligence officer who would debrief us on the mission. He'd ask everything that happened on the mission. There was a scroungy little dog sniffing around the hardstand and my friend, Tom, picked the dog up and put it under his arm and took him to the intelligence debriefing. Our intelligence officer was a guy by the name of Bud Johnson. When he finished his questions, he said, "Okay, Bowen, what's with that dog?"

And Tom said, "Well, Bud, he blew up into the bomb bay over the target." And, of course, everybody knew this was total ridiculous, but there were some reporters watching this debriefing, including a guy from Life magazine, and their mouths dropped open. Anyway, it was a popular story around the group for a while. After the war, when we got back to Portland, there was a story in the August 13th edition of Life magazine about strange events that happened in the last days of the Pacific War and the dog that blew into the bomb bay was one of them.

Sincerely,
Joan E. Hamilton

Appeal for New Jersey Chapter Members

The famous Teterboro Airport in Teterboro, New Jersey recently conducted its *Wheels and Wings Expo 2012 "Annual Salute to Veterans."*

Chuck Howard, Director of the *Aviation Hall of Fame of New Jersey*, had asked me to participate by representing the 8th Air Force Historical Society and I was given exhibit space to set up informational material for the visitors, which I obtained from the 8th AFHS. In addition to my table, other exhibitors were Tuskegee Airmen, an ex-German Airforce pilot (ex-POW), and other WW II veterans.

To my surprise, WWII veterans were given the opportunity to fly on a B-17, the *Yankee Lady*. On Saturday and Sunday there were very large crowds and a great deal of interest. I manned the table most of the two days and also had the help of Vice President Joseph Patrick



Keeley, 8th AFHS. There was lots of enthusiasm by many a family, young and old, and non-veterans alike. I ran out of all the magazines and the brochures. Hopefully we will get some response and new members, which will give us a boost to start up the 8th AFHS New Jersey Chapter, which I was a part of back a few years ago when it existed here in New Jersey.

Pat Keeley and I are ready to start up a chapter located in northern New Jersey. If you are interested in reviving the chapter, please contact me at 201 569-3079, stalagluft4@gmail.com. Or contact Pat at 973 423-4854, fxe84@optonline.net.

Herb Gold

Stan Peterson stands in front of the Seine Princess. During his trip to France, Stan took an eight day cruise on the Seine River, passing the bombing site of one of his missions.

SEINE PRINCESS



Memorable 93rd Birthday

Submitted by Stan Peterson, 96th BG

On Sunday morning February 6, 1944, I attended a briefing for a mission to Romilly, France. The target was to destroy an aerodrome, occupied by the German Air Force. It was the only mission I was to fly without my crew. When we arrived at Romilly, the target was completely covered by clouds, which kept us from dropping bombs on French land. As we headed back to England a German fighter aircraft attacked the B-17 off to our left side and below us. I saw that both pilots appeared to be hit in the cockpit, and the plane fell out of formation near Villers Cotterets. The B-17 fell on farmland and there appeared to be no survivors. As the residents of the area approached the wreckage, they found the bodies of 9 American crewmen. Then, a German officer in charge of the area, saw one airman crawl out of a pile of sawdust and wood shavings and he was quickly taken away.

This scene was never forgotten by the French citizens who witnessed it all. One of them often told the story to his family in the years to come. Pierre Baudier was born five years after the

event and was fascinated by the story his father told of the lone survivor. Years later, as the local people were planning the 50th anniversary of the French winning freedom from the German occupiers, Pierre persisted in locating the lone survivor. He was Jose Pino of El Paso, Texas, the hometown he returned to after being released as a P.O.W. Pierre described Jose as a "person of great modesty." The French people arranged to have Pino as their guest for the celebration, until they learned of his passing. Instead they issued the invitation to close relatives, who attended. They were, of course, met at the Paris airport by Pierre!

Now let's move this story up to May 20, 2012. I arrived in Paris on my 93rd birthday accompanied by my oldest grandson, Andrew. On Monday, May 21 we arrived by tour bus at the Cathedral in Reims. As we exited the bus I heard Andrew say, "Pierre and Mrs. Pierre are standing in the doorway of the Cathedral waving at you!"

What a thrill to meet my long time pen pal, Pierre. He dropped all other plans in order to meet me at the cathedral in Reims for a few hours. We walked through the marvelous cathedral with non-stop conversation, as Pierre now retired at 61 is able to speak fluent English.

It was then that I was able to thank Pierre and his fellow countrymen at Villers Cotterett for the honor they paid in dedicating a monument to the Kurtzberg crew and dedicating a street to Jose Pino, the lone survivor.

My journey in France took us on to Normandy and the Beaches at Omaha and Utah, with a great visit to the American Cemetery and the museum dedicated to the peace at Caen. This was followed by an 8 day cruise on the Seine River, passing the bombing site of

one of my missions. In April of this year, I received the French Legion of Honor Award, for my service to the French citizens during WWII. When the French Embassy in Washington, D.C. heard of my trip, I was sent a January 1, 1944 picture of a ball bearing factory in ruins! The December 31, 1943 mission had been a success for the crew of the Saint. After dropping our bombs, we cleared the white cliffs of Dover and made a forced landing at Graves End with a New Year's Eve celebration with the RAF lads!

On the Seine cruise, we passed the western industrial section of Paris, the captain helped locate the December 31, 1943 target area, the site of what had been a ball bearing factory. All of this made my 93rd birthday a very successful event and completed the memories of WWII, with the crew of a B-17, The Saint, which completed 25 missions on March 15, 1944. The last four were the first four day light raids to Berlin and Brunswick for number 25.

From: Stan Peterson, 96th BG
561-793-8231



Pierre Baudier and Stan Peterson



Stan Peterson and his oldest grandson, Andrew

PRESERVING YOUR FAMILY HISTORY

Submitted by Sandra O'Connell Minker

Each time that Taps appears, the Mighty Eighth loses some of its history. Once numbering more than 350,000, there are fewer veterans with each passing month. For the families and friends--both here and in the U.K.--it is the lads who are remembered. Their profiles are still proud and their remaining hair is now white; it has long since been robbed of the color of their youth. Legs that once swung nimbly into the belly of a flying fortress are now stiff and slow. Eyes that once scanned the skies over Germany for fighters are now rheumy behind bifocals squinting into the sun. As young men they skirted the farmers' fields in places like Rattlesden, Thurleigh, and Molesworth to get to Niesen huts or tents, home for the crews and the ground personnel. They serviced and flew the massive bombers and nimble fighters, filling the English countryside with the distinctive roar of the B-17s with their spiraling take-offs and then the slow, straggled returns.



**Ralph Lee Minker,
pilot of the Blue Hen Chick**

All too often fewer landed than took off. Now in 2012 as we continue to lose members of the WWII generation, the nation is losing its collective memory of that time of shared sacrifice.

My privilege over the last seventeen years has been as the caretaker of the more than 800 letters that my husband, Captain Ralph L. Minker (447 B.G., 709 A.S.), his parents and two teenaged sisters exchanged between February 1943 and September 1945. The letters are complemented by a scrapbook of over 100 photos--including those passport pictures should the crew be

"Reading the history of the Schweinfurt raids or the Battle of the Bulge may not hold much interest until you know that grand-dad flew on one of those missions"

shot down. In 1999 the entire collection was donated to the Historical Society of Delaware in his hometown of Wilmington.

The Minker family letters became the basis for **"An American Family in World War II"** (Minker, O'Connell & Butowsky), developed with War II historian, Dr. Harry Butowsky. Book signing events at the Smithsonian's Udvar-Hazy Center and Museum of American History have allowed me to meet hundreds of people whose family members served in WWII. Many of them are young people with only a vague notion of their grandparents' service. I am distressed to hear that they know little of their heritage or the part that one of their relatives played in securing our freedom during the most critical time in the twentieth century.

Why preserve a family history?

Most of the servicemen and the families who lived through those perilous times are no longer with us. When relatives' memories are dim, letters and other documents disappear, trunks and memorabilia are thrown out, and along with them each family is losing its own personal story of World War II. Why

"Knowing exactly where a loved one was shot down, hearing how the ground crew kept "their" plane in the air, can make a connection to history that might otherwise be lost"

does it matter? For the generations not directly connected to WWII, a family history can provide a personal link to the past. Reading the history of the Schweinfurt raids or the Battle of the Bulge may not hold much interest until you know that Granddad flew on one of those missions. Seeing the crew photos, identifying the plane in an aerial photo, reading the records documenting the air battles, knowing exactly where a loved one was shot down, hearing how the ground crew kept "their" plane in the air, can make a connection to history that might otherwise be lost. Historians have written thousands of books on WWII: the battles and generals; the planes, tanks, and ships; the strategies and defenses. However, it is the individual stories of ordinary men and woman that give national and world events a personal connection. When we lose the individual stories, we are in danger of losing the values that helped to make

"When we lose the individual stories, we are in danger of losing the values that helped to make us free."

us free. The values of shared sacrifice, love of country, doing your duty and working for the common good are abundantly demonstrated in the stories of World War II. We know who we are by understanding those who came before us. Families can preserve who you are by researching and recording your own history.

