



March 2013

# TH AF NEWS

Volume 13 Number 1 Voice of "The Mighty Eighth"

**REUNION INFORMATION  
INSIDE THIS ISSUE**

SAVANNAH, GEORGIA

**39TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION  
JULY 22 - 26, 2013 - SAVANNAH, GEORGIA  
MARRIOTT SAVANNAH RIVERFRONT**





March 2013

# AF News

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.

Officers and Board of Directors below are Eighth Air Force Historical Society Officers and Board Members.

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### INSIDE THIS ISSUE

Presidents Message .....	3
Interim Editors .....	4
From the 8th AFHS Office .....	5
38th Annual Reunion .....	6-16
"Bomber Jacket" Journey .....	18-19
Next Generation .....	25
Chapter News .....	26-28
Reunions .....	29
Mail Call .....	32-35
Book Reveiw .....	36-37
Taps .....	38-42
James Crow Files .....	44-45
How About It? .....	47



## President's Message



It's hard to believe that 2013 is already here. I hope that all of you had a Merry Christmas and that your New Year is starting off with lots of good cheer and good health.

The new change in dues [requiring Life Members to pay annual dues] has been met with overwhelming success. We have had many calls from veterans offering to pay more than the \$40.00 [annual membership] and I had 2 veterans call me and offer to pay dues for those who could not afford to pay. This is just another example of how *"The Greatest Generation"* responds in times of crises. Your response was not about opening your checkbook; it was about opening your heart to help fellow veterans in need. It has been a touching and emotional experience not just for me, but for all of us in the Society. It is a reaffirming of the bonds that were forged during those horrible war years that will never be broken.

I just returned from Savannah, where Darrel and I meet with the Marriott event staff and worked on finalizing the plans for the 2013 reunion. This reunion promises to be one of the best ever! We will have 2 nationally known speakers: **Mr. Scott Reda and Prof. Larry Foley**. They are both amazing stewards of history—be sure and read about them in this issue. We also met with Henry Skipper of the Mighty Eighth Museum and we have a great program planned for the commemoration of the **B-17 "City of Savannah"**. **Jean-Paul Favrais**, a renowned French researcher will speak at the commemoration; you can read more about him in this issue as well. All the

reunion information is in this issue of the 8th AF News so make your reservations early. **Donna Lee**, of Armed Forces Reunion Network, will again assist us with all of the planning, registration and tours.

The Board and I will be finalizing plans for the 2013 reunion as well as formulating plans for the 2014 reunion. We will continue our discussions concerning the financial health of the Society, membership growth, and realistic goals and plans as we look to the future.



**Dr. Nancy Toombs**  
**President**

So, mark your calendars and make plans to attend the 39th Annual Reunion of the 8th Air Force Historical Society on July 22nd—26th at the beautiful Marriott Savannah Riverfront. I hope to see all my dear friends there and meet lots of new ones!

*Blessings to each of you and God Bless  
"The Mighty Eighth!"*

*Respectfully,*  
**Nancy J. Toombs**  
**President 8th AFHS**



## CALL FOR NOMINATIONS



Nominations for candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than **May 1, 2013**.

### The following information must be included.

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

The Secretary will relay all nominations to the Nominating Committee. Nominations received by the Secretary after **May 1, 2013** or any nominations without complete information will not be considered.

Send all nominations to:

**Joe Garber • 46 Coquia Ridge Way • Ormond Beach, FL 32174 • PALJOE2@aol.com**

# Interim Editors



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

**Your invited to Savannah,**  
to attend the 2013 39th Annual 8th  
Air Force Reunion, July 22-26, 2013.  
This issue will have you well pre-  
pared for a reunion to remember!!

Our very first 8th AFHS Annual Re-  
union was conducted at the Marco  
Polo Hotel in Miami, FL. The key-  
note speaker was General John C.  
Mayer of the 352nd Fighter Group.

John Hildebran of Moyers, OK, and  
several other 8th AFHS members,  
met with 8th AFHS Founder, Lt.  
Col. John Woolnough, back in the  
mid-seventies to organize the very  
first 8th AFHS Annual Reunion. Mr.  
Hildebran attended and remembers  
all the great memories shared. John  
states "I hold those memories close  
to my heart"! He was a B-24 Radio  
Operator on Lt. Rudolph Kremer's  
Crew and is a member of the 453rd  
BG/732nd BS.

Sit back with a tall glass of sweet  
tea and enjoy your Spring/**March**  
**8th AF News.**

Don't forget to share your thoughts  
about what you see through-out  
each issue!

**Sincerely,**  
**Interim Editors**  
**Donna Neely & Telisha Gaines**  
**donnajneely@gmail.com**

**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**

**2014 40th Annual 8th AFHS**  
**Reunion**  
**Sheraton - Music City**  
**Nashville, TN**  
**Oct. 9 - 13, 2014**

**SEND ALL MAIL**  
**AND/OR**  
**EMAIL TO:**

**Interim Editors**  
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2090 Cairo Bend Road  
Lebanon, TN 37087  
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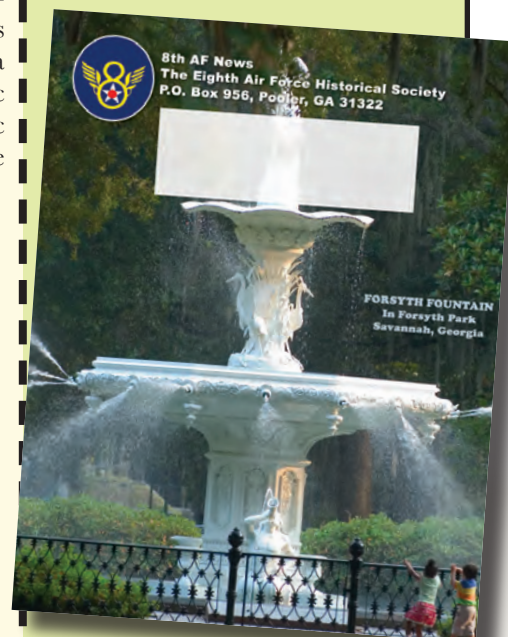
**MATERIAL DEADLINE**  
**April 25th, 2013**  
**for the upcoming 2013**  
**June 8th AF News**



Our 39th Annual 8th AFHS Reunion will be  
held at the Historic Marriott Savannah River-  
front, hotel in Savannah, GA. Our hotel is  
connected to world-famous River Street via  
the Riverwalk. Walk throughout the Historic  
District and enjoy beautiful squares, historic  
house museums, art galleries and antique  
shops.

## Local Attractions

Savannah Theatre  
Andrew Low House  
Bonaventure Cemetery  
Fort Pulaski Monument  
Tybee Island  
Tybee Island Lighthouse  
Old Fort Jackson  
Colonial Park Cemetery  
Owens-Thomas House  
Gallery 209  
Annual Savannah Tour of Homes  
Goodyear Cottage  
Savannah History Museum  
Historic Railroad Shops  
Marshall House





# From the Treasurer

We recently concluded our mid-year Directors' Meeting in Atlanta during which, along with various Society business items, we finalized plans for our 39th AFHS Reunion to be held in Savannah, Georgia July 22-26, 2013. Complete details of the reunion are included in this edition of the AFNews. After you have reviewed the great hotel accommodations along with the dynamic programs and planned events, we feel certain you will agree with the Board that this will be one of the best reunions ever! We have been successful in lining up an outstanding roster of both national and international speakers that will make this outing truly memorable.

Good news, in many cases, is followed by more good news. This is certainly the case in point as far as the Society's financial situation is concerned. We are pleased to report that our budget deficit for fiscal year 2012 has been reduced by about 25% over the previous year, 2011. Our membership—as always—has been very supportive and generous in the recent dues restructuring and collections are coming in at a record pace. If this trend continues, fiscal year 2013 should be a financial success.

Hopefully, barring any unexpected expenditures during the balance of this fiscal/calendar year, it is very likely that the Society will deliver to our members a balanced budget.



**Darrel Lowell**  
**Treasurer**

Should conditions change, we will keep you advised.

Looking forward to seeing you in Savannah,  
Darrel Lowell  
Treasurer



**8th AFHS • Box 956 • Pooler, GA 31322**

**Call: 912.748.8884**

**Email: [membershipmanager@8thafhs.org](mailto:membershipmanager@8thafhs.org)**



Hard to believe, but it's been a year—a WHOLE year since I came onboard as your Membership Manager and it truly seems like yesterday. I met many of you in San Antonio and during the past several months I have had the amazing opportunity to speak with even more of you by phone.

Since the dues notice was delivered in the December issue of the 8<sup>th</sup> A F News magazine, I have been opening hundreds of envelopes every week; envelopes that don't just contain checks or credit card numbers, but handwritten notes offering words of encouragement and thanks. Some contain the news that yet another veteran has passed on, usually written by a widow who proudly recounts which bomb group her husband served with, his crew, and sometimes shares a memory or two. And many of the envelopes contain a little *extra*. And because of that *extra*, we can continue to send the magazine to those vets who can no longer afford to pay dues.

Thank you all for your service, your dedication, and for your support in helping all of us to preserve the stories you

lived and the memories you made. Once again, we could never do any of this, without all of you. To call our WWII vets the "Greatest Generation," just doesn't seem to go far enough. I think the better word, the one that comes to mind...

**PRICELESS.**

**Debra D. Kujawa**  
**Membership Manager**  
**8th Air Force Historical Society**



**Debra Kujawa**

**NEW ADDRESS:**  
**29 Posey Street**  
**Savannah, GA 31406**  
**(912) 748-8884**  
**[MembershipManager@8thAFHS.org](mailto:MembershipManager@8thAFHS.org)**



# 2013 Reunion



## 8th AIR FORCE HISTORICAL SOCIETY 39TH ANNUAL REUNION SAVANNAH MARRIOTT RIVERFRONT JULY 22 – 26, 2013

### REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by June 20, 2013. You may also register and pay with credit card online at [www.afr-reg.com/8afhs2013](http://www.afr-reg.com/8afhs2013). A 3% convenience fee will be added to online credit card reservations. Forms received after June 20 will be accepted on a space available basis only. Hotel reservations should also be made by June 20, 2013.

### ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

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

## MEALS/EVENTS CHOICES

### MEAL PACKAGE #1 \$212

Package includes all 7 hotel food functions (4 breakfasts, 3 dinners).

### MEAL PACKAGE #2 \$148

Package includes 5 hotel food functions beginning with breakfast on Wednesday (3 breakfasts, 2 dinners)

The breakfast buffet includes juice, fruit, cereals/milk, eggs, meat, potatoes, assorted breakfast breads, coffee, and tea.

### CHOICE #3 INDIVIDUAL EVENTS

Wednesday Rendezvous Dinner at \$44, and Thursday Banquet at \$45 can be purchased separately, but are included in both packages.

### TOUR OPTIONS

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

# 39TH 8TH AFHS ANNUAL REUNION

**JULY 22 – 26, 2013**

## **MONDAY, JULY 22**

1:00pm	-	6:00pm	Reunion Registration open
2:00pm	-		Memorabilia / Gathering Room open
2:00pm	-		8AFHS Board Meeting
5:00pm	-	6:00pm	Welcome Reception (hosted by the Birthplace Chapter)

## **TUESDAY, JULY 23**

7:30am	-	8:30am	Full Breakfast Buffet
8:00am	-	10:00am	Reunion Registration open
9:00am	-	10:00am	Unit Advisory and Chapter & Unit Dev. Meeting
9:00am	-	12:00pm	CITY TOUR
12:30pm	-	6:00pm	Reunion Registration open
1:30pm	-	5:30pm	MIGHTY EIGHTH AIR FORCE MUSEUM/ B-17 COMMEMORATION CEREMONY
6:30pm	-	7:00pm	8AFHS Cash Bar Reception at the Savannah Marriott
7:00pm	-	9:00pm	Dinner Buffet at the Savannah Marriott

## **WEDNESDAY, JULY 24**

7:30am	-	8:30am	Full Breakfast Buffet
8:00am	-	10:00am	Reunion Registration open
8:30am	-	10:00am	Individual Group Meetings
10:30am	-	12:00pm	Next Generation Meeting
1:00pm	-	6:00pm	Reunion Registration open
2:00pm	-	3:30pm	Prof. Larry Foley's Presentation: The Lost Squadron
4:00pm	-	5:30pm	WWII Q&A Session
6:30pm	-	7:00pm	8AFHS Cash Bar Reception
7:00pm	-	9:30pm	Rendezvous Dinners

## **THURSDAY, JULY 25**

7:30am	-	8:30am	Full Breakfast Buffet
8:30am	-	10:00am	General Membership Meeting
11:00pm	-	4:00pm	8AFHS Board Meeting
1:00pm	-	4:30pm	MIGHTY EIGHTH AIR FORCE MUSEUM
1:30pm	-	4:30pm	ISLAND, TYBEE BEACH, AND FORT TOUR
5:00pm	-	5:30pm	Reunion Registration open
6:00pm	-	7:00pm	8AFHS Cash Bar Reception
7:00pm	-		Banquet Dinner, followed by guest speaker, Scott Reda.

## **FRIDAY, JULY 26**

7:00am	-	8:30am	Full Breakfast Buffet
			Farewells until October, 2014 – Nashville, Tennessee!

*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 buses for tours and trips will be air-conditioned.*



# 2013 Reunion Highlights



## **CITY TOUR** **Tuesday, July 23**

Savannah has always been a city rich in history and culture. On this tour, you will explore America's finest 'living' collection of eighteenth and nineteenth century buildings in one of our nation's largest National Historic Landmark Districts. Beautiful streets and squares reveal more than 250 years of history, displayed eloquently in exquisite ironwork, ancient cobblestones, splendid mansions, and picturesque cottages. Discover Savannah's garden-like public squares, the crown jewels of General Oglethorpe's planned city. On the picturesque waterfront you will discover cobblestone-paved Factors Walk and River Street, where old cotton warehouses have been converted into shops, taverns, restaurants, and museums. This tour also includes admission into one of the historic homes or museums.

**9:00am board bus, 12:00pm back at hotel**

**\$39 - Person includes bus, guide,  
and admission.**

## **MIGHTY EIGHTH AIR FORCE MUSEUM / B-17 COMMEMORATION CEREMONY**

**Tuesday, July 23 and Thursday, July 25**

Located minutes from downtown Savannah, where the Eighth Air Force was activated in 1942, the Museum features over 90,000 sq. feet of exhibits, interactive displays, historical artifacts & a magnificent collection of aviation art. See a visually realistic mission experience, the Research Center, and beautiful Memorial Gardens. On Tuesday, gather for a **Commemoration Ceremony** at the World War II B-17 Flying Fortress, "City of Savannah." It is undergoing a complete restoration inside the Museum's Combat Gallery. Then, you'll have a couple hours to tour this world-renowned museum. Notes: Admission is waived for our group on Tuesday, if arriving on bus with our group. Thursday's trip to the museum includes free time at the museum; no ceremony. If you are a member of the museum, please show your membership card at the reunion registration desk. The admission portion of Thursday's tour price will be refunded to MUSEUM members if your museum membership card is shown at reunion registration.

***Tuesday: 1:30pm board bus, 5:30pm back at hotel. \$35 - Person includes bus and escort.***

***Thursday: 1:00pm board bus, 4:30pm back at hotel. \$43 - Person includes bus, escort, and admission.***





# 2013 Reunion Highlights



## RENDEZVOUS DINNERS

**Wednesday, July 24**

Units with approximately forty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your “reunion within the reunion.” Dinner features Chicken Picatta.

**6:30pm Cash Bar Reception, 7:00pm Dinner.**

***Cost is included in meal package or \$44 separately.***

## ISLAND, TYBEE BEACH AND FORT TOUR

**Thursday, July 25**

Relax ... your eighteen mile marshland journey will guide you through more than 270 years of Savannah’s coastal heritage. Not just for the historian, everyone will enjoy the refreshing ocean breezes while viewing the natural beauty and coastal



**Tybee Island**



**Tybee Island**

wildlife. Your group will enjoy a visit through one of Savannah’s Coastal Fortresses. Then, it is off to historic Tybee Island, Savannah’s quiet beach community. While on Tybee, we will stop and visit the Tybee Island Lighthouse and Museum.

***1:30pm board bus, 4:30pm back at hotel.***

***\$46 - Person includes bus, guide, and admissions.***

## 8th AIR FORCE HISTORICAL SOCIETY ANNUAL BANQUET

**Thursday, July 25**

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Filet Cut Sirloin Steak or Panco-Crusted Baked Tilapia and the usual accompaniments.

***6:00pm Cash Bar Reception,***

***7:00pm Banquet.***

***Cost is included in meal package or \$45 separately.***



# 8TH AIR FORCE HISTORICAL SOCIETY 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/8afhs2013](http://www.afr-reg.com/8afhs2013) (3% will be added to total). All registration forms and payments must be received by mail on or before June 20, 2013. 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: 8<sup>th</sup> AFHS**

## OFFICE USE ONLY

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

**CUT-OFF DATE IS 6/20/13**

	Price Per	# of People	Total
<b>REGISTRATION FEE</b>			
Includes meeting expenses and other reunion expenses.	\$40		
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		
<b>MEAL PACKAGES</b>			
Package #1 includes 7 hotel meals beginning with breakfast on Tuesday.	\$212		\$
Package #2 includes 5 hotel meals beginning with breakfast on Wednesday	\$148		\$
<b>Please select your entrée choice(s) for the Banquet:</b>			
Filet Cut Sirloin Steak		#	
Panco-Crusted Baked Tilapia		#	
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Wednesday: Rendezvous Dinner (Chicken Picatta)	\$44		\$
Thursday: Banquet (please select your entrée)			
Filet Cut Sirloin Steak	\$45		\$
Panco-Crusted Baked Tilapia	\$45		\$
<b>TOURS</b>			
Tuesday: City Tour	\$39		\$
Tuesday: Mighty Eighth Air Force Museum / B-17 Commemoration	\$35		\$
Please choose one of the following two tours:			
Thursday: Mighty Eighth Air Force Museum	\$43		\$
Thursday: Island, Tybee Beach and Fort Tour	\$46		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>			\$

Please Print

MEMBER NAME (for nametag) \_\_\_\_\_

☐ VET ☐ NEXT GEN ☐ HERITAGE LEAGUE ☐ 2<sup>ND</sup> AD ☐ OTHER WWII GROUP \_\_\_\_\_

SPOUSE NAME (if attending) \_\_\_\_\_

GUEST NAMES \_\_\_\_\_ ☐ NEXT GEN ☐ HERITAGE LEAGUE ☐ 2<sup>ND</sup> AD ☐ 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/8afhs2013](http://www.afr-reg.com/8afhs2013)**



# SAVANNAH MARRIOTT RIVERFRONT – SAVANNAH, GA

(912) 233-7722

(800) 285-0398

The Savannah Marriott Riverfront is located at 100 General McIntosh Boulevard, Savannah, GA 31401. It is approximately 10 miles away from the Savannah/Hilton Head International Airport (SAV). The hotel is located on the Historic Riverfront connected to world-famous River Street via the Riverwalk and ferries. River Street offers over 90 unique shops, taverns, and restaurants. The Savannah Marriott Riverfront guests can easily walk throughout the Historic District, where guests can enjoy the beautiful squares, historic house museums, art galleries and antique shops.

The Savannah Marriott Riverfront offers 381 guest rooms. Handicapped rooms are subject to availability; please request these special accommodations when making reservations. The Marriott is a non-smoking hotel. All rooms feature hairdryer, coffee makers, iron/ironing board, high-speed internet access for a fee. Guests can also enjoy access to the Atrium & outdoor pool, fitness center, and gift shop. Check-in is at 4:00pm and check-out is at 11:00am. Self parking at the hotel for registered group guest is currently \$5 per vehicle per day. Valet parking is not available. *Blue A Savannah Bistro & Bar* serves American cuisine for breakfast, lunch, and dinner. *Atrium Bar* offers guests a place to enjoy appetizers and drinks. Room service is available.

Hospitality "Parlors" are available to rent for individual unit hospitalities. There are a couple different types of parlors, and they will be assigned based on size of the bomb group. Some have adjoining rooms for the host. Others will have hosts assigned to a nearby room. Parlors rent for \$134 per night (plus taxes/fees). Adjoining sleeping rooms or nearby rooms will rent at the standard room group rate of \$100 per night (plus taxes/fees). Please contact Donna Lee w/ AFRI at [DonnaLee@afri.com](mailto:DonnaLee@afri.com) to reserve a hospitality room.

The hotel does not provide shuttle service to and from the Savannah/Hilton Head International Airport. The hotel recommends using K-Shuttle. Please call (877) 243-2050 for more information and reservations. Currently, their rates are \$40 per person round trip. After retrieving your luggage at baggage claim, proceed to the Visitor Information area where your driver will be waiting with a sign.

For RV hookup service, call Bellaire Woods Campground at (912) 748-4000 or Savannah South KOA at (912) 758-3386. Ask for information, reservations, and directions to determine which is the most convenient for you.

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

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## HOTEL RESERVATION INFORMATION

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**PLEASE CALL THEIR TOLL FREE RESERVATIONS LINE, 1-800-285-0398,  
TO MAKE YOUR RESERVATIONS - 8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY REUNION  
REUNION DATES: JULY 22-26, 2013**

Please be prepared to give the following information when making your reservations:

- NAME & IF SHARING ROOM, WITH WHOM
- ADDRESS & EMAIL ADDRESS, IF APPLICABLE
- TELEPHONE NUMBER
- ARRIVAL DAY & DATE/ DEPARTURE DATE/ CONFIRM THE # OF NIGHTS
- # OF ROOMS & THE # OF PEOPLE IN ROOM
- ADVISE IF YOU REQUIRE HANDICAP ACCESSIBLE ROOM
- KING BED OR 2 DOUBLE BEDS? (LIMITED AVAILABILITY ON DOUBLE BED ROOMS)
- RATE: \$100 + taxes (currently 13%) + \$1 city occupancy fee. Reservations must be guaranteed by credit card.
- CUTOFF DATE: 08/20/13. Reservations received after this date will be processed on space & rate availability
- CANCELLATION POLICY: Deposit is refundable if reservation is canceled 24 hours prior to date of arrival
- Reservation Guarantee: Must provide a credit card number with expiration date to reservation agent

Online: <http://www.marriott.com/hotels/travel/savrf-savannah-marriott-riverfront>  
Group Code: EAFEFA

# Larry Foley: Search for The Lost Squadron

When Emmy Award winning Journalism Professor Larry Foley speaks, the world takes notice. Often referred to as a “Master storyteller,” Foley is a professor of journalism at the University of Arkansas. An accomplished documentary film maker, his productions have earned five Emmys from the National Academy of Television Arts and Sciences, and 13 Emmy nominations in writing, journalistic enterprise, history, cultural history, special program and community service. His University of Arkansas students have been awarded an additional four Emmys for films produced under Professor’s Foley direction.