Getting Started.

For all of the members of the second and third generations, here are some ways to preserve your family story. Many of the WWII operations records, including mission details, are available at the National Archives located in College Park, Md. A good place to begin is to download the brochure:

Finding Information on Personal Participation in World War II. www.archives.gov/research/military/ww2/ww2-participation.pdf. The Archival Research Catalog (ARC) is comprised of a series of online search tools that help you to look through their indexes and then order records. To find out your relative's role in the war, go to www.archives.gov/research/arc/index.html, then search for the records of the fighter or bomb group. The search phrase that I found most helpful is "Mission Records" followed by the bomb group number. The ultimate goal is to find the box number as that is needed when requesting the records. Keep in mind, the online are descriptions of what is available at the archives, not the actual documents, which are not yet digitized. More than a bit of patience and time will be needed to work through the archive's catalogs and the physical records. I was able to locate all of the mission records of my husband's bomb group, the 447th, in 2004, prior to the availability of online searching. To my amazement, I was brought hundreds of folders with the complete records of each mission of the bomb group: the intelligence teletype from Pinetree (8th AF HQ), weather reports, the mission plan, bomb results, photos, and the Interrogation Form. This form is important for researchers as it lists the names and position of each member of the crew. Generally, other records contain only the number of the plane and the name of the pilot. The mission details are briefly described along with bombing results and the de-briefing with the crew citing any downed planes or chutes seen on the way back to the base.

Resources.

Created in 2000, the Veterans History Project at the Library of Congress now has a collection of over 60,000 stories and photographs. You may add to the collection with a veteran's oral history. Guidelines for conducting an interview with a veteran are available at www.loc.gov/vets/pdf/fieldkit-2007.pdf. Other repositories for oral histories include: the Air Mobility Command Museum at Dover AFB, the National WWII Museum in New Orleans, and, of course, the Mighty Eighth Museum. If you haven't

"The search phrase that I found most helpful is "Mission Records" followed by the Bomb Group number"

already done so, enter your veteran's information into the Mighty Eighth online database. Don't overlook all the family members who lived through the war, stories of the homefront should be preserved as well. The Institute on World War II and the Human Experience at Florida State collects and preserves the memories of the men and women who participated in all aspects of the war effort. (www.ww2fsu.edu)

Women who served have a special place to be remembered. The Women in Military Service for America Memorial, dedicated in 1997, is located at Arlington Cemetery in Washington, D.C., the Office of History & Collection is eager to add WWII stories to the growing compilation of women who have served the nation. Their mission: "We collect official and personal records, oral histories, photographs, and other memorabilia to help portray women's record of service and citizenship." If you would like to conduct an oral history of a woman who served, they provide a how-to-guide and consent form. The website also has excerpts from their oral history collection. (www.womensmemorial.org)

Not sure how to start?

StoryCorp is an organization that offers tools and in some cities, a recording studio to collect family stories. Since 2003, StoryCorps has archived more than 40,000 interviews from nearly 80,000 participants. Their mission is "to provide Americans of all backgrounds and beliefs with the opportunity to record, share, and preserve the stories of our lives." The conversations are preserved at the American Folklife Center at the Library of Congress. While not focused on the military, StoryCorps offers a Great Questions List that covers topics such as grandparents, war, and family heritage. Check their website for locations for recording studio opportunities and details on conducting

an interview. (www.Storycorp.org)

Engage grandchildren by involving them in creating a scrapbook, digital or the old-fashioned kind. A WWII memory scrapbook would make a special gift for family members. Period papers and materials are available from www.scrapyourtrip.com. For help with such a project, see ideas and software on www.mymemories.com or www.heritagescrap.com. These projects make a wonderful family keepsake to be passed down from generation to generation.

If you have uniforms, orders, log books or other memorabilia in the family, consider a donation to a local or state historical society or one of the nearly 300 aviation museums in the country. Many of them have archives and exhibits where your family items would be welcome and well taken care of. For a list of air museums organized by state, go to www.aerofiles.com.

Give witness to who we are.

In a eulogy Rev. Ralph Minker offered for his comrades at their 1991 reunion, he said, "We still have a solemn responsibility to give witness to who we are and have been, to say to each other and those who passed away: still standing for peace with justice, still faithful to a common cause." Every family can continue to give witness to who we are by preserving the stories of the individual lives and values that gained our freedom.

Sandra O'Connell Minker can be reached at: SOC703@gmail.com website: www.bluehenchick.com



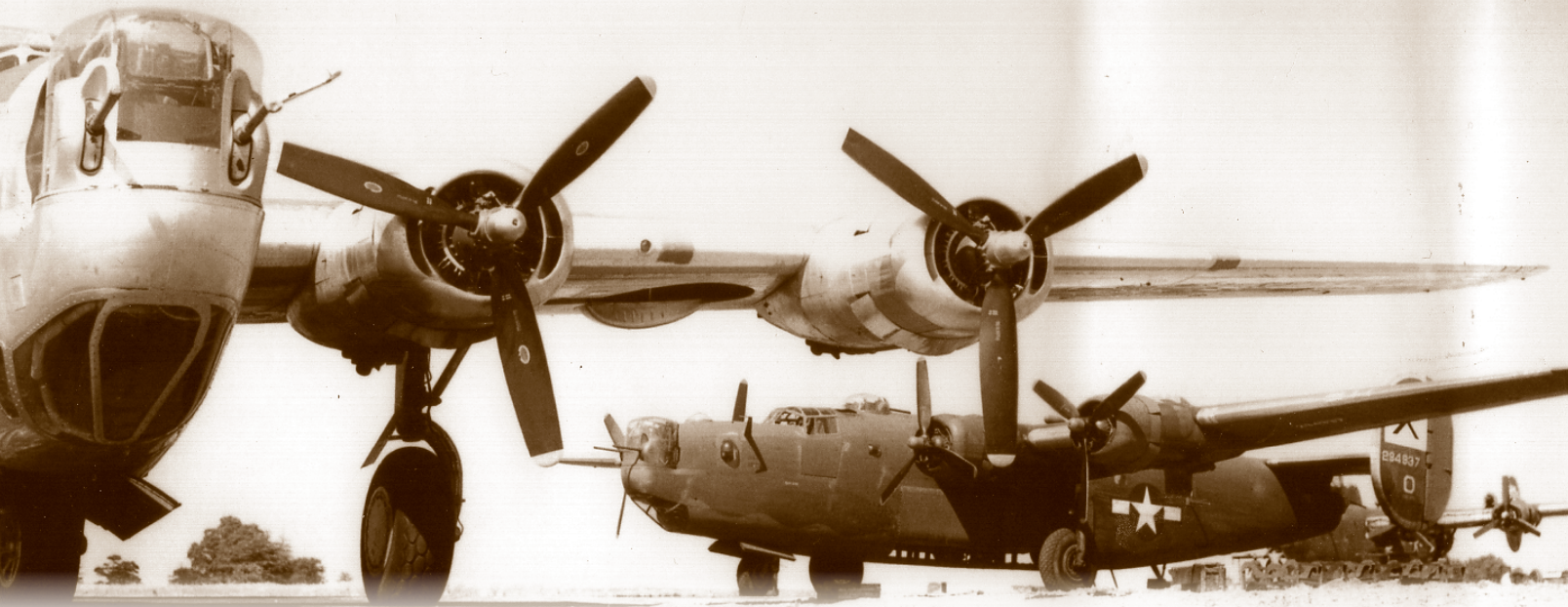
Rev. Ralph L. Minker at the WWII Memorial, January, 2005.



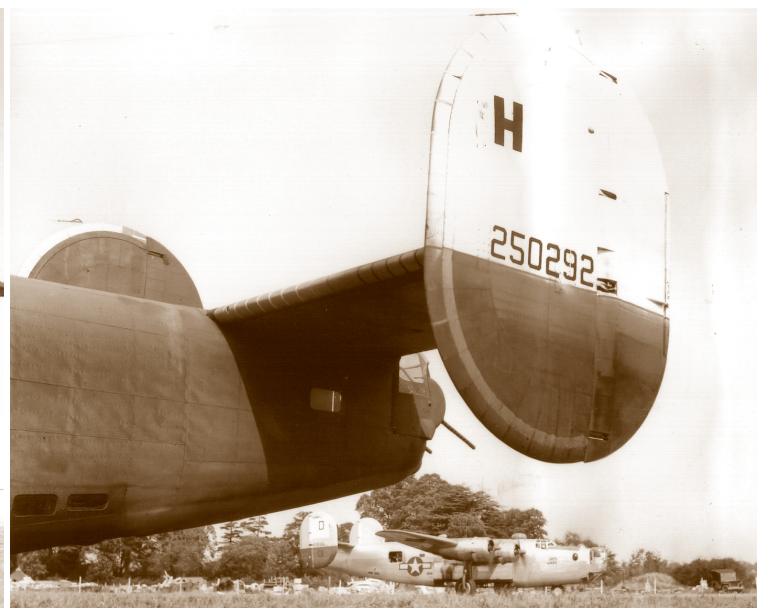
Music City Honor Flight, Nashville, TN

Submitted by - Joe Lawrence Photos by - Bob Wheaton Honor Flight Guardian - Steve Holland





**PHOTOGRAPHS OF B-24 LIBERATORS
WAS TAKEN BY S/SGT RAYMOND L. GURGA ON AUGUST 23, 1944,
AT THE 493rd BOMB GROUP (H), STATION 152, DEBACH, SUFFOLK, U.K.**



"AN EIGHTH AIR FORCE BOMBER STATION, England - Staff Sergeant Raymond L. Gurga, 23-year old 493rd Bomb Group photographer from Chicago, Illinois, was recently commended by his commanding officer, Col. Robert B. Landry of New Orleans, La., for the 'complete pictorial coverage and superior photographic quality' of his contribution to the Group's monthly history.