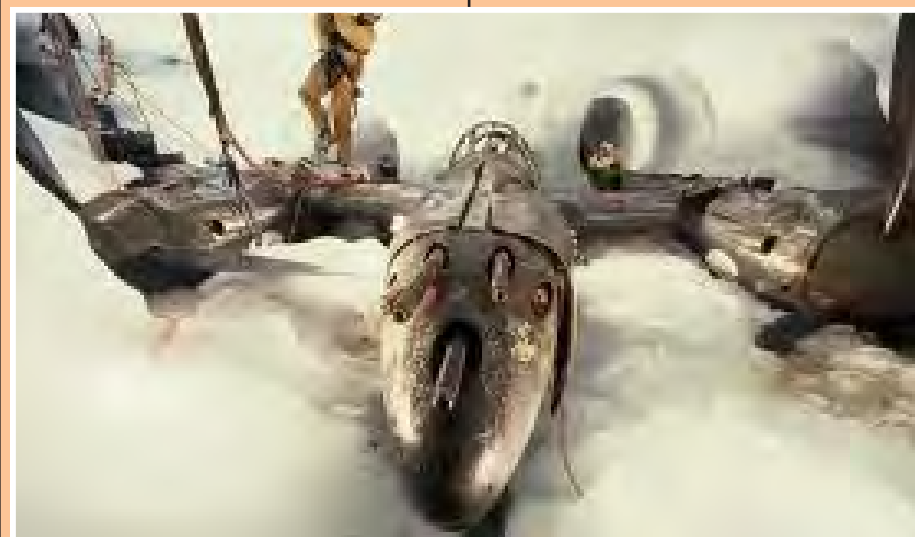
led by aviation enthusiasts for what became know as “The Lost Squadron.” Fifty years after the original mission, the planes were located under 25 stories of ice—over a mile from their original landing site. The amazing story of locating, recovering, and restoring one of the P-38s (newly christened “Glacier Girl”) to flying condition, is a fitting tribute from Foley.

In 2012, Larry Foley released two new films, *The Art of Crystal Bridges*, narrated by Academy Award winner Mary Steenburgen, and *Up Among the Hills*, narrated by President Bill Clinton.



Foley and his wife Susan live in Fayetteville, Arkansas, where they enjoy an unspoiled Ozark landscape out their back door.

*Larry Foley will be one of the featured speakers during the 39th 8th Air Force Historical Society Annual Reunion in Savannah, GA July 22-26, 2013.*



*The Lost Squadron*, one of Foley’s numerous documentaries featured on PBS, recounts a mission which began on July 15, 1942. A flight of six P-38s and two B-17s, totaling 25 crewmen, took off from Presque Isle Air Base in Maine headed for the U.K. The mission ended prematurely with an emergency landing of the entire squadron on a remote icecap in Greenland. After spending several days on the ice, all of the crew were rescued and returned home safely.

What followed was years of searches







## Scott Reda: *it's a family thing*

It's not uncommon for fathers to pass down a family owned business to their sons and daughters, but Scott Reda didn't leave his own international publicly-traded company to work in your typical family-owned business. Scott Reda accepted the reins of Lou Reda Productions, a true dynasty within the documentary filmmaking industry.

Since 1983 Lou Reda Productions has garnered dozens of Emmy and Golden Globe awards and nominations for such classics as "The Blue and the Gray," *"The Day the Towers Fell,"*

and recently, *"WWII in HD: The Air War."*

When Scott became the Managing Director of Lou Reda Productions in 2003, he worked closely with his father in developing an innovative, more modern approach to documentary filmmaking. Since then he has been responsible for executive producing over 85 specials and series. Most recently he executive produced History's Vietnam in HD series, the acclaimed follow up to their previous award winning series WWII in HD. Scott is currently working with

his son, Marc, to develop multiple unscripted series, docu-soaps, and archival specials.

The next time you watch the History Channel, be sure and check the production credits at the end of the program. Chances are you'll see the familiar name "Reda" more often than not. It's a family thing.

*Scott Reda will be one of the featured speakers during the 39th 8th Air Force Historical Society Annual Reunion in Savannah, GA - July 22-26, 2013.*



# VISIT SAVANNAH

EST. 1733

Dear Historical Society Member,

On behalf of the hospitality and tourism community of our beautiful city, I invite you, your friends and your family members to visit Savannah this coming July 22-26 for the 8th Air Force Historical Society's annual reunion.

Savannah is considered by many as a true "bucket list city". Recently named as one of the Top Ten Cities in America to visit by *Condé Nast Traveler Magazine*, *Travel + Leisure* and *Southern Living Magazine*, we look forward to welcoming you.

The many different experiences of Savannah are what make our city so popular. From our famous TV chef, Paula Deen, and the array of "coastal cuisine" options available, to our popular historic, architectural and haunted tours ... we truly do have something for everyone.

And with your conference coming in the middle part of the week, you will be able to enjoy all that we have to offer without the large crowds and busy streets typically found here on most weekends throughout the year. And July is an ideal time of the year to visit. Sunshine is abundant and the threat of rain is minimal.

Savannah also offers a unique blend of museums and attractions. From the extremely popular Mighty 8th Air Force Museum and the Ships of the Sea Museum to the Juliette Gordon Low Birthplace, home of the founder of the Girl Scouts of America.

So mark your calendars now to plan your travel to Savannah for this important reunion. We look forward to sharing our true southern hospitality with you soon.

Sincerely,



**Joseph Marinelli**  
President



# *Welcome to Savannah, Y'all!*



Since her founding in 1733, Savannah has been one of America's favorite destinations for business and pleasure. Today, she attracts nearly 11 million visitors every year, sparking 11 million cases of love at first sight.



Located in the heart of Coastal Georgia's Lowcountry, Savannah is a city of rare natural beauty—of azaleas in bloom and stately oaks draped with Spanish moss. These landscapes have been lovingly enhanced by two centuries of manmade splendor, from her distinctive park-like squares and cobblestone streets to the magnificent architecture of her storied antebellum homes and churches.



Such is the beauty of Savannah that General Sherman spared her the torch during his March to the Sea. Instead, he presented her to an enthusiastic President Abraham Lincoln as a Christmas gift.



The Birthplace Chapter of the 8th Air Force Historical Society will be serving as on-site hosts during the reunion at both the Mighty Eighth Air Force Museum and at the Savannah Riverfront Marriot. Please make your reservations, now—you won't want to miss a single moment.

*See you in Savannah!*

# Jean-Paul Favrais:

**“In recognition for all these young Americans who came to die for our liberty.  
We keep the memory of these men, who are always our heroes.  
God Bless America!”**



A Frenchman, Jean-Paul Favrais, has tirelessly researched U.S. aircraft crashes in France and has obtained names of the perished crewmembers from U.S. Archives and matched them with the crash sites.

In 1944 when Jean-Paul was nine years old he saw a U.S. P-38 fighter plane crash near his home. He saw the pilot's body and never forgot. In retirement, he spearheaded a movement to build a monument of granite shaped like the wing of the airplane, in memory of the pilot. Fifty one years later, in 1995, the monument was dedicated with American and French dignitaries

present, as well as the pilot's younger sister and her son.

Favrais has located families of these airmen and hosted them in France where they were escorted to the respective crash sites...for closure. He

continues to contact families to this day.

Jean-Paul Favrais will be a special guest of the 8th Air Force Historical Society during the 39th Annual Reunion in Savannah, GA, July 22-26, 2013.

*Jean-Paul Favrais will be one of the featured speakers during the 39th 8th Air Force Historical Society Annual Reunion in Savannah, GA July 22-26, 2013.*



**T**his is a story about two boys and what they did in 1944. Alvin Werbalosky, 19, from Kingston, NY was the Jewish boy. Frank Kozlowski, 19, from Brooklyn, NY was the Polish Catholic boy. Both were sharp shooting aerial gunners assigned to ten member crews aboard Consolidated B-24 Liberator bombers in the service of the U.S. Army Air Force. They were stationed at Hethel Air Base near Norwich, England which was one of the numerous air bases that housed the bomb groups of the Eighth Air Force, Alvin and Frank both lived in the same Quonset hut, which some called a Nissen hut. In either case it is a prefabricated metal structure the roof of which is half a cylinder cut length wise and resting on the ground. It generates its own climatic conditions, hot in the summer and cold in the winter! Alvin and Frank were only three bunks apart but were assigned to different crews. Despite living as close as they did, each maintained closer contact with their own crew members, having only a casual friendship with each other.

At this stage of their young lives, both gunners had already flown a number of combat missions over the flak filled skies of Germany, and were considered seasoned combatants. They were scared yet stood ready for the next assignment. Reality set in. It was December 12, 1944. The mission was to Hanau, a city built around huge railroad marshaling yards and heavily guarded by German anti-aircraft batteries.

It was not unusual for more than one crew from the same barracks to fly a mission on the same day. It was on this same day that both Frank and Alvin were to fly in the same formation. As Frank recalls: "We were approaching the target area when we encountered a very heavy concentration of accurate flak. The Germans were ready and waiting for our arrival. My aircraft took a number of hits, creating some damage to the hydraulic system. Since I also served as the Flight Engineer I had to react to the situation. In the process of assessing the damage, I glanced through the left side window of the engineer's compartment only to see a horrific blaze of glory. It was one of our own ships that took a direct hit by flak to the number two engine, shearing off the entire wing section and left it plummeting to the ground. We normally follow the situation to see if anyone would exit the plane and parachute to the ground. There were none this day. I knew it was one of ours, but had no idea who the guys were in it until we arrived at the debriefing building. There we learned that it was my friend Alvin's crew that was shot down.

"The sad trek back to the barracks brought a shocking revelation. Entering the room we saw a very dejected Alvin, who just had a visit from Father Beck, the Catholic Chaplain, who informed Alvin of the bad news. It was then we learned that Alvin had been hospitalized that day and officially grounded and restricted from any flight activity."

Sixty seven years have gone by and the Mighty Eighth Air Force has its own Museum in Savannah, GA. It is here where many former Eighth guys eventually come to visit. It was here that Frank and Alvin got to rehash the old times and Frank learned that Alvin frequently mixed in with the Catholic boys

## Common Ground



*Frank Kozlowski-Kaye*



*Alvin Werbalowsky*



*Frank Kozlowski and Alvin Werbalowsky at the Mighty Eighth AF Museum in Savannah, Ga. on Sept. 8th, 2012.*

for a prayer session, since there was no Rabbi assigned to our group at the time. Alvin learned that Frank had witnessed the blaze of glory of his own crew going down. It is here where they plan to meet again, now sharing another common ground. They are both rated with Post Traumatic Stress (PTS) by the Veterans Administration.

**Submitted by Mark Werbalowsky (Son of Alvin)**  
**markwerb@gmail.com**



## "BOMBER JACKET"

### Makes "67" Year Journey Home

By Don Kilburg, Jr.

With help from the 487th Bomb Group "Detective Squad"



#### PICTURE THIS.

Ember Davis Wright of Tucson AZ is sorting through the remains of her late father's things. She finds his "bomber jacket," tired and worn, with a faded patch on the front. It brings a flood of memories. It was the jacket he wore home from the war early in 1945. It was the jacket he occasionally wore as the young returning war hero and then in later life as he recounted memories of his war years with his aging comrades in arms.

John D. Davis of Tucson died in 1995. He had been a B-17 pilot assigned to the 569th squadron of the 390th Bomb Group in Framlingham England. From September through December 1944 he was credited with successfully flying 35 missions. Through those months of flak and German fighter attacks he was injured once and that was in history's largest bombing mission on December 24, 1944. Beyond that, the next biggest loss he suffered in the war was the loss of his duffle bag to a thief while traveling on a train in England. It was no big deal, though. The Quartermaster replaced his uniforms. And somehow he acquired a used A-2 leather jacket, one with a strange painted patch of a smiling devil in a tuxedo with the caption "Gentlemen from Hell."