"One of three non-commissioned officers in the B-17 Flying Fortress Group authorized to wear the combat photographer's sleeve insignia, the Chicago man - besides submitting a pictorial summary of base activities to the 493rd history each month, also handles all group public relations photography.

"The 493rd Bomb Group is a unit of the Third Air Division, the division cited for its England to Africa shuttle bombing

of Messerschmitt aircraft plants at Regensburg, Germany.

Sgt. Gurga graduated from Austin High School in Chicago, before entering the service in September of 1942. Gurga was employed as an apprentice photo engraver by the Jahn & Ollier Engraving Company of Chicago. The sergeant attended photo school at Lowry Field, Colorado.



S/Sgt Raymond L Gurga 1944

"RETURN TO RATTLEDEN"

By Marvin Silbersher



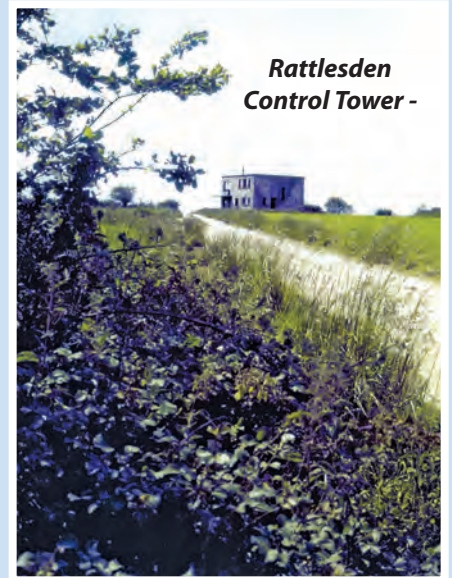
A dream recurred about my bomber-crew, years after the war. We had survived our thirty-five missions (barely)! We were in the doorway of our Briefing Hall, moving in slow-march towards the end of the room, where the huge map of Northern Europe hung against the back wall, no one was there except the nine of us. As we reached the map and looked up, we saw a red ribbon running from our base at Rattlesden, East Anglia (the 447th Bomb Group) across the Channel, to the Dutch coast, across Germany to a target called "Merseburg" (we whispered the word in unison: Merseburg!). We took 110 holes, lost two engines, each of us narrowly escaped with our lives, Gus Neal made a miraculous landing, it was only our second mission, we had thirty-three more to go. On May 16th, 1962, CBS in New York, sent me to England, to film the dedication of the new Coventry Cathedral,



which replaced the original one, destroyed by the German bombing of Coventry, the night of November 14, 1940. Sir Basil Spence, the architect of the new structure, showed me the ruins of the old cathedral. All that remained of that magnificent church, was one spire and part of an altar wall below which, in huge gold letters had been written centuries ago "FATHER FORGIVE!" began the documentary with a man on duty as an air-raid warden the night of the fatal blow. As he spoke quietly about the terror, a tear oursed down his cheek.

Bishop Bardsley told of a woman, twenty miles away from Coventry, who had brought thirty children into a huge shelter and that the bombardment of Coventry was so fierce, she feared the roof of the shelter might collapse on them. Then, Queen Elizabeth, the Second, appeared, with her sister, Princess Margaret Rose and as we moved through the cathedral we discovered the great sculptures of Gabriel and the Crown Of Thorns in the Chapel of St. Michael, by Sir Jacob Epstein and the enormous vertical tapestry of Christ, by Graham Sutherland these works of art were astonishing!

The moment I finished editing the film in London and put it on the plane to CBS in New York. At dawn the next day, I drove out of Edgware Road toward East Anglia and my base at Rattlesden. I was euphoric approaching the "fairy-



Rattlesden Control Tower -

tale" village where the airfield was humming old army songs remembering all the good memories! Eighteen years had passed since the war ended.

I thought of that first day in our hut in the 711th Squadron, the crew who lived there came back from Berlin, chalk-white, willing to tell us everything we asked. They were so shaken they could only sit up, playing cards. At four a.m. the CQ woke them and as they went out the door to the trucks, the last one who left turned out the light, so we could sleep and they never returned from that mission.

As I descended under an arcade of ancient trees into Rattlesden, I stopped at





the service station for gas, the owner, a Frank Lawrence, appeared and I asked him if the 447th base were still in existence? "They've taken it down" he replied. (My heart sank, I'm too late). Then, he amended what he'd said: "There's still quite a bit of it left, they call it, "Tin-Town". Following his directions, I headed down the road but the hedgerows were so thick that any trace of the airfield was invisible. Finally, some kids alongside the road, gave me the directions, and along High Town Green I came at last to the farmhouse that I remembered. I stopped and walked by the enormous hedge, behind which two boys were tossing a beach-ball, it looked like a scene from "Alice In Wonderland" Tweedle-Dee and Tweedle-Dum". Suddenly the beach-ball came through the hedge, right toward me. I threw it back to the kids and they shouted:



Interior of the Briefing Hall, where the map hung on the wall.

"Tin-Town's around the corner!" I went around the corner and as if I'd been standing at the edge of the sea and without warning, Atlantis had risen in broad daylight! There was an endless row of our huts going to the horizon. As I started down the street, the wind rising and falling, making a sound like a human voice, the doors of the huts were swinging open and closed. What squadron area was this? Where was I in the airfield? I entered a hut and it was full of faded posters of Rita Hayworth and Betty Grable etc., someone had written a note in ink at the corner of one of the posters: "Dorothy and Joe, forever" I kept walking along the rows of huts, having no idea which squadron area this was. When suddenly I was standing on the Perimeter fifty feet from one of the runways (My God!) the airfield had surfaced and was turning me around like the wind on my left was the Control Tower, on my right, was the Briefing Hall we'd never had the occasion to go to the Control Tower during the war and as I climbed up to the parapet and stood looking out onto the fields, I thought of the contrast between the monumental fairy-tale storybook clouds and the idyllic setting and the life and death struggle connected with the Control Tower. I could hear the voice from the Tower saying: "Q--"Queen" -"Go!") sending "Blithe Spirit, #338731 into the air. The double front-doors were gone from the Briefing Hall entrance. Even the inside door into the Hall was gone and no



one there! As the wind sang through holes in the roof, it sounded like a song of some kind (no charts on the walls and no map at the end of the room). I walked slowly in the empty space wondering what had happened to the gigantic map that covered the back wall, where was it? This was my recurring dream about returning full circle. I stood at the back wall and finally reached up and touched it and I said. "It's just a wall and behind the map, was just a wall Outside, I saw someone on a tractor coming this way and walked out to meet him I told him why I was there and my name. He leaped down off the tractor and said: "I'm David Lea!" I was stunned. "You're David? and your brother is Frederick! You were seven and nine when you came into the Aero Club those times we weren't on the Alert and you sat alongside me at the piano singing: "Paper Doll" (that was both your favorite!) Sometime after nine, your Mom came in and had to take you both by the ears to go home!" Each of us had tears from laughter running down our cheeks. There was a wonderful reunion that evening with people who had lived through the worst times and remembered everything, from the Group's first mission to its last!

**Marvin Silbersher
447th Bomb Group
711 th Squadron
Crew #80 "BLITHE SPIRIT"
Lake Hopatcong, New Jersey**

To Fight For My Country, Sir!

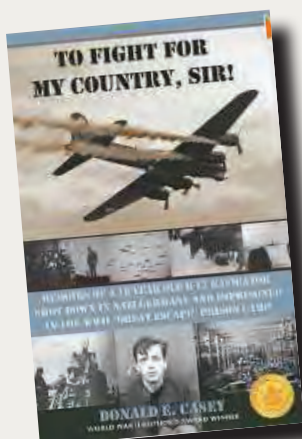
Memoirs of a 19 year old B-17 Navigator Shot Down in Nazi Germany

By Donald E. Casey
Paperback: 294 pages
Amazon.com

Sterling Cooper Publishing
ISBN-10: 1448669871

Terrific first person account of a 19 year old B-17 navigator in WORLD WAR TWO, surviving a 23,000 foot free fall and parachute jump only to be captured and imprisoned at the famous "Great Escape" prison camp. The book is a must read for anyone who wants to know what it really felt like to fly combat missions, to be captured and to suffer the rigors of a winter death match under armed guard, to be on an overcrowded cattle car train and transported to the Hell Hole prison at Moosburg, Germany along with 110,000 POW's, eating rancid "soup", fighting dysentery and swarming fleas, starving and finally being rescued by General Patton's Third Army at war's end (includes photo of the General at the camp). It is a riveting story that is hard to put down, written by a great story teller, now a Chicago trial lawyer for 52 years and full of cherished photos. Don Casey has waited 65 years to tell his story, now sharing it with you. The book puts you there, on aerial combat missions, and inside the prison camp!

Don Casey
arcdec@aol.com



Steeple Morden Signals

The Story of the 1066 Signal Company at Steeple Morden

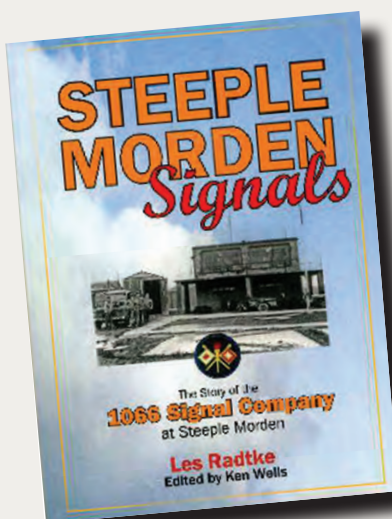
By Les Radtke
Edited by Ken Wells

152 pages
East Anglia Books
www.eastangliabooks.com

ISBN 978-1-869987-13-8

The published works dealing with the 8th Air Force invariably deal with the air battles and the pilot's stories. This on the other hand gives a fascinating insight into what life was like for the OR's. Les Radtke gives a very lucid and interesting account of what it was like to be inducted into the army, go through the selection procedures and so on to training in order to be able to send and receive morse at a minimum of 20 words per minute. He goes on to paint a terrific picture of life at Steeple Morden and the surrounding area and interaction with the locals. The 355th FG of course were one of the units to go on occupation duty in Germany and Les is also able to give an insight into that aspect as well. The book is available from East Anglia Books

Ken Wells
wkenwells@aol.com
Tel: 01953 880936
Thetford, Norfolk

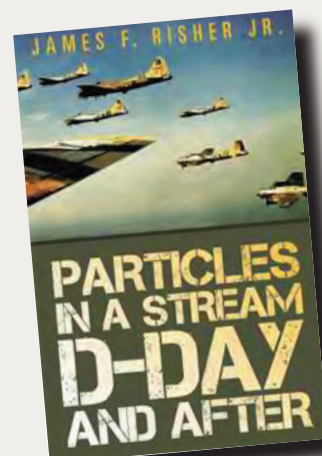


Particles In A Stream: D-Day And After

by James F. Risher, jr
Published: 5/15/2012
Perfect Bound Softcover
Pages: 237
Size: 6.0x9.0
ISBN: 978-1-46913-784-1

James F. Risher III and Joseph K. Risher have collaborated to publish their fathers manuscript of his WW2 experience as a B-17 pilot and aircraft crew commander with the 8th Air Force 401st Bombardment Group, 614th Squadron. This book is more than a combat history—it is a story of impressions and feelings about the stresses upon human beings associated with this form of combat, as they become part of a cohesive aerial combat crew. It tells how men depended on each other to survive combat missions. It reveals the response of individuals to the growing, repeated stress of aerial warfare in a high altitude (4 to 6 miles), sub-zero frigid environment; perform precise technical tasks in confined, unheated spaces, with life maintained by an oxygen tube.

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“THE WAY IT WAS”

We were transported from Attleboro, England (the “Casual Pool” for has-been flyers) by rail across Scotland and up the west coast to Glasgow where the Queen Mary awaited us. Approximately 600 Airmen, 600 Normandy casualties and a like number of army troops who were being rotated from Greenland gathered.

We departed Glasgow Harbor in late October and crossed the Atlantic in five days, using zig-zag course through the South Atlantic and up the Gulf Stream to New York. The purpose of the circuitous was to sail in as calm water as possible for the comfort of the casualties aboard. These men were heartbreaking - some without arms or legs, others without faces or sight. They had a system, though: a wheel chair case with sight was propelled by a blind soldier with arms and legs. The armless were fed by those with arms and so on. The exhibition of courage made the rest of us even more aware of our good fortune in surviving whole.

Those of us in the Air Corps pulled M.P. (Military Police) duty aboard ship while the Greenland troops pulled K.P.. My assigned guard post was between number three and number five staircases on “C” Deck - through the enlisted men’s mess, the kitchen and officer’s mess. Being a British ship, we were not served the tastiest foods anyway, and we were hungry much of the time. (Beans for Breakfast?) The mess kitchen did bake delicious hard rolls for the officer’s mess that were on display in the kitchen. I did what any red-blooded hungry kid

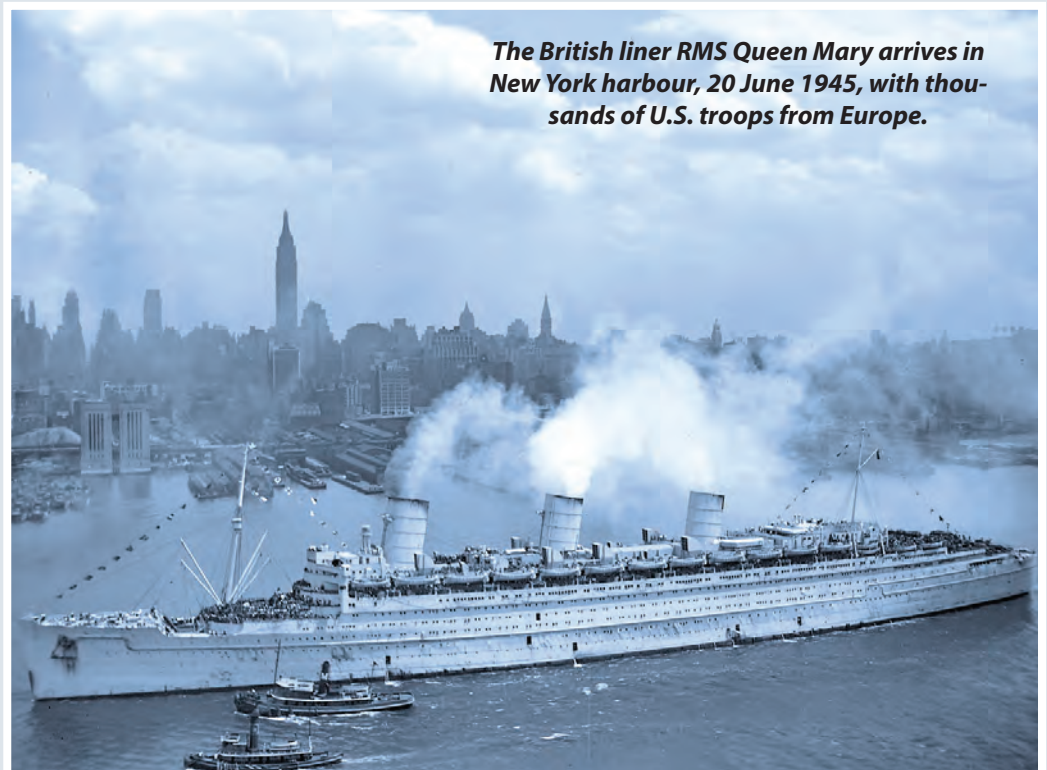
would do and stuffed them inside my flight jacket for a late snack! The mess Petty Officer ordered me to “double the guard”. I did and enjoyed the opportunity to take twice as many rolls.

The Queen Mary sailed without escort, as it was so fast that I was safer alone than sailing in a convoy or a much slower escort. It was lightly armed with nothing more powerful than a few caliber 50 machine guns and 37 mm cannons. It may have had a few heavier guns, but I didn’t see them. As M.P.’s, with arm bands, we had free run of the upper part of the ship and explored virtually the entire area, except the engine room and the pilot house. The main staircase was with its sweeping rail, marble steps and mirrored wall, magnificent. Art Deco at its finest! The odd thing was to stand in the midst of this splendor and watch it sway back and forth.

Our last night out of New York, we hit a hurricane that turned the Queen Mary every way but over, and sometimes I thought even that would happen. Waves of such size as to break over the entire ship were common. Of

course, the ship had to be listing away from the wave to allow it to get a “running start”. Keep in mind, however, the Marry stood some thirteen stories above the waterline and was in excess of 1,000 feet along. Occasionally, she would breach two waves, allowing the screws to come out of the water. When that happened, she would vibrate violently. Although the strength of the hurricane abated, the ocean waves remained awesome. We stood off New York harbor all day for the ocean to calm enough to bring the tender that held the harbor pilot along-side. Finally, in the late afternoon, he came aboard and brought us into the harbor, up the Jersey River to berth. As we passed the Statue of Liberty, all of us craned and stared at the symbol of that which we had been fighting to protect, stood before us. My helmet and gas mask are resting on the bed of the river somewhere off the point of the Statue.

**Regards,
Glenn E. Taylor
Decatur, AL 35603**



The British liner RMS Queen Mary arrives in New York harbour, 20 June 1945, with thousands of U.S. troops from Europe.

FLY FOR FREEDOM 8TH AFHS- WISCONSIN D-DAY EVENT 6 JUNE 2012 WOW WHAT A DAY!!!