It was this jacket that spurred his daughter's curiosity some 67 years later. Her father had never shared the story of how he actually obtained the jacket. Ember did an Internet search and there it was, "The Gentlemen from Hell," a jacket logo used by some early members of the 487th Bomb Group who had trained in Alamogordo NM. Some years earlier researcher Bob Jacobs had



A-2 Jacket



Captain John  
F. Martin Jr

documented that a British flyer who had trained in the sweltering heat of New Mexico had said "This place is hotter than hell, and there is no place for a Gentleman here." His comment stuck and soon Edna Hill, the wife of 836th

squadron commander Major Homer "Tom Hill," came up with a design that was used by a number of the crews. The patch was emblazoned with a smiling devil in a tuxedo surrounded by flames and the caption "Gentlemen from Hell."

Ember also found that the 487th was about to have an annual reunion in Baltimore MD. She immediately contacted Lee Hauenstein of the 487th Bomb Group Association and Joyce Gloriosso, one of the reunion organizers and asked if their organization would like to have the jacket. The answer was a definitive "yes." At that point an investigative team comprised of Jerry Ogle, Lee Hauenstein, Paul Webber, and Bob Jacobs, all second generation members of the 487th BG Association, and Ivo de Jong, a Dutch Army officer who authored "The History of the 487th Bomb Group (H)" swung into action. The jacket's original owner was a member of the 487th Bomb Group. But who was he? Ember Wright wrote to Paul Webber that she had her father's leather jacket with the strange patch similar to the one that she found on the 487th BG web site. She also indicated that the name "Martin" was printed inside it.

The sleuth team was energized. Webber had been collecting WWII photos and recalled seeing photos from 1944 of John F. Martin Jr., a 487th Bomb Group pilot, wearing an A-2 jacket with a "Gentlemen from Hell" patch. He obtained the photos from Martin's grandson, Matt Hobbie, in 2010. Upon seeing the photos and reading Ember's description of the patch, Bob Jacobs wrote, "There can be



The *A-2 Flight Jacket*, commonly referred to as a “*Bomber Jacket*”, became standard issue in the Army Air Corps in 1930 and continued to be commonly used until discontinued by General Hap Arnold in April of 1943 and declared “Limited Standard” for replacement issue only to then existing units.

During World War II it was common for flight crew members to decorate their jackets with squadron patches and elaborate artwork usually painted on the back.

Specifications for the jacket (No. 94-

3040) called for “seal brown horsehide leather, knitted wristlets and waistband (skirt).” Similar to the original A-1 design, the A-2 replaced the A-1’s buttoned front and pocket flaps with a zipper and hidden snap fasteners. The A-1’s stand-up knitted collar was supplanted in the A-2 with a shirtstyle leather collar with hidden snaps and a hook and eye latch at the throat.

There were many authorized manufacturers supplying the Army Air Corps and originally all A-2s were made of horsehide which was either vegetable

or chrome tanned. As wartime demand grew, some were made from goatskin and others possibly from cowhide. They were all dyed either Seal (dark brown, almost black) or Russet (pale red-brown to medium brown). Linings were made of silk prior to the US entrance into the war, but soon all were typically made with cotton linings.

Despite their popularity, airmen were more likely to switch to sheep-lined jackets or electrified flight suits for wintertime or high altitude operations.

little doubt that the jacket in question is John Martin’s as that particular style of patch was only found to exist on a few members of Zerr’s crew (Martin’s original crew).”

Ogle, Hauenstein, and Webber examined the jacket at the 2012 reunion of the 487th in Baltimore. They confirmed the name “Martin” handwritten on the jacket liner, and noticed that the proportions of the patch, the flat texture, and the image of the devil are the same as in the photos of John F. Martin, Jr. Then Webber notices a sewing error. Whoever sewed the patch to the jacket missed the right upper corner, and went back to correct the stitching. The stitching holes from the first attempt are still visible in the jacket. Voila! The photos show the identical sewing error and correction. The sleuths had made a proper identification. Though there had been three fliers in the 487th with the last name “Martin”, they were able to narrow the field down to one, John F. Martin, Jr.. The jacket sent by John Davis’ daughter was clearly the jacket that originally belonged to John F. Martin Jr of the 487th Bomb Group depicted in the accompanying photo. The provenance of the long lost jacket was clearly established.

Captain John F. Martin Jr flew two tours with the 487th Bomb Group at Lavenham, England, successfully completing 54 combat missions in both the B-24 and B-17. He flew 30 missions between May 7 and September 27,

1944; and an additional 24 missions between January 6 and March 15, 1945. He was promoted to Captain late in his second tour. Between the tours, he returned home to the States. He went on leave on October 2, 1944, and departed the European Theater on October 17, 1944. He returned to Lavenham for a second tour by January 3, 1945.

John Davis arrived at the 390th Bomb Group at Framlingham, some 30 miles from Lavenham, and flew B-17s. He completed 35 missions in quick succession from September through December 1944. Davis was on hand for the famous Christmas Eve 1944 mission, when his crew successfully attacked the airbases at Zellhausen. Sometime during his stay in England he acquired John F. Martin’s used A-2 “Bomber” jacket with the “Gentleman from Hell” Patch. It was the jacket that he wore home from the war.

We will never know exactly how John Davis obtained the jacket, but we do know where it is today. Thanks to the kindness of Ember Davis Wright, and the sleuthing of the members of the 487th Bomb Group Association, that very special jacket is now in the hands of Matt Hobbie, grandson of Captain John F. Martin Jr, in Allentown, Pennsylvania. In gratitude for the return of the jacket, John Martin’s family made a contribution to the 390th Bomb Group Museum at the Pima Air Museum in Tucson, Arizona, in honor of John D. Davis. The family also made a

contribution to the Mighty Eighth Air Force Museum in Pooler, Georgia, in honor of the 487th Bomb Group Association. Denise Hobbie followed up with the following letter:

“Mr. Webber,

I am the daughter of John F. Martin, 487 BG. Matt Hobbie is my son. On behalf of our entire family, I would like to thank everyone involved in the finding, authenticating and transporting this treasured heirloom back to the Martins. We are so grateful to so many – especially Ember Wright.

My father died in 2008 but not before establishing a unique bond with my son. Fortunately, for all of us, Matt has kept in touch with you and helped in the creation of this incredible linkage.

I was not in town when the jacket arrived but Matt sent me a picture on his phone. It brought me to tears to think that 68 years ago my dad wore this as he flew.

Please accept my sincere thanks for your time, energy and generous spirit in returning it “home”.

Denise Hobbie”

*B-17 from the 390th Bomb Group  
in flight during Operation  
Chowhound in May of 1945.*



## Of Windmills & War - By Diane Moody

*He rained down MANNA for them to eat; He gave them grain from heaven.  
So they ate the bread of angels; He sent them all the food they could eat.  
Psalms 78:24-25*

Most Americans have never heard of Operation Chowhound. Most English have never heard of Operation Manna. But mention either of these life-saving missions to those of Dutch heritage, and chances are they'll smile with knowing eyes. Mention these missions to the veterans who flew them, and chances are they'll tear up at the memory.

For the history books, Operation Chowhound/Manna was the first mission of its kind flown by military aircraft to drop help instead of destruction on those below. The war was winding down near the end of April 1945, but those in western Holland faced certain starvation. While the southern part of The Netherlands was liberated, the highly populated areas of the northwest still endured brutal retaliation from the Germans. During the 1944 "Hunger Winter" the Dutch in those areas, who had subsisted on less than 600

calories a day, now had nothing. More than 16,000 men, women, and children died from hunger and the bitter cold. Exiled Queen Wilhelmina begged the Allies to save her people before it was too late. What happened next was nothing short of a miracle.

I first heard of Operation Chowhound several years ago when my sister and I began attending the 390th Bomb Group (H) reunions with our father, Glenn Hale. Dad proudly served as a B-17 co-pilot

with the 390th stationed in Framlingham, England, and he has always loved these reunions. Year after year, I began to notice how often these veterans talked about Operation Chowhound. What piqued my interest was the fact that every time the subject came up, the men who spoke of it would choke up. Every single one of them. Why? Because for the first time, these young men were delivering life and hope instead of death and destruction.

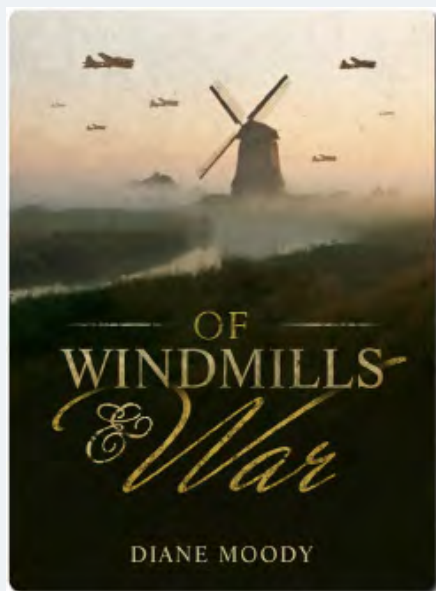


I tried to imagine what it was like for these young men to serve back then in a war of that magnitude. Many of them were still teenagers, yet day after day they flew those huge Flying Fortresses into skies swarming with enemy aircraft, dotted with deadly flak and constant anti-aircraft fire.

I also wondered what it would be like for a young woman growing up in a country like Holland during German Occupation. What was it like to be starving during those brutal months of the Hunger Winter? What was it like to be a part of the Dutch Resistance? How did it feel to be constantly consumed by death and despair all around you? And what was it like for those young men to fly missions bringing hope and life-saving provisions to these desperate Dutch survivors after years of dropping bombs?

These were the questions that set up camp in my soul. As an author, I'd never written a historical novel before, and I must admit I was intimidated by the amount of research required to do the story justice. But I couldn't wait to breathe life into my characters so they could place my readers in the air and on the ground of this extraordinary historic event.

*Of Windmills & War* is a novel about the sacrifice, courage, and heart of those who fought in World War II, and those for whom the war was fought. It's a coming-



*Of Windmills & War* is available in paperback and on Kindle at Amazon.com



**Glenn Hale with his daughters Diane Moody and Morlee Maynard following a flight on the Liberty Belle in 2009. This aircraft was destroyed by fire after an emergency landing on June 13, 2011 in a cornfield near Aurora, Illinois. Glenn Hale flew on the original Liberty Belle on December 30, 1944 on a mission to Kassel, Germany.**

of-age story set in the late 30s/early 40s. And it's a love story set against the colorful background of that pivotal time in our nation's history.

In many ways, Dad's story is similar to Danny's (the main character in my novel), but for the record—they are not the same person. On 2 March 1945, Dad and his crew had to bail out of a crippled B-17 into Poland. It would be two months to the day before he got back to Framlingham on 2 May 1945—just in time to take part in Operation Chowhound. And like so many others who flew those food drops, Dad was tremendously moved by the experience. Not only gratified to be able to help the starving Dutch people, Dad felt it was a fitting way to thank the thousands of Dutch Resistance workers who had helped so many downed Allied airmen avoid capture by the Germans.

Today, with textbooks sparing only a short paragraph or two to cover the entire scope of World War II, our future generations will never know about the sacrifices made for them in the name of freedom by the Greatest Generation. At one of the 390th reunions not long ago, someone told of a group of students visiting the Mighty Eighth Air Force Museum in Savannah, Georgia. The docent leading their tour, a P-47 veteran from WWII, was asked, "Did you serve in World War

eleven?" Sadly, the person asking the question was the teacher. God help us.

With that in mind, I count it a tremendous honor to tell the story of Operation Chowhound. My prayer is that those who read *Of Windmills & War* will remember the precious gift of freedom and never forget those who made it possible.

**Diane Moody**  
**Daughter of Glenn Howard Hale,**  
**390th Bomb Group (H) of the**  
**8th Air Force**  
[www.dianemoody.net](http://www.dianemoody.net)



**Glenn Hale in 1944**

## BIRTHPLACE CHAPTER

The Birthplace Chapter looks forward to helping in hosting the **39th Annual Reunion of the 8th AFHS** here in Savannah, Georgia. We met with Dr. Nancy Toombs, 8th AFHS President, and Darrell Lowell, Birthplace Chapter Member/8th AFHS Treasurer, in December to kick off planning and our involvement with the activities for the event. All eight chapter board members, as well as most members of the Birthplace Chapter are active volunteers at the **Mighty Eighth Air Force Museum** as Docents, Mission Experience, Greeters and B-17 Restoration. We are all very dedicated to keeping alive the history and memory of the 8th AF during those war years.

If you haven't visited the Museum recently, you will be pleasantly surprised at the additions and changes. The restoration of the B-17 is amazing, and the team of volunteers, led by "Houdini", Jerry McLaughlin, are doing an outstanding job. The citizens of the Savannah area raised the funds with a "War Bond Rally" to pay for a B-17 which was named "The City of Savannah". We hope to make this the absolutely best static display anywhere. With the contribution of a power system, we will be able to operate all systems in the aircraft: turrets, lights, bomb bay doors, etc., at one time.



### **2013 BIRTHPLACE CHAPTER BOARD MEMBERS**

**Left to Right, Mort Glick, Bill Murdock Sonny Koski, Bob Buck, Al Pela, Fred Pye, John Garnjost, and Not Pictured: Charles Sitrin**

***The Birthplace Chapter looks forward to seeing all of you in Savannah.  
Bob Buck, President, Birthplace Chapter***

## THE MIGHTY EIGHTH AIR FORCE MUSEUM

is proud to welcome the

**8th Air Force Historical Society**

on

**TUESDAY, JULY 23, 2013**

1:30 PM - 5 PM

The afternoon program will include a B-17 "City of Savannah" Commemoration beneath the nose of the airplane.





# New British War Bride Study Needs You!

by Peter G. Park, RAF Molesworth Historian

*Are you a war bride, the husband, or child of a war bride? Or otherwise related to a war bride?  
Your experiences and insights can inform a new study.*

The American Air Museum in Great Britain in Duxford, England (a part of the Imperial War Museum) has embarked on new research on British war brides.

Ms. Alyson Mercer, a Doctoral Candidate at Kings College, London, is doing the research and has developed a questionnaire based on one used in an earlier study.

## The questionnaire has 4 versions:

1. British War Bride living in the United States
2. Family of British War Bride living, or did live, in the United States
3. British War Brides living in the United Kingdom
4. Men married to British War Bride living in the United Kingdom

## The 4 versions of the above questionnaires appear on the 303rd Bomb Group website

<http://303rdbg.com/news/2012-12-23.html>

To get a feel for the wartime romances, Alyson visited RAF Molesworth, home of the famed WWII 303rd Bomb Group (Heavy) on 29 November to see firsthand the base where many of the wartime brides met their GI husbands at parties and hangar dances.

The 303rd can be justly proud of its many firsts such as having the first American bomber to complete 25 missions (B-17 "Hells Angels" on 13 May 1943). Another 'first' for the group is its proud legacy as the unit that married the most British brides during the conflict - reportedly some 400!

While at Molesworth, Ms. Mercer met with several current day Americans at Molesworth married to British brides at Molesworth today -- proudly continuing the 'tradition' of the 303rd. Just as WWII GI war brides came to America along with many young children in "Operation Diaper Run" in the five years following the war, so too many of the British spouses here at RAF Molesworth today followed their husbands to tours of duty back in the U.S. or elsewhere before returning to the job that they hold here today at RAF Molesworth.

In talking with today's 'war brides' and their American spouses, Alyson was amazed by how similar many of

their experiences, perspectives, joys and concerns are to those she has read about in previous research.

Please feel free to pass Alyson's contact information (below) to any British war brides or their children you may know from any military unit.

If you have any questions, please contact Alyson directly.

**Alyson Mercer, ICBH, King's College London, Strand, WC2 2LS.**

***Alyson.L.Mercer@gmail.com***



*Peter Park, RAF Molesworth Historian and Alyson Mercer, American Air Museum in Britain War Brides researcher visits the 303rd Bomb Group (Heavy) Memorial at Molesworth on 29 November. U.S. Air Force Photo by Staff Sergeant Javier Cruz*



*303rd Bomb Group Staff Sgt Amedeus Dandini and Doris Mary Masters were married in September 1944. He was just one of the 400 Molesworth men who married British brides during the war. Photo Courtesy of his son, Vincent J. Dandini*

## ***“The Greatest Generation”***



***Jean and Roger Freeman with 8th AFHS Board of Directors, Bob Moses, sitting in a local Dedham, Essex, pub.***

This is an open letter to all the Greatest Generation members of this Society, the next generation and the wonderful English who still appreciate the 8th AF, the 9th AF and the extraordinary RAF members associated with the air war that maintain these airfields.

This is simply just one man's view, my passion for this fighting force unequalled in modern warfare.

To start from the beginning. I was born on July 14, 1930 to good Christian parents in small western Tennessee town, Brownsville. In 1943-1945 the US opened a B-17 training base just 22 miles away. My grandmother rented apartments in her house and one of the renters was Lt. Hank Dayton, Stamford, N.Y. As I was aged 13, one day he asked if I wanted to spend the day at the Dyersburg Army Airfield swimming in the officer's club pool and spending time on the flight line. This was heaven to me, thus my fascination of the B-17 flying fortress. About the same time on the other side of the Atlantic, Mr. Roger Freeman, the noted British Historian of the 8th bases in East Anglia, UK, Boxted and Raydon was very young and getting involved with activities. Roger and I were about the same age and unlike me I think he wrote 60 volumes about this air force and personally coined it "The Mighty Eighth."

Fast forward to the out break of the Korean conflict in 1950's. I was in college in Kentucky where I felt the heat of the draft into the military. Suddenly in January 1951 I abruptly joined the USAF to avoid the US Army as so many thousands did. I was sent to El Paso, Texas for

***“ Since 1954 I have visited that beautiful part of the world fifty-three times ”***

training and soon was posted to RAF stations Wyton and Mildenhall, England for 3 years.

That was the time my buddies and I would cycle around the country side to old disused WWII airfields. At those moments my passion for the 8th AF, the greatest armada of 350,000 came alive. Standing there looking at those ruins of long ago I really felt like Dear Jagger in the movie, TWELVE O'CLOCK HIGH. Turning back the clock in my mind's eye to those airmen and their aircraft and what it really felt like in war-time I tried to feel it. To this day, that experience is still with me at 82!

The life in the 8th in East Anglia in 1951-54 made a profound affect on me. Since 1954, I have visited that beautiful part of the world 53 times visiting people and air fields there! Of course life in East Anglia during those years were so very different that from the time THE GREATEST GENERATION was there.

The first night we were posted there (I was 21 yrs old) they had a big dance in one of the big hangars at Bassingbourne where there were three beautiful English girls for every one of us. I distinctly remember returning to the barracks that night and writing my mother, quote "Dear Mother, I think I've found heaven here---I don't know when I'm ever coming home!"

Fast forward to the present. I returned to the American Cemetary at Maddingly - Cambridge in 2012

as this place has become one of my personal shrines to the memories of those fallen Americans. While there I chose one of those 3800 crosses on graves. At random I chose a grave of a S/Sgt from Wisconsin. Alone I stand there and think that this man gave up all his tomorrows for me. He did not want to die.....He died for me! I am overcome. I'm a better person for having been there.

This passion and these experiences have brought me much good fortune.

**Bob Moses, a proud member and board member of this 8th AFHS to preserve THEIR memories.**

***“Alone I stand there and think that this man gave up all his tomorrows for me.”***



"Who is the Next Gen in the 8th AFHS?" Starting out many years ago, the function of the Society was clear, develop an organization committed to promoting the Eighth Air Force from World War II. In that capacity, you established a membership of 20,000 people which helped finance the "The Mighty Eighth Air Force Museum" in Pooler GA along with donating memorabilia to outfit the displays, constructed a world class website, publish a newsletter quarterly, hold yearly reunions and much more. Back then, it was much easier with more assets and a clear vision of the immediate needs of the Society. But we are now a Society in transition, our Veterans are leaving us and the younger members of this society will be called upon to take a more active interest and role into the future of the 8th AFHS. That means getting involved beyond the interests of the Groups you are associated with. We all have a

staunch loyalty to our respective Bomb Groups, as we should, but the overall long term viability of the 8th AFHS will need your ideas and help. Whether it be simply handing out membership brochures at B-17 tour stops or taking an active participation in the Board of Directors, every bit helps. Hard decisions will have to be made in the coming years as to how to perpetuate this organization while keeping the Legacy of our Veterans intact. Having yearly reunions is only part of the solution. Your long term input and that of our current vets will be important to keeping this organization productive and relevant in the coming years. Who is the "next gen", it is you, your son and daughter, grandson and granddaughter, future historians, warbird buffs and many more. Leadership, Education, Promotion and an innate passion for the Mighty Eighth are key to the future of this organization but it cannot succeed



**Michael Faley**  
**8th AFHS BOD**

without a dedicated membership and vision. That is where you come in. Think it over and reach out to Dave Nowack or Darrel Lowell if you are interested in becoming a future board member, we will have a few openings to fill in Savannah. In the meantime, keep looking at our Facebook page and Website for updates on events.

**Michael P. Faley**  
**8th Air Force Historical Society**  
**BOD.**

**Nominations for candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than May 1, 2013. More information on page 3 of this magazine.**

— Form may be reproduced —



## JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

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



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You may also apply online at: [www.8thafhs.org](http://www.8thafhs.org)

"Give the gift that shares the legacy"

"Give the gift that shares the legacy"

## BIRTHPLACE CHAPTER

President..... Bob Buck  
Vice-President ..... Fred Pye  
Treasurer ..... Mort Glick  
Secretary ..... Bill Murdock

[www.mighty8thbirthplace.org](http://www.mighty8thbirthplace.org)

The Birthplace Chapter meets on the third Tuesday of every month at the Mighty Eighth Air Force Museum, at 175 Bourne Avenue in Pooler, GA. The evenings begin at 5:30 pm with a social hour and cash bar. At 7 pm we convene the monthly meeting with a brief ceremony featuring the lighting of candles in memory of our fallen comrades and serve a buffet dinner (\$15 per person).

This is followed at 8 pm by the introduction of a guest speaker or other featured event. Our monthly meetings normally end by 9 pm.

Reservations are required. For reservations, please call Betty Smith at (912) 920-2956 before 5 PM on the Sunday before the Tuesday Dinner Meeting.

The Chapter publishes a monthly newsletter, "Contrails" which is mailed to all paid up members. The Birthplace Chapter is the main source of volunteer support for the Mighty Eighth Air Force Museum. The photograph below depicts the ongoing restoration of the "City of Savannah", a B-17 recently acquired for the museum from the Smithsonian

in Washington. Members of the chapter are restoring this aircraft to its original condition to become one of the most significant exhibits in the museum. Our volunteers also perform many other vital services for the museum and the Eight Air Force Historical Society.