As we arrived at the 128th Refueling Wing in Milwaukee bright and early, one could feel the brewing anticipation of the events to come. Fox 6 News met us at the send off interviewing various vets on their WWII 8th AF experience. We were off to the Wisconsin Madison Veterans Museum in Madison.

Our program director John Rosenberg was tickled pink to learn that another B-24 tail gunner, Jim Brahos was seated next to him (at last another B-24 guy to keep him company so as to get less flak from the B-17 guys!)

We then arrived at the Capital Square and pulled up outside the Wisconsin Veteran's Museum where we were greeted by NBC 15 News and Jennifer Kollath, Curator of Education, Wisconsin Veteran's Museum.

Board members, Harvin Abrahamson (Chaplain), Bob Abresch (Treasurer) John Rosenberg (Program Manager)

were interviewed about their WWII experiences. Included were Harvin's close call harrowing experiences, Bob saying he was fortunate for no near-death experiences.

We departed the Museum to board the Badger Coach for the "Last Invasion of the Germans" aka The Essen Haus Restaurant. While boarding the bus, one could not help but notice the sharp paradox of angry protestors who were not happy that the Gubernatorial Recall went up in smoke. In perfect unison, we as a group thought we'd share with them the true meaning of freedom and patriotism. All in unison, led by Walter Roob's harmonica, we broke into "God Bless America" and waved our flags, with hopes those onlooking and protesting would stop for just a moment and contemplate the importance of freedom. Then onward to the "Last Invasion of the Germans" aka the Essen Haus

Restaurant.

A surprise call was broadcasted from our National 8th AFHS President Harry Tanner. Over the loud speaker, Mr. Tanner thanked all for their service, stated he wished he could have joined us and expressed his gratitude for all present. Then it was time for great food, courtesy of the Essen Haus, an awesome 8th AF cake, cut by Bob Abresch and Bill Zauner and dancing with great footage by Fox 47 News. We all knew Henry Ratenski could shake a leg, but who knew our fearless treasurer Bob Abresch was a dancer extraordinaire doing cha cha?! The ride home was filled with laughter and reminiscing as we rolled backed into the 128th --A day that would be long remembered, full of fun, freedom, faith and friendships forever.

**Respectfully,
Cindy Drehmel, Vice President**

Mr. Lawrence W. Crider is a life member who currently lives in Greenfield, IN. Because of hearing deficiencies, he was not able to serve in the military, but from 1949 to 1954 served as a medical corpsman in the Civil Air Patrol. In 1969 he became totally deaf and his dream of becoming a pilot ended. In 2003 he had an unforgettable flight in the B-17, *Aluminum Overcast*. He is an ardent supporter and as I'm sure you will find when you "hear" him speak in this poem, that he is able to capture so eloquently the spirit which is the heart and soul--the true mission of the Society.

"Move forever on!"
by: Lawrence W. Crider
20 June 2012

Arising from;...that storied English island earth,
ruins of old airbases still proclaim
brave men who fought through flak and fighters
to defend freedom and protect...
these; we acclaim!

aloft!... 'mongst towering clouds far above,
those valiant men of Fortress fame
some, in spirit now; who once drew breath
who, when the wind called their name...
went courageously; unto death.

And now... those who remain, and we,
dedicate self and effort, to those long gone
their job done, they rest in eternal gardens
with love, pride and devotion, we must move...
forever on!

Bender, Harry J., 86, a lifelong resident of Fountain Hill, died August 1, 2012. Harry was with the 466th BG.

Birdsall, Joseph A. Jr., 90 of Hahnville, LA, passed away on June 9, 2012. He served with the 494th BG of the 863rd Squadron and flew 25 missions as a Radio Operator.

Bresnan, Remi L. - of Hartford, Connecticut, passed away May 4, 2012. He served with the 56th Fighter Group.

Collins, Robert John, 91, of Mt. Pleasant and Sun City, FL, passed away Monday, Dec. 27, 2010. He became a pilot of a B-17, flying 40 missions over Germany. He was in the 379th BG/526th Squadron.

Dieruff, Robert C. Sr., 87, formerly of Allentown, PA, passed away May 30 in Wernersville. He became a 1st Lieutenant in the 8th division and 392nd BG, as navigator aboard a B-24, flying 24 flight missions.

Duell, Neil G., "Old Hickory" 92, of New Haven, passed away April 5, 2012 in Oswego. He was a staff sergeant in the Air Corps during WWII, from 1940-1945.

Dunbar, Donald W., went to his final reward April 29, 2012. He was assigned to the European African Middle Eastern Theater, 8th Air Force, Headquarters, 8th Fighter Command. He was involved in the planning of North Africa, the Air Offensive Europe, Normandy, Northern France and Rhineland.

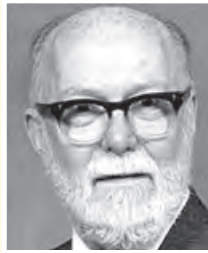
Enterkin, Fred, 92, of Lithia Springs, Georgia, passed away on May 12, 2012. He was a crewman with the 20th FG.

Frattini, Anthony (Tony) Joseph, of Indianapolis, Indiana passed away on July 5, 2012. He served with the 1st Wing/525th Squadron 379th BG, as a B-17 copilot.

Fratz, Roy Henry, Age 91 of Atlantis, Florida and formerly of Ohio and Maryland passed away February 22, 2012. He served as a B-17 Crew Chief of 401st Squadron/91st BG and was with the 54th and 514th Weather Recon Squadron.

Galowin, Lawrence S. (Larry), of Bethesda, MD, died May 15, 2012 at age 87. He was a bombsight and automatic pilot mechanic with the 487 BG/839 Sq.

Griffith, Col. James J. Jr., of Columbia, passed away February 6, 2012. He served in the 407th BG, successfully completing 28 missions as a B-17 pilot



Harry Bender



Joseph Birdsall



Remi Bresnan



Earl Hill



Robert Collins



Roy Fratz



Robert Dieruff



W.W. Hilton "Tex"



Neil Duell



James Griffith



Tony Frattini



Richard Longman

and squadron commander.

Heller, William C., 91, B-17 Combat Bomb Squadron, passed away on November 16, 2011 in Las Vegas Nevada. He served in the famous 303rd "Hells Angels" BG. William was a pilot since early 1936 with an amassed 33,000 command pilot hours.

Hill, Earl Russell Jr. - 86, of Charlotte, passed away July 17, 2012. He with 401st BG/612th Squadron.

Hilton, Woodrow H. "TEX", 93, passed away on Oct. 15, 2011. He enlisted on Dec. 5, 1941 after having already completed three years in the National Guard. When Lt. Col. Archie Old was selected the first commander of the 96th Bomb Group, he asked if "Tex" Hilton would be the Chief Clerk of Operations. He helped form the group and performed in that position until the end of the war. He was very proud of the 96th BG.

Hood, George C., passed on March 25, 2012. Mr. Hood served with the 95th BG as a navigator of the B-17G Flying Fortress "Section Eight". Following the completion of his 35 missions he volunteered to work with crews ferrying B-17 wrecks from the European theater back to England. After the war he remained in the Army Air Corps Reserve, attaining the rank of Major. Until his death he was the last remaining member of his B17-G crew.

Mr. Hood established the North Carolina chapter of the 8th Air Force Historical Society which he founded in 1984. He served as president for five years and continued as an active participant in the organization until his death. He served as a Docent at the North Carolina Museum of History and was active in S.H.I.I.P. as a Medicare volunteer Counselor.

Kahn, Bernard (Barney), died May 8, 2012, in Brandon, MS. He was a ball turret gunner on a B-24 with the 492nd BG. His plane was shot down in a bombing raid over Germany in June 1944 and as a result, he was interned in Sweden until liberated.

Longman, Richard Thomas, 94, of Houston, Texas passed peacefully July 19, 2010. Richard served as a navigator in a B-17. He was shot down and spent 16 months as a POW. During the Korean War, he served as a Navigator/Instruc-

tor at Ellington Air Force Base in Houston and was honorably discharged in 1953 as a First Lieutenant.

Magid, Malcolm James 88, of Atlanta, passed away on May 16, 2012. He was assigned to the 358th squadron of the 303rd BG. He flew 35 combat missions as a copilot on the Clarence Goodberlet crew. After completing his combat tour, he volunteered for duty with a ferrying squadron out of Paris flying a C-47 loaded with fuel and rations for Patton's army in Bavaria and returning with wounded to hospitals around Paris. When the war ended, he was detached to the navy, flying personnel back and forth from Germany to England.

Malhiot, Eugene Theodore, 89 of Palm Desert, CA, formerly of Riverside, CA, passed away peacefully May 4, 2012. Eugene was born in Oak Park, IL. He finished 35 combat missions as a B-17 bomber pilot. During 1958-1961 he was stationed in Okinawa with the 18th Tactical Fighter Wing and flew the F-100.

McArthur, Robert Glenn, 88, passed away June 4, 2012. He was a tail gunner with the 303rd BG.

McKim, Lynn D., 89, of Roseville, California, passed away March 2012. A native of Sabetha, Kansas. Lynn was a World War II veteran and Purple Heart recipient.