## OREGON CHAPTER

<http://www.8thafhsoregon.com/>

Edited by Joan E. Hamilton with additions by Lt. Col. Brown

Our November speaker was Lt. Col. Bob Brown who served during WWII in the 442nd Bombardment Squadron, 320th Bomb Group, 12th Air Force. Here are excerpts from his speech: I spent most of my combat time on an island off the west coast of Italy called Sardinia where I flew B-26 aircraft. I flew sixty-seven combat missions.

I went in the service in August, 1942 and was first assigned to San Antonio Aviation Cadet Center. In preflight school they taught mathematics and aviation. I learned to fly in a PT-19 in primary school. The P-19 had an in-line engine and an open cockpit with an instructor in the front seat. I was a young twenty-four year old. It was winter and I had one of those heavy coats with a big wool collar and fur-lined boots and goggles and a cool helmet. I was big stuff, I'll tell you. The instructor pushed the throttle and

you were moving along. It was great like being in an automobile and all of a sudden the ground started receding from you. You didn't realize you were up in the air. The instructor flew you up, showed you around a little bit, and then he said, "We're going to fly upside down, hang on. Be sure your seat belt is tight." The plane turned over and you were looking up at the ground and hanging by that six-inch-wide piece of strong canvas. It was an eye-popping thrill. Basic was in Greenville with cross country and night flying and advanced in Houston where I learned more about instrument flying, twin-engine planes, and formation flying. I graduated in May, 1943 as a 2nd Lieutenant and went to Shreveport, Louisiana to train in the B-26, the fastest medium-sized bomber that the Air Corps had.

I went overseas by English troop ship to North Africa as a replacement pilot. We landed in Casablanca and went through the Atlas Mountains by little French railroad boxcars to Tunis. It took four days and lots of poker and craps games were played. We ended up at an airfield in North Africa, but General Eisenhower had taken care of the Germans there, so we ended up flying to Sardinia, a big island in the Mediterranean, where I was stationed for about twelve months. Our missions were over the water to Italy, drop our bombs over marshalling yards mainly and Italian and German troop installations and other targets, and then back to Sardinia and the invasion of Italy [Anzio] by the Germans. I became a lead pilot. The lead ship that I would fly was called "Oozin' Susan". We encountered a lot of flak. I also spent a month in Constantine teaching Free French pilots to fly the B-26. There, we flew some old beat-up, war-weary B-26s that weren't suitable for combat anymore.

I flew sixty-seven missions and came back from overseas in December, 1944. I was assigned to an Air Corps



B-17  
"City of Savannah"



instrument flying school down in Bryan, Texas as an instructor for six months. They had AT-6s there. I left the service in August, 1945 and I'd also married my wife Bernice that same year. We've been married for sixty-seven years. After the war, I flew a couple of years for Eastern Airlines.

Meetings are held on the first Saturday of the first full week of February, May, August, & November. The doors to the room opens at 10:00 AM on Saturday at the Elk's Lodge.

## 392ND BOMB GROUP MEMORIAL

BGMA Officers

President..... Jim Goar  
Vice-President ..... Bob Books  
Chairman..... Carroll W. Cheek  
Secretary/Treasurer ...Annette Tison  
PX Chairman.....Bill McCutcheon  
Editors .....Annette Tison, Jim Goar  
<http://www.b24.net/>

It's Renewal Time! If there's a "12" on the mailing label after your name, it means your membership expires this month. Please renew as soon as possible. Donations. Many thanks to everyone who has donated to the 392nd BGMA. We are grateful to Life Members who heeded Pres. Jim Goar's call to action.

The 8th Air Force Historical Society met in San Antonio, Texas, from 3-7 October 2012. About 250 people attended. From the 392nd were Eldon A. "Bud" Lindahl, David and Renee Greene, Tom Perry and Bob Books. During the business meeting, a motion to discontinue Life Memberships was approved.

While reading the editorial page of The Washington Post on 3 Nov 2012, I noticed that a columnist quoted Don E. Fehrenbacher to support his point. A well-known historian on America in the 19th century, Don taught American History at Stanford University from 1953-1984. He was awarded the Pulitzer Prize for History



North Alabama Chapter

in 1979 and the Lincoln Prize (the highest American award for Civil War studies) in 1997. Before he did all that, though, he was a 577th Sqdn navigator on 1/Lt Philip Anundson's crew. Don completed his combat tour in August 1944, primarily aboard #42-95151, Monotonous Maggie.

## NORTH ALABAMA CHAPTER

Ann Vaughn .....President  
Traci Calvert ..... Vice President  
Bill Varnedoe .... Secretary/Treasurer  
Chaplain ..... George McGuiness  
<http://navfoc.org>

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

The meeting of January 2013 was called to order by President Ann Vaughn.

Chaplain, George McGuiness gave the invocation. Bill Varnedoe led the pledge to the flag George brought his grandson, Ryan Hale to the meeting. Welcome Ryan, and come again.

The 8th Air Force veterans and many of our members can certainly be classified as "Senior Citizens." Therefore, today's program which was arranged by our member Ben Calvert was very appropriate.

For this program, the "FLLying Lego Masters, Senior Edition Team" gave a presentation of their research and work in this year's FIRST Lego League(FLL) competition. (Ben is a member of the team.) The theme for this year's competition was

Senior Solutions. The teams were to research challenges faced by seniors and give their solution(s). Senior veterans, Bill Varnedoe and Jesse Bradley were the team's "Senior Partners" and were interviewed by the team. Based on these interviews, they discovered a unique problem all seniors face and they came up with their own innovative solution. For the meeting presentation, the boys brought pictures, showed a video of their work and parts of the interviews. They re-enacted a skit that was part of their presentation to the judges. It explained details of their research and their innovative solution, the "Sticky Senior Solution." This solved a food preparation problem that occurs when some seniors are unsure how to store and prepare meals that have been prepared for them by Home Health Care providers. The solution consists of two different sets of stickers that can be placed on groceries or on the prepared meals to indicate to the client how to store and/or how to heat them properly, microwave or otherwise. The FLLying Lego Masters won 1st place in the State Qualifier in November and went on to be the Runner Up in the State Competition on January 12, 2013

This generation shows that we are in good hands.

Our concert master, George Ferrell was ill and therefore we missed our sing-along.

## NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held it's annual Fall General Membership Meeting/Luncheon at the Marriott Hotel in Albuquerque, September 15, 2012.

President Larry Stebleton (8th AF) opened the meeting at 12:00 pm with a moment of silence in remembrance of departed members followed by the "Pledge of Allegiance."

The speaker for this meeting was Norman Schippers, who enjoyed a 36 year career with Trans World Airlines Aircraft Maintenances Department.

Mr. Schippers spoke of his experiences in the restoration of this B-17 named "Liberty Bell". During WWII there were several B-17s named Liberty Bell, most of those were lost while flying combat missions with the

Mighty 8th AF. One of these B-17s with the name Liberty Bell crashed landed on a Greenland Ice Cap; in later years discovered under 250 feet of ice.

Restoration of this B-17 "Liberty Bell" took 9 years with a cost of three and a half million dollars. Finally, returning to the air December 2004 but sadly on June 13, 2011 shortly after taking off from Oswego, IL., this aircraft was destroyed by fire after making an emergency landing in an open field.

President Larry Stebleton closed the meeting, leading members in singing "God Bless America."

Respectfully,

Submitted by:

Al Schwery

Secretary, 8th AFHS NM Chapter

## PENNSYLVANIA CHAPTER

President.....John C. Raiser

Vice-President.....David Borland

Secretary/Treasurer Judy Rosensteel

Chaplain.....Howard Woodruff

A Veteran's Oral History project will be taking place at Penn State again this coming Spring. Several of our chapter members have participated in this program in the past. Penn State students set up video-taped interviews and the finished product is kept as a source material. I feel that everyone has an interesting story to share, so I hope you'll consider setting up an appointment to participate. If you are interested, please contact me jcrper@engr.psu or 814-574-9622.

John Raiser

## 381ST MEMORIAL AND MADINGLEY REMEMBRANCE DAY CEREMONIES

Submitted by

Alan Steel

a.steel@btinternet.com

Gordon Richards of the

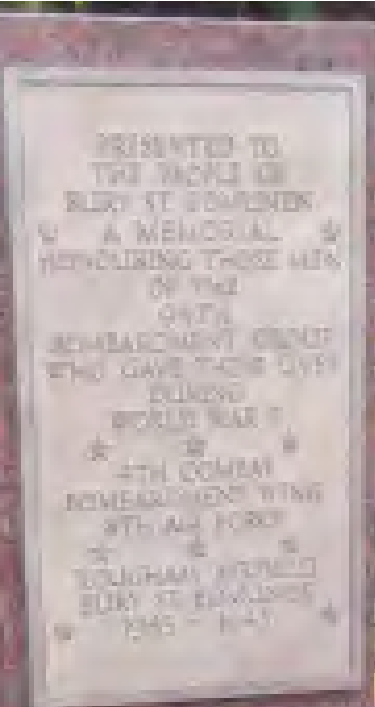
UK 8th AFHS Office

Members of the 381st BG

memorial museum.

### BURY ST EDMONDS

Monica Steel is laying a wreath on behalf of all the women that served or waited for their men-folk to return.



Monica  
&  
Alan Steele







# Reunions



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

## **STALAG LUFT III**

"The Great Escape Prison Camp"  
Arlington, VA  
April 25-28, 2013  
Hyatt Regency Crystal City  
Contact: Val Burgess 307-674-4080  
[vburgess@burgessdesigngroup.com](mailto:vburgess@burgessdesigngroup.com)

## **446TH BOMB GROUP**

Tucson, Arizona  
May 15-19  
Best Western Inn and Suites  
Tucson Airport  
Contact: Bill Davenport  
13382 Wheeler Place  
Santa Ana, CA 92705-1934  
714-832-2829

## **492ND BOMB GROUP**

467th Bomb Group  
San Antonio, TX  
June 27-29, 2013  
El Tropicana Riverwalk  
Contact: Fran Gramburg  
708-670-8084

## **447TH BOMB GROUP**

(England Reunion)  
July 18-24, 2013  
Contact: Melanie Bussel  
914-528-7147  
[bussel@verizon.net](mailto:bussel@verizon.net)

## **381ST BOMB GROUP**

San Antonio, TX  
August 7-11  
Holiday Inn Riverwalk  
Contact: Kevin Wilson PhD  
[wilsonkvn@aol.com](mailto:wilsonkvn@aol.com)  
336-993-3571

## **401ST BOMB GROUP**

August 15 - 18, 2013  
Dayton, Ohio.  
contact person Josie Navarro  
253-988-0966  
[josiagn@hotmail.com](mailto:josiagn@hotmail.com)

## **398TH BOMB GROUP**

September, 2013

in Sacramento, California  
Contact: Sharon Krause  
734-416-5993  
[tink73146@gmail.com](mailto:tink73146@gmail.com)

## **379TH BOMB GROUP**

Dayton, Ohio  
Sept. 4-9, 2013  
Crowne Plaza Dayton  
Contact: Mike Hart,  
[mike@379thbga.org](mailto:mike@379thbga.org)  
PH: 469-633-0689

## **306TH BOMB GROUP**

October 2-6, 2013  
New Orleans, LA  
Embassy Suites New Orleans  
Contact: Barbara Neal, 306th  
435.655.1500 (leave message)  
[barb306neal@gmail.com](mailto:barb306neal@gmail.com)  
website: 306bg.org

## **447TH BOMB GROUP**

Charleston, SC  
October 1-6, 2013  
Airport Crowne Plaza  
Contact: George Hoidra  
301-953-2813  
[ghoidra@yahoo.com](mailto:ghoidra@yahoo.com)

## **SECOND SCHWEINFURT MEMORIAL ASSOCIATION**

(Overseas reunion)  
Schweinfurt, Germany  
October 2013  
Contact: Rob Klint  
[robklint@marketsolutionsinc.com](mailto:robklint@marketsolutionsinc.com)  
or 73 Harbour Point Circle,  
Ft. Worth, TX 76179

## **SECOND SCHWEINFURT MEMORIAL ASSOCIATION**

(Stateside Reunion)  
Charleston, SC  
October 1-6, 2013  
Airport Crowne Plaza  
Contact: Sue Moyer  
814-237-9054  
[ssma43@gmail.com](mailto:ssma43@gmail.com)

## **388TH BOMB GROUP**

Oklahoma City, OK  
October 2-6, 2013  
Crowne Plaza Oklahoma City  
Contact: Jennifer Wammack  
[reunion@388thbg.org](mailto:reunion@388thbg.org)  
928-210-1392

## **95TH BOMB GROUP**

Orlando, FL  
October 10-14, 2013  
Sheraton Lake Buena Vista  
Contact: Vanna Walker  
[reunions@95thbg.org](mailto:reunions@95thbg.org)

## **486TH & 487TH BG**

San Antonio, TX  
October 16-20, 2013  
El Tropicana Riverwalk  
Contact: Kay Aielli  
512-791-4589  
[kielli@austinrr.com](mailto:kielli@austinrr.com)  
5203 Turnabout Lane  
Austin, TX 78731

## **100TH BOMB GROUP**

Savannah, Georgia  
October 17-20, 2013  
Embassy Suites Savannah Airport  
Contact: Nancy Putnam  
[nputnam51@gmail.com](mailto:nputnam51@gmail.com)  
414-339-2818

## **385TH BOMB GROUP**

Fall 2013 (TBA)  
Nashville, TN  
Gaylord Opryland Hotel  
Contact: Chuck Smith  
385th BGA Treasurer  
404-683-2896  
[chucksmith@smithindustrialsales.com](mailto:chucksmith@smithindustrialsales.com)

**2013 39th Annual  
8th AFHS Reunion**

**Savannah Marriott Riverfront  
Savannah, GA  
July 22-26, 2013**

# **“DON’T FLY”**

**Lewis Penhall Bird, Ph.D. - Newton Square, PA**

The last thing Louis J. Mostardi heard from his father on a day in August, 1942, when he left for induction into the U.S. Army and basic training was - “Don’t fly!” Later, on a cold January day in 1944 over France, as he drifted earthward under his silk canopy, having bailed out from his stricken B-17, those words echoed again in his mind: “Don’t fly!” Too late, however, to be heeded. For his crew, the tenth mission was their Waterloo.



*Louis J.  
Mostardi*

Following the usual army tests during basic to discover individual aptitudes, it was decided that Lou would make a good radio operator. After intensive training and being shipped overseas to England, he became part of pilot Norman Kempton’s crew. And so, in the fall of 1943, the “Sioux City Queen” began her missions over Europe, flying the Knettishall Airfield in England as part of Bomber Group 388.

Their first mission bombed the submarine pens in Bremen, Germany, without incident. That is except for Lou having a great difficulty buckling the leg straps on his chest parachute pack. Back on base that problem was very quickly remedied.

Heavy flak burst all around on their fifth mission over an airfield near Bordeaux, France while shortly thereafter tracer bullets filled the air. Their ball turret gunner was the only one hit, right in the hip. Pulling him up onto the floor of the fuselage, Lou administered morphine while holding two compression bandages tightly against the hip to stop the bleeding. Since this meant he was unable to fire the top gun, the bombardier yelled for Lou to put a tourniquet on his buddy and get firing. How do you put a tourniquet on a hip?

Radioing back to the base meant an ambulance awaited them and this airman was well-attended and safe. But this firsthand brush with injury, blood and pain “woke me up” in Lou’s words to the dangers they faced. Returning to base and imbibing of the whiskey set out for returning crews helped to calm some nerves. “Don’t fly!” - right! But duty calls.

The tenth mission proved to be the “Sioux City Queen’s” last. After bombing again an airfield near Bordeaux,

heavy flak crippled their B-17, starting a fire in #4 engine and severing the control cable to the tail, thus inaugurating a fierce vibration in the plane. In addition, the new ball turret gunner was severely wounded when an ME-109 strafed their underbelly while flying out over the Bay of Biscay. Now down to 7,000’ altitude, the pilot ordered all to bail out as he brought the plane back over land. In a rare example of combat courtesy, the pilot lowered the wheels at this altitude to signal to the circling ME-109 that their crippled plane would no longer be firing. This mid-air truce permitted the crew to bail out more safely.

After assisting the severely wounded ball turret gunner out the bomb bay, Lou jumped as well. So, on the clear day of January 5th, he drifted earthward right into a dense forest near Lespare. And, naturally, got hung up in one of the trees. After releasing his chute and climbing down, the uppermost thought was to leave the area as quickly as possible. From 1 to 6 p.m. this high school basketball and baseball athlete ran southward, almost to exhaustion. Seeing a clearing ahead and the puzzling tinkling of bells, Lou came upon a herd of cows. In this swampy and marshy area a farmer shortly came along on stilts to herd the herd. He motioned for Lou to follow toward the farmhouse. There his constant “Ou?” puzzled Lou til he guessed the farmer wanted his parachute silk, already abandoned up a tree hours ago. Sign language clarified the situation. Dry clothes as well as an evening meal were gratefully provided.

Later that evening an insistent knock on the door alerted the family and scared Lou. If German voices were heard, he was out the back door. Instead their tail gunner, Hamp Nicholson, appeared. Surprise! Hugs! Reunion! An odyssey together now begun. The next 8 days were spent on the run, walking at night, hiding in the woods and catnapping during the day. Slowly the feeling grew that “Someone was looking after us.

On the eighth day, at the end of the village of St. Sauveur, Medoc, they spotted a woman feeding her sheep. “American” they said to her. She motioned them towards the back door of the house. One month was spent there, leaving the house at 5 a.m. to sequester in the woods nearby to avoid daytime German detection, where house to house searches were common. As the husband became more fearful of their presence, a Mrs. Hatton of the French Resistance and who spoke English showed up to plan the next move. Taking the train to Bordeaux to stay with her family proved wiser. Since German imposters dressed as US airmen sought to trap such maneuvers, Mrs. H. asked Lou where he was from in the States. “Philadelphia” was his reply. “Ok - how far is it to New York City?” A satisfactory answer reassured this brave woman.





### *Crew of the "Sioux City Queen"*

**Back row L-R: Norman Kempton (Pilot), Paul Davis (Co-Pilot), Stanley Plytynski (Navigator), Harry Mc Kenna (Bombardier). Bottom row L-R: Emil Taddeo (Engineer), Ray Evtuch (Waist Gunner), Hamp Nicholson (Tail Gunner), Ed Norton (Ball Turret), Louis Mostardi (Radioman), Melvin Larson (Gunner)**

For six and a half months Lou and Hamp boarded with the Hattons. For exercise, at night, Mr. H. suggested walking around the block several times. With Germans all around, this was a bit dicey and made these airmen nervous. Never were they nabbed. US airmen were given 2,500 francs for reimbursement to these courageous families; gratefully given! As the D-Day invasion succeeded, now in September German military in the area were moving northward to fight the Allies as the Seventh Army liberated the Bordeaux area. Lou and Hamp were driven southward to Bayonne where they met up with about 25 other airmen. All were soon flown out of nearby Biarritz airfield back to England.

Repatriated to the States, Lou asked for a logical posting in the Northeast. So, naturally, he was sent to the northeast of Texas. However, in a Dallas PX a green-eyed Southern

Belle awaited. This time he was captured and has now spent sixty-six years in her embrace.

### POSTSCRIPT

Lou learned later that his brave navigator, Stan Plytynski, had evaded southward also, crossing the Pyrenees to safety. In this group a major was so debilitated that he couldn't go any further. Lt. Plytynski carried him safely over the mountains, often having no feeling in his own legs. With both legs frostbitten, it became necessary to amputate them below the knees later. Of the "Sioux City Queen" crew, it is believed that two died (the mortally wounded ball turret gunner and the co-pilot whose chute failed to open), two became POWs and six evaded.

**Lewis Penhall Bird, Ph.D.**



*French Dressing  
Illustration by Gil Elvgren*

### ILLUSTRATION ERROR

I just received the Dec 2012 edition of the 8th AF News and noticed an error that I thought I should bring to your attention.

On Page 33 is an illustration entitled 'French Dressing' that was credited to a person named Lugren. The illustration was actually done by Gil Elvgren. I know that if you look at the signature on the bottom right of the illustration it looks like 'Lugren'. In reality this is the unique way that Elvgren signed his works.

I don't know if this is a 'big deal' but I thought I would give you a 'heads up'.

Jack Pula  
jerwin630@hotmail.com

*Ed Note; Thank you for the name correction of Gil Elvgren's in the Fancy Pants article.*

### 493RD BG - SEARCH

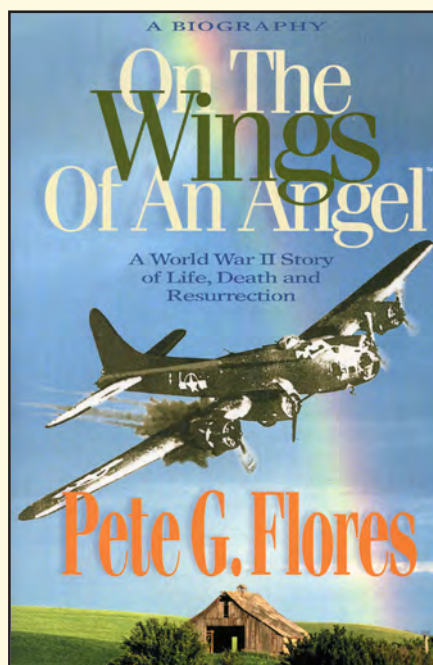
Following is a request that I sent to a representative of the 493rd BG. I had trouble finding him. It made me think. It would be a great service to members if the 8AFHS would print in the News, a list of the Bomb Groups with a set of email contacts! Someone would have to do the research, of course. I'll bet after the first printing, you'd get many more contacts to add to it!

-Bill Varnedoe, 385BG

*Ed. Note: Bill, this is a perfect shout-out to all Bomb Groups and Chapter Groups. Please send your updated contact information to the Editor of this magazine so we can help your Chapter/Bomb Groups reach out to our members with more contact information included inside our magazine. You can also visit our website for information on Chapter/Group contacts <http://www.8thafhs.org>*

### ON THE WINGS OF AN ANGEL

Stan Peterson, a member of the 96th Bomb Wing and navigator of "The Saint", a World War II B-17 flying mission over France, wrote an article for your magazine on page 29 2012 September 8th AF News entitled, "Memorable 93rd Birthday", in which he describes his trip to Paris, France. He writes about his memorable return to Paris, a place that he helped bomb in 1944. He recalls a mission to Romilly, February 6, 1944 in



which he saw a fellow B-17 disappear after a German Fighter attacked it. He writes in detail how he saw both pilots hit and the plane falling out of formation. He mentions a lone survivor that the Germans quickly took away. That airman, Joe Pino, is the subject of my book, "On the Wings of An Angel." The story tells of how Joe was declared dead, buried in Villers-Cotterets, France and fifty years later, thru the efforts of a young boy, Pierre Baudier, was found alive and well in our city, El Paso, Texas. It is one of the most intriguing and emotional stories ever to come out of World War II. If anyone would like a copy of my book, I will be glad to mail them one. Cost: \$15.00 plus \$5.00 shipping/handling.