McVay, Birch G., a native and former resident of Cochran, Georgia, departed this life on April 3, 2012. He was assigned to the 334th Bomb Squadron, 95th BG.

Muat, Colonel Dan Thomas, Feb 19, 1923 ~ Jan 10, 2011. Dan was born in Long Beach, CA. Dan co-piloted B-24 bombers completing 30 missions. He served in the USAF Reserves until 1973 retiring as a full Colonel and piloting C-119, C-124, C-141 in support of the Cuban Missile Crisis, the Berlin Crisis, and the Viet Nam War.

Muscarella, Vincent of New Hyde Park, age 91 years. Proud



Malcomb Magid



Eugene Malhiot



William Musladin



Robert McArthur



Lynn McKim



Birch McVay

veteran of 646 Air Maintenance Squad, 446 Air Service Group.

Musladin, William L., 94, a retired Air Force veteran of three wars, passed away March 24, 2012. He served 26 years in the military, starting as a B-17 navigator-bombardier. He worked as a radio announcer before serving with the 13th Bomb Squadron, 305th BG. While serving in Vietnam, he met a 15 year-old girl, Thuan Bui, whom he later invited to live with him and his wife in Sacramento. After helping her earn bachelor's and master's degrees from Sacramento State, the couple adopted her at age 36.

Parks, George, passed away May 2012, at the age of 98. George was a member of the 324th BS and 401st BS, 91st BG(H) and flew 37 missions as a Flight Engineer mainly with Lt Tom Gunn's crew. George was then 33 years old while his pilot was 21. George was known as "Pop" by the rest of the crew. On the mission to the Fokker Wolf plant at Eschwege, near Kassel on the 19th April 1944 flying in a 323rd aircraft "Betty Lou's Buggy" the aircraft was attacked by enemy fighters causing a fire in the bomb bay. Prompt action by George with a fire extinguisher put the fire out, undoubtedly saving the aircraft. The co-pilot and the navigator had been wounded in the action. With rudder cables severed, most instruments damaged, a large hole in the fin, a damaged engine, fuel leaking out of the main fuel tank and down to 15,000 ft the aircraft was vulnerable to German fighters. Fortunately help was on hand when "Little Friends" escorted them back to safety of the English coast. They landed back at Bassingbourn after over

seven hours in the air. After World War II George stayed in the Air Force completing 25 years in 1957.

Pendleton, Ardery, Philip, 98, died July 26, 2012 at his home in Louisville, KY. He joined the U.S. Infantry Reserve in 1935. In 1940 Phil enlisted in the Army Air Corps as a private. He graduated 1st Captain of the Flying Cadet Corps from Kelly Field in San Antonio, TX, in April 1941 and was assigned to serve as a flight instructor at Goodfellow Field in San Angelo, TX. There, he met his bride-to-be, Anne Stuyvesant Tweedy. Capt. Ardery commanded the 564th Bomb Squadron (H) beginning in February 1943, joining the 389th Bomb Group (H) based in Norwich, England, that June. From outposts in North Africa, he flew B-24s on many missions across the Mediterranean, including the first low-level raid on oil refineries at Ploesti, Romania, for which he earned the Silver Star.

He led the 2nd Combat Bomb Wing on the first daylight bombing of Berlin in March 1944 and flew on the first mission of D-Day, June 6, 1944. His memoir of the war, Bomber Pilot, was published in 1978. Discharged from active duty in 1945, Phil was named two years later to command the 123rd Fighter Wing of the newly formed Kentucky Air National Guard. Called to active duty during the Korean War, Phil and the 123rd relocated to England, where Phil served as wing-base commander of the NATO Air Force, RAF Station, in Manston, 1951-52. After deactivation, he continued to command the 123rd, which at times included air groups

in other states as well as Kentucky's group based at Louisville's Standiford Field. Phil was promoted to Brigadier General in April 1962 and retired from the military as a Major General in 1965.

Rankin, Earl W., 88, of Strasburg, died Tuesday, May 1, 2012. Earl served as a navigator with the 303rd BG.



Ardery Penleton



Earl Rankin

Richards, John R. - of Albuquerque, NM., passed away May 22, 2012. He was a highly decorated P-38 pilot with the 8th AF 7th Photo Group.



John Richards

Rombach, Joseph Charles Jr., 88, passed away April 2, 2012 in Joplin, MO. He was a mechanic on a B-24



Joe Rombach

Rossi, Patrick P., 87, of Niagara Falls, NY, passed away on Thursday, April 19, 2012. He served with the 390th BG.



Jackie Russell

Russell, Jackie Paul, passed away in Houston, TX on May 19, 2012. Assigned to the 95th BG, he was a Navigator in B-17s and flew eleven combat missions. During a mission over Germany his aircraft was shot down forcing a landing in Belgium. During the Korean Conflict, he was a Radar Instructor at Ellington, AFB and later was assigned to the Strategic Air Command.



Spider Smith

Sebastian, Donald W., 88 passed away July 20th 2012. Don was a bombardier on a B-17G Flying Fortress with 306th BG, 369th BS.

Shults, Sgt Richard B., of Palatine Bridge, NY, passed away on his 91st Birthday, March 24, 2012. He was with the 361st Fighter Group, 376th Fighter Squadron. He is listed on the memorial wall in the gardens at Pooler, GA.

Smith, Richard L. "Spider", of Hemet, California passed away April 2012. Richard was born in Rochester, New York. His father, was a World War I veteran. When Richard was seven his father made him a model of Lindberg's "Spirit of St. Louis", sparking a passion for airplanes and flight that would stay with him his entire life. In May of 1944 he left for England assigned to the 8th Air Force, 1st Air Division, 303rd Bomb Group, 360th Squadron as a B-17 pilot. In October of 1944, after completing 35 missions over German held continental Europe (25 as copilot and 10 as lead pilot) he volunteered for the 1st Scouting force, flying pre-bombing scouting missions in a P-51. He flew 25 of these missions before bailing out over Belgium when his aircraft developed en-

gine trouble. In 1948 he once again served overseas earning the German Occupation Medal for his active role in the Berlin Airlift, both as a pilot and an Aircraft Maintenance Officer. He remained in the Air Force until 1952. He left with the knowledge that he had served his country with honor. Richard was also active in the both the 303rd "Hell's Angels" Bomb Group and Scouting Force Associations. He served for a time as the 360th Squadron's representative.

Smith, Grafton N. "Gar", died March 31, 2012, a long time resident of Atlantic Beach. He was a B-17 bomber pilot. In 1945, he flew the "Buzz Blonde", as the plane was nicknamed, on a major mission to bomb Nazi installations near Bonn. But his aircraft was hit by another plane and had to crash land in Luxembourg, about 15 miles away from enemy lines. Lt. Smith - "Smitty" as he was known -- managed

to save many of his crew in that incident. Because of his calm handling of that crash getting the plane down though the Buzz Blonde was badly damaged (the nose was almost gone and wing was torn), Lt. Smith was awarded the Distinguished Flying Cross by the U.S. Department of Defense.

He was part of the 303rd Bomb Group, and attended several reunions of fellow crew members.

Stout, Caleb "Max", passed away May 4, 2011, at age 88. He proudly served 2nd Air Division/453rd BG as a pilot. His crew completed 30 bombing missions flying a B-24 nicknamed "Body and Soul".

Sutton, John E. "Jack", 90, of Marshfield and formerly of Richland Center passed



Max Stout



Gar Smith



John Wagner



Robert Walker

away on Saturday, May 12, 2012.

Lt. John E. Sutton served as a B-17 pilot. He was known to his crew, "Suttons Crew" as Johnny.

Swanson, Carolyn, 90, passed away February 28. She was Secretary of the 8th AFHS Society under Past President Tom Thomas. She also maintained the membership data base and also helped run the PX. She and her husband Art attended over twenty Reunions.

Vranna, James Allan, was born in Kelso, WA, passed away in Bismarck on July 22, 2012. He was trained to fly the B-17 or "The Flying Fortress." Jim was the sole survivor of a B-17 crash in England on Aug. 3, 1944.

Walker Robert Patrick, 86 passed away Jan. 7, 2010 of Merritt Island, Florida He was born in Austin, Texas and flew the mosquito airplane and became a pilot for the OSS.

Wagner, John N., passed away March 4, 2011, from Chicago, Illinois. He served as a B-17 instructor and B-29 pilot.

Willard, Ralph L, 351st BG, 511th SQ, B-17 pilot of the Bedlam Ball. He died January 30, 2011 in Ft. Worth, TX.

Zachar, William P. Sr. - Crew Chief, 359th Bomb Squadron, passed away on the 3rd of July 2012 in Davenport, Iowa. He was the crew chief on the Bonnie B (B-17G Flying Fortress)

Please send all obituaries to be printed in this Taps section of the 8th Air Force News Magazine to:

Donna Neely
2090 Cairo Bend Road
Lebanon, TN 37087
OR
donnajneely@gmail.com

SPECIAL TREAT BLACK BREAD BROAT RECIPE

Former prisoners of war of Naz Germany may remember this recipe for WWII Black Bread.

50% Bruised Rye Grain
20% Sliced Sugar Beets
20% Tree Flour (Saw Dust)
10% Minced Leaves and Straw

From our own experiences with the Black Bread, we also saw bits of glass and sand.
Someone was cheating on the recipe!

Joseph P. O'Donnell (fellow ex-POW)
20 O'Rourke Dr.
Robbinsville, NJ 08691

Cooking directions were not included. No oven temperatures, no cooking time, no instructions on mixing the "dough" and letting it rise. You are assumed to know. One might "assume" the grain was sufficiently "rotten" to provide gases that would allow the bread to rise and the pieces of sugar beets would provide "sugar" to "feed" the yeasty rye.

The pieces of sugar beets were most likely pressed remnants of beet, not real slices. More than likely whoever was preparing the bread for baking just dumped out the dough, slapped it around and created loaves. It should be told that the closer to the end of the war the greater the proportion of leaves and straw in the mix. A loaf weighed 3 1/2 to 4 pounds and had to be seasoned at least three days before it was at all edible. It is said that the stench rising from the bread robbed many a POW of his appetite.

HOW TO MAKE SOS

Brown beef in a large skillet over medium-high heat, breaking up the meat as it cooks. Drain excess fat and set beef aside. Melt butter in skillet over medium heat. Slowly add the flour, stirring constantly, to form a brown roux. Add the bouillon. Gradually stir in the milk and Worcestershire sauce, mixing well. Add the cooked ground beef, salt, and pepper. Bring all to a simmer, stirring constantly. Serve hot over buttered toast.

RETURN TO RATTLEDEN, JUNE 6, 1962

Under the surface of the airfield
Walking by the runway and the moon
Under the wandering of history
Hangars and huts lean in the grass

Left as a ruin, embroidered in the field
You can see streams falling through
The green circles, tractors passing by
The doors where we teen-agers lived.

The wind rises like a ghost moving in
The dark, murmurs lie blindfolded
Slipping along the Briefing Hall
Where the map stretched across the wall

From whisper to whisper, we stared
At the target, rising from earth to air
Going deep into
Germany.

Marvin Silbersher
447th Bomb Group
Lake Hopatcong, NJ

8th AFHS License Plate

I was a bombardier on a lead crew - piloted by Capt. O.S. Tower. I'm 94 and come this October I will be 95 years old. It's rough getting old.

Thanks, Abner Musser Jr.



Order your CD or DVD's today!

Make checks payable to: 8th AFHS, P. O. Box 956, Pooler, GA 31322

START ENGINES - 50 YEARS LATER

Review By: Chip Dobson, Wing Commander, South Alabama Wing and Vice President, Alabama.

This DVD, originally produced in 1991 by the Society, is an overview of the history and operations of the 8th Air Force during World War II.

This film narrative is packed with remarkable interviews of more than three dozen 8th AF Veterans. Some of these airmen are legendary leaders and icons of the Mighty Eighth. They share their insight and recollections of the most significant experi-

ences of their lives. The accounts are interspersed with vintage photographs and sometimes frightening



film footage that graphically illustrates the savagery of aerial combat.

Their vivid and dramatic testimony will evoke the trepidation of the viewer, as if vicariously accompanying the aircrews on those dangerous missions over enemy territory.

**\$20 for Start Engines
50 Years Later DVD**
**Make checks payable to:
8th AFHS, P. O. Box 956,
Pooler, GA 31322**
\$20 includes shipping and handling



8th Air Force NEWS on CD's

ORDER your 2005 – 2011 copies of past issues of the *8thAF News Magazine* on CDs.

Each CD contains one full year, with four issues in high resolution PDF format.

Each CD contains one year, of 4 issues in high resolution PDF format.
Only \$20 each year 8th AFHS, P. O. Box 956, Pooler, GA 31322,
includes shipping and handling



Did you miss one of the last 8th AFHS reunions?

2007 – SYMPOSIUM: “The Big B”
A historical analysis of the air raids over Berlin in early 1944.

Keynote Speaker: Jonna Doolittle Hoppes, Granddaughter of General Jimmy Doolittle, Commander, 8th AF 1944 – 1945

2008 – SYMPOSIUM:

“Keep them flying”

The story of the 8th Air Force ground operations during WWII.

Keynote Speaker: Maj. Gen. F Dexter Tutor, Assistant to the Commander

Air Mobility Command Air National Guard.

2009 – SYMPOSIUM: POW's

A discussion of treatment of airmen interned in Germany.

Keynote Speaker: Gil Cohen, Aviation Artist

2010 – THUNDER OVER

MICHIGAN AIR SHOW

Seminar: “Target Berlin” with Mark Copeland.

Get the symposium and keynote speaker on DVDs from the 8thAFHS Reunions.

\$30 each reunion year

contains 2 DVDs

for each reunion year.

Price includes

Shipping and Handling

Make Symposium checks payable to:

Bill Curtis Video Production

113 Wagonwheel Road

Lawrence, KS 66049



Varga Girls

“Distance makes the heart grow fonder” someone has said. It also affects a serviceman’s central thought and memory processes to some degree.

The Girl I Left Behind most likely was not back home sitting under the apple tree with anyone else while the men of the Mighty Eighth were up at 25,000 feet every day, but many of the gals got looking more and more like a Vargas pin-up as the missions flew by. For some of the crewmen, Vargas’ images kept ‘em flying until they got their feet back on the ground.



BULLETIN BOARD

The Grange at Brampton

I am writing in support of the application by Jeff Hawley to have The Grange at Brampton listed as a site of military historical importance.

In my view The Grange is a key part of this legacy and should be preserved for future generations - preferably as a museum or heritage centre where artifacts, photographs, movies and music associated with the Mighty Eighth could be displayed. For example, Gordon Richards of the 8th Air Force Historical Society in the UK has an excellent collection of wartime uniforms, flags and other artifacts and a collection of Glenn Miller memorabilia which he loaned to Brampton for display during our WW2 60th anniversary celebrations in 2005.

The Grange could once again be included on US military and Tourist Office heritage trails - as it was until sold to the present owners. With the community Right to Bid coming into force in the autumn, military historical groups could raise funds and explore grant-funding opportunities in order to acquire the building as a community asset should it come back on the market.

I believe that listing by English Heritage in this 70th anniversary year of the arrival of the Mighty Eighth in England would formally acknowledge the military historical importance of The Grange and strengthen the case of those who wish to save it as a reminder for future generations of the brave young men, some no more than teenagers, who left their home and country to fight for their British friends.

I strongly endorse this application.
Eileen Collier (Cllr)
ecbramptoninbloom@hotmail.co.uk
August 2012

B-17 Question

(from page 13 of the 2012 June 8th AF News)

Q The B-17 tail wheel was recessed into an opening in the fuselage. What kept the air flow from "blowing over" the tail gunner, who was positioned only eight feet beyond the opening?

A "The opening was covered with a heavy canvas cover into which the tail wheel went when retracted."

Submitted by: Bennie Duel
Longwood, Florida
Assistant Crew Chief
490th Bomb Group/849th Bomb Squadron

Please share your **PHOTOS** with us!

Send all material for this *8th Air Force News Magazine* to:

Donna Neely
2090 Cairo Bend Road
Lebanon, TN 37087
OR
donnajneely@gmail.com

REQUESTING HELP!

I need a copy of the "Index" to John Woolnough's "Eighth Air Force Album."

Reference 8th AF News, Vol. 5, No. 2, May 1979.

Page 189 of the bound volume

"8th AFHS" "The First Five Years".

Thanks much,

Sy Seyster

Life Member #24338

Phone: (714) 756-1002

Email: yonderwood3@gmail.com



Please send all REUNION updates to:
 Donna Neely • 2090 Cairo Bend Road • Lebanon, TN • 37087
 email • donnajneely@gmail.com.
 Additional contact information on page 4.



Reunions

THE BIRTHPLACE CHAPTER

Savannah, Georgia
Meets 3rd Tuesday every month
 at 5:30pm at the Mighty Eighth Air
 Force Museum
 Pooler, Georgia
 www.mighty8thbirthplace.org

398TH BOMB GROUP

29th Annual Reunion
September 5-8, 2012
 Philadelphia, Pennsylvania
 Double Tree Suites
 Contact: Sharon Krause
 734-416-5993
 tink73146@gmail.com

**SECOND AIR DIVISION
 ASSN.'S 65TH ANNUAL RE-
 UNION**

Septemehr 6-9, 2012
 Hilton Rosemont Hotel in
 Chicago, Illinois

452ND BOMB GROUP

Sept. 6-9, 2012
 Riverside, CA.
 Marriott Hotel
 Contact: Cally Boatwright,
 1-800-452-9099
 carolyncallyboat@hotmail.com

**309TH FIGHTER SQUADRON
 31ST FIGHTER GROUP**

Alexandria VA
September 12 - 16, 2012
 All 31st FG Vets welcome
 Contact: Dalton Smith
 384 Pine Lane
 Haworth NJ 07641
 291 244 5854
 daltonsmith@optonline.net

**BATTLE OF THE BULGE
 VETERANS**

September 26-30, 2012.
 New Orleans, LA
 Contact: Doris Davis
 650-654-0101
 doris@battleofthebulge.org
 http://www.battleofthebulge.org/

388TH BOMB GROUP

Savannah, Georgia
August 29-Sept. 1
 Embassy Suites, Pooler GA
 Contact: Jennifer Wammack
 928-210-1392
 reunions@388thbg.org

**95TH BOMB GROUP
 STATESIDE**

August 29-September 3, 2012
 (Labor Day Weekend)
 Hyatt Regency Cleveland at the Arcade
 Contact: Nancy Freemantle
 707-442-8624

**486TH & 487TH BOMB
 GROUP**

Sept, 26-30, 2012
 Baltimore, MD
 BWI Airport Marriott
 Contact: Joyce Glorioso
 443-686-0964
 cruisngram@comcast.net

384TH BOMB GROUP

Oct. 18-21, 2012
 San Antonio, TX
 Hyatt Regency Riverwalk
 Contact: Carol Alfter
 937-306-2142
 falfter@att.net

306TH BOMB GROUP

October 25-28 2012
 Savannah, Georgia
 Marriott Savannah Riverfront
 See Reunions tab at 306bg.org
 Contact: Barbara Neal
 435-655-1500
 secretary@306bg.org

93RD BOMB GROUP

October 18-21, 2012
 Seattle WA
 Embassy Suites Seattle-Tacoma Int'l
 Airport
 Contact: Jim Root (616) 218-0787
 jamesdavidroot@aol.com
 Website: www.93bg.com

490TH BOMB GROUP

31st Annual Reunion
October 18-22, 2012
 Omaha, Nebraska
 Please make check payable to 490th
 Bomb Group and mail with registration
 form to: Jean Stoiberg, 490th BG
 2698 Conejo Canyon Court #22
 Thousand Oaks, CA 91362
 (818-425-5936)
 whywine2me@gmail.com

351ST BOMB GROUP

8th Air Force Museum, Pooler, GA. to
 honor the accomplishments of our
 World War II Bomb Group. The Wreath
 Laying Ceremony will take place at the
 Museum Memorial Garden at twelve
 noon on Saturday, November 3, 2012.
 All Members of the 8th Air Force are
 invited and welcomed to attend the
 ceremony.
 For more information , please contact
 Bruce Nocera
 Phone: 718-721 0924
 Email bnocera@nyc.rr.com

390TH BOMB GROUP

The Veterans Reunion is scheduled for
 October 10-13 in St. Louis, Missouri
 at the Sheraton Westport Hotel Plaza
 Tower at 900 Westport Plaza, St. Louis,
 Missouri 63146.
 Reservations must be made with
 Armed Forces Reunions and with the
 hotel by September 10, 2012. Con-
 tact: Bill MacVicar at (503)257-1437 or
 (503)251-2977, by Email: pioneerport-
 land@comcast.net

**8th AIR FORCE
 HISTORICAL SOCIETY
 ANNUAL REUNION
 CROWNE PLAZA
 RIVERWALK SAN
 ANTONIO, TEXAS
 OCTOBER 3 - 7, 2012**

PROMISE KEEPER

Louis Zamperini was the youngest distance runner to ever make the Olympic team. On the first of August 1936, Louie and the other American Olympians were driven through Berlin for the opening ceremonies. Nazi banners were everywhere and almost half of the male population was in uniform. In the presence of Adolph Hitler and Joseph Goebbels, Louie ran in the 5,000 meter race, winning it by breaking the last lap record of 69.2 seconds, he had run it in 56 seconds. His future? The city to host the 1940 games would be Tokyo, Japan. Louie set his goal to be there.

In 1940, Japan withdrew as host of the Olympics. Both Germany and Japan had more important goals. In Germany, Hitler was making plans to conquer the European continent while in Asia, Japan had equally high goals to take control of the nations and islands of the South Pacific. As Louie worked in the Summer of 1940, America was drawing close to involvement in the impending war. Congress passed a draft bill. Rather than be drafted, Louie volunteered for pilot training, was accepted but washed out. He was reclassified and was in training to be a bombardier. On Sunday December 7, 1941 he was at a movie when he learned that the Japs had bombed Pearl Harbor...America was at War! He completed his bombardier training in August 1942 and was commissioned a second lieutenant. Assigned to Russell Phillips crew, his pilot and the nine crew members were assigned to the Seventh Air Force, 307th Bomb Group. Their aircraft was the B-24 Liberator, well suited for the long-range missions they were called upon to fly. From Hamilton Field in Washington, they boarded their aircraft Super Man and headed west over the vast Pacific Ocean to their destination, Hawaii. When not in training, they flew sea search missions spending ten hours a day patrolling a segment of the vast Pacific waters.

While they flew on a search mission, their aircraft lost an engine, then a second and they were forced down into the vast turbulent waters of the Pacific. Over the intercom, the command was

given, "Prepare to crash". The plane disintegrated when it struck the waves. There were three survivors and two life rafts. What followed were countless days of anxiety, suffering, fear, hunger, uncertainty. The waters around them were teeming with sharks. On their 21st day their hopes were buoyed when an aircraft spotted them! It was a Japanese plane! There was no rescue attempt, they strafed the two rafts, destroying one of them. The sun was blistering, they caught rain water and fished and caught and killed fowl of the air for food and liquid nourishment. They survived the fury of a typhoon. In the days that followed, Mac became a faint whisper of a man. He died, they wanted some kind of eulogy to honor him but knew nothing appropriate and respectably committed his body to the sea, Lou prayed for he and Phil, "vowing that if God would save them, he would serve heaven forever." Exhausted, they took turns napping... one morning when they awakened, they smelled land, they had drifted into two small islands. They were occupied by the Japanese. They had been adrift for forty-seven days. They were now prisoners. Louis was recognized as an Olympic star. They were interrogated and threatened as were the other new prisoners. Louis met a corporal, one of their guards, Mutsuhiro Watanabe (whom they named 'the Bird') whose aim was to destroy Louis, and he was harassed and threatened the entire time they were imprisoned. Following the war, Watanabe was declared a 'war criminal' and there was an international search for him because of his cruel treatment of the prisoners.

Back in civilian life, Louis married but was constantly troubled. He felt that his human rights had been stripped from him and life had been a nightmare. He had flash-backs scenes of torment and suffering, he could still hear the sharks brushing against the bottom of their flimsy life-boat, the days of hunger and thirst, the uncertainty of having another day to live, the taunts and blows cast upon him by "the Bird." He was reminded by God of the vow he had made to Him when Mac's body was slipped into the sea and the promise he made... 'Lord, if you will save



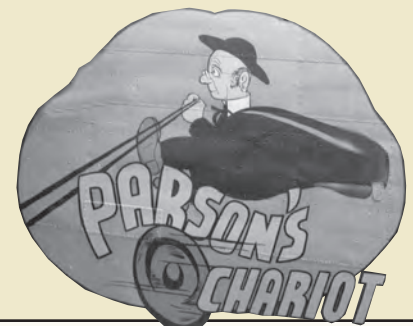
Earl Wassom

me, I will serve you forever." "Thanks", he exclaimed, "for a confrontation with God through evangelist Billy Graham when I committed my life to Christ." Louis sincerely practiced the scripture which teaches "Pray for your enemies, and forgive them." In 1952 he returned to Japan and was allowed to address all of the Japanese war criminals at Sugamo Prison. He made attempts to see Watanabe 'the Bird' but he spat out his answer "NO". Louis was chosen to carry the Olympic Torch in Japan after the war. He remembered and honored the vow he had made to God and his life was changed forever.

Let's check our status. Have we made a vow to God in a moment of crises? Did we forget that vow and suffer because of our decision? If this should be true, God has declared:

"When you make a vow to God, do not delay in fulfilling it." (Ecclesiastes 5:5 NIV). Listen to God. He is a forgiving God but he demands that we also forgive. This is for our own good as an unforgiving spirit destroys.

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





8th AF News
The Eighth Air Force Historical Society
P.O. Box 956, Pooler, GA 31322

DIDDINGTON PARK

*The Memorial Dedication
in memory of U.S. service-
men & women who served
and were treated at the
U.S. Army 2nd Evacuation
Hospital 1942-1943 and
U.S. Army 49th Station
Hospital 1943-1945.*

*The event was held at the
village of Diddington Park
Huntingdonshire.*



THE AMERICAN ARMY HOSPITAL
DIDDINGTON PARK
HUNTINGDONSHIRE

2nd EVACUATION HOSPITAL
26th December 1942 ~ 1st August 1943

49th U.S. ARMY STATION HOSPITAL
1st August 1943 ~ 15th June 1945

Opened as a 750 bed, later becoming a
1000 bed General Hospital giving medical
service mainly to the 8th Army Air Force
also to local civilian accident casualties

SERVICE ABOVE SELF

THIS MEMORIAL IS IN HONOUR
AND MEMORY OF THE OFFICERS,
SURGEONS, NURSES, ENLISTED MEN,
HOSPITAL SERVICE GROUPS, RED CROSS
AND ALL WHO SERVED HERE

DEDICATED 23rd JUNE 20