My address is PO Box 370001, El Paso, Texas 79937 (915) 309-3000

florespg@att.net

Pete G. Flores

Writer/Author

### UK 8TH AFHS OFFICE

Hi Donna & Crew

Many thanks for inserting the articles and photos over the past year from UK. Gordon Richards is so pleased that you publish the photos and articles from this side of the water. I appreciate that you and the team would have been very busy compiling the reunion event. May I mention that this year on May 26th at Duxford, I have been asked to take my 2 WW2 Jeeps to the air show as the theme is to commemorate the participation of the United States Air Corps in WW2, I hope to cover this event in detail with as many photos as possible and also hopefully veterans

Once again many thanks

Regards Brian Francis

*Ed. Note: Thank you for keeping us posted on your UK activities!! It was brought to my attention that we may have a UK member (Gordon Richards) attending the 2013 8th AFHS Annual Reunion in Savannah?? I sure hope that happens! Looking forward to finally meeting Gordon after working with him for over 13 years.*

### JOHN W. BORNSTEDT CREW

My name is Albert L. Chamrad, I live in





*The picture is the Lt. John W. Bornstedt Crew. We were with the 398th Bomb Group Stationed at Nuthanpstead, England. Group (H) 601 Sqd.*

*8th Air Force. First mission was Dec. 24, 1944, last mission was April 16th, 1945. Missions completed: 35*

*Top Row L to R: Al Chamrad - Tail, Bob Bonasch - Ball, Liberio Fattorini - Radio, Leroy Pryor - Waist, Claude Stanbrough - Engineer.*

*Bottom Row: Harry Bragg - Bombardier, Claude Dierolf - Navigator, Dewey Coe - Co-Pilot, John Bornstedt - Pilot.*

Lower Burrell, PA. 15068. I'm 87 years old, 4-2-13 I will be 88.

This picture was taken at Drewfield, FL. after a training flight. This was done a long time ago to no avail.

Known deceased is John Borgsted, Dewe Coe Claude Dierolf and Claude Stanbrough.

I kept in touch with Geri Bornstedt, the pilot's wife, she has to be 90. They were from Oregon. You can read about our first mission at Lt. Richard Dee Jr. diary. He was breaking our pilot in, our co-pilot went with another crew.

Thank you,  
Al Chamrad

### **POW/MIA HOT AIR BALLOON TO DENMARK**

I am writing to you and copying Don Casey and Limey Roundhill as they were both in my dad's Bomb Group.

Don Casey became a POW and Limey flew several flights with my dad before dad was shot down May 13, 1944. They all flew with the 379th Bomb Group.

This past May I had the opportunity to visit dad's crash site accompanied by some Danish Historians of World War II. It was a marvelous experience.

In 1946 officials came to the main cemetery in Odense and began the process to identify the remains of the Americans who had lost their lives.

All but about a half dozen were brought in by the Danes to go through this process. On May 8, 1948, a Danish Bishop was brought to the cemetery where he conducted a service. One of the bodies was placed in a beautiful coffin and brought to the courtyard for the service. The Coffin was placed in a beautiful horse drawn hearse and taken to the Railroad Station. The coffin was placed in the first car of the train. The Danes

had filled the car with Birch Leaves. That night all the remaining bodies were brought forth and put into the train and taken to Belgium where they were buried. The flag I received from Bent and Jens covered one of the coffins. I have that flag and I feel the same as Jens when he said "David many of those men didn't make it home and their souls are going home with you in the flag". I am still trying to figure out exactly how to give it proper welcome.

On my way home I pondered how do I say thank you to those folks in Denmark who took such good care, and still do, of our airmen who went down in their Country. A place where my Dad lost his freedom along with 8 other guys that day. I felt good knowing if anything had happened to Dad they would have taken care of him.

I contacted my good friend Jim "DOC" Tuorila who started the Freedom Flight several years ago. It is the big POW/MIA Hot Air Balloon which flies around the US and brings notice to our POW and MIAs. He offered to take the Balloon to Denmark for their celebration (a big celebration I must say) so we could thank the Danes for what they did and still do on all of American and British Memorials on May 4th and 5th every year.

It was 8:00 pm on May 4th 1945 that it was announced in Denmark that the war would end the next day the 5th.

We will be there on the 3rd, 4th and 5th of May with the Balloon. My question is two - fold. Would the Historical Society be interested in participating in this occasion by a presence over there? Would the Historical Society be interested in supporting the funding of the Freedom Flight Crew as at the present they are paying their own way?

I am paying for the cost of shipping the Balloon to Belgium where it will be taken to Odense/Beldringe.

Sincerely,

David D. Claypool,  
Commander and North Central Director  
Dept. of Minnesota AXPOW  
claypool23@midco.net

Anyone who may have had someone they knew go down in Denmark or the North Sea will be interested in this website <http://www.flensted.eu.com/1944066.shtml> or [www.freedomflight.org/](http://www.freedomflight.org/)

**Reply from 8th AFHS Board of Directors, and POW, Donald E. Casey**

I will never forget flying Westward over Denmark on 5/13/44 in a wounded B-17 on our way back from Poland where we bombed the oil refineries at Stettin.

After our fighter escort turned back and headed home, we were attacked by a swarm of 40-50 Luftwaffe fighter planes and our ship was forced to drop out of the formation when our #3 motor shut itself down. Our right wing gas tank had been punctured by a 50 caliber bullet from another plane in our Group and I watched anxiously out of my navigator's window as the gasoline streamed away. We could no longer keep up with the others on our remaining 3 motors and were left behind to fend for ourselves.

my crew and I felt sure the Germans were going to return and shoot us down but they never came back .

This single mission changed my perspective completely on our chances of completing the 30 mission tour. We kept on flying but ultimately went down over Hamburg on 6/18/44 with 4 of 9 men KIA. The remaining 5 became POW's for the rest of the war.

My wife Alice and I went back to Germany in 1992 and visited Frankfurt, Hamburg, Berlin, Munich and Stalag Luft III in Western Poland. The prison-site was gone by then but there is now a small museum there in which they have a miniature version of the camp. Apparently, when the Russians took it over they bull-dozed the buildings and used the place for training their tanks. On January 27, 1945, the 10,000 allied flying officers there were evacuated on foot in a blizzard at 15 degrees below zero.

It was below zero yesterday in our part of Chicago and I was reminded of that pitiful march. Fortunately, all of us survived to be liberated by Gen. Patton's 3rd Army on 4/29/45 at Moosburg, Bavaria.

**Donald Casey, 8th AFHS BOD**

ARCDEC@aol.com

Chicago, IL

2nd Lieutenant Donald Casey flew as a Navigator in a B-17 "Flying Fortress" on 28 combat missions with the 379th BG.

**TWELFTH FINAL REUNION  
352ND FG**

The 352nd F.G. had it's official final reunion in the year 2000. The Virginia Air National Guard - under the command of Col. Steve Hicks went "full-throttle" to sponsor a most magnificent and memorable final reunion for us. Since then some of us aging vets wanted to continue the reunions as long as possible. The numbers are diminishing. The official final reunion in 2000 attracted several hundred attendees including approximately fifty of us old vets.

This past Sept. (2012) we had our twelfth final reunion. Approximately 50 people attended of which only a "handful" of us old G.I.'s showed up as depicted on the



**Howard Polin in front of Ford Mustang owned by Todd Gehrke, President 352nd F.G.**

photos below! We are trying to keep the memory alive. The "13th Final Reunion" is being planned. Honorable mention to President of 352nd FG, Todd Gehrke and Col. Steve Hicks for sponsoring and attending all reunions since 2000.

\* We were known as:

**"The Bluenose Bastards of Bodney"**

**Bluenose** - Fighter plane blue nose

**Bastards** - The Germans didn't like us

**Bodney** - our Aerodrome in UK

We had the honor of two P-51D's at our reunion including "HELL-ER BUST" flown by owner/pilot Mark Peterson and "IMPATIENT-VIRGIN?" flown by owner/pilot John Sessions. We were able to sit in the cockpit, touch things and smell the 100 octane gas pumped into their wing tanks. We just reminisced and admired these old beautiful warbirds. The pilots gave us a few "fly-bys" bringing back memories of long ago.

Seven Mustangs (Fords) escorted our tour bus around Seattle and I had the honor of riding in the first one with Todd Gehrke, owner and President of 352nd F.G.

Any questions - please call 256-533-6669.

Thanks and "Blue Skies."

Howard Polin



**352nd F.G. 12th Final Reunion**

**September 27-30, 2012 Seattle, Washington.**

**50 people attended - 5 Vets plus 2 P-51 Mustangs.**

**L to R: Howard Polin (Meteorologist), Tim Bleidner (Armorer), Richard Creamer (Pilot), Spike Cameron (Pilot), Lou O'Brien (Pilot)**



## **JAMES P. OLMSTED** **100th BG, 351st Squadron**

James was the last surviving member of the John Ernst crew

Here is a short description, as I know it, of my dad's story while stationed at Thorpe Abbots.

Johnny became a co-pilot and when the crew was squadron lead on numerous missions he was typically responsible for establishing and assuring accurate squadron formation on final target bomb runs. Ernst's crew was often tapped as lead for missions.

He was wounded on January 10, 1945 on the bomb mission over Cologne, Germany and spent nearly two years in the hospital for reconstructive surgery on his left hand before being discharged. Flak was removed from his left temple that passed through his hand. He threw his hands up to protect his face when he knew the burst was near the fuselage. He was on his 25th mission. His aircraft took flak, on the incoming bomb run, and he was the only crewmember injured. He crawled up the gangway near the front of the ship and was attended to by the other crewmembers. Bombs were discharged at target and the plane turned out of formation and returned to base as quickly as possible.

The Ernst crew was shot down later over Berlin on their 30th mission while dad was recuperating in the military hospital. Some of his crew lost their lives on that mission at the hands of the Nazi's. Others parachuted behind enemy lines and survived POW status, or made contact with the underground and found their way back to safe harbor. Johnny considered himself lucky after learning of this unfortunate outcome for his crew.

He was the recipient of the Purple Heart. In 1997, my dad and I took a trip to Diss, England and went to Thorpe Abbots. It was an incredible trip. We were not on a tour, just traveling on our own. When we were at the museum, the curator put word out that we were walking about the grounds and out on the field previously used as the hardstands and landing strip. Two grown men rode up to "meet" one of the crewmembers that was "a soldier on a B-17 bomber." They were kids living on a nearby farm (in 1944-45) and remembered the airmen, the planes, and the sky filled with B-17 bombers circling

awaiting complete formation for departure over Western Europe, and later, Germany. A lot of tears were shed over that half hour with descriptions of the thunderous sounds, returning maimed planes, crash landings, etc. But most impressive were the handshakes and the overwhelming gratitude for what those airmen, like my dad, had done for the short time they were at Thorpe Abbots and the astounding job that they performed for England and all of Europe. They felt so indebted and appreciative. I'll never forget the look on their faces for as long as I live. Dad never thought of himself as a hero, but understanding the views of those two Englishmen, I would never deny it.

All of those stories and the brave storytellers, including my dad, will be sorely missed.

Kindest Regards,  
Jim Olmsted, Jr., son  
ommysrfr@aol.comJim

*Ed Note: Mr. Olmsted's obit is included in the Taps section of this issue. He passed away November 29, 2012*

## **CHARLES WINTERS WILSON** **100th BG, 350th Squadron**

After the attack on Pearl Harbor and with the United States now engaged in World War 2, Sergeant Pilot Wilson transferred into the United States Army Air Corps. Soon he became a commissioned officer and command pilot of the B-17 Flying Fortress. He went on to fly 28 missions with the famed 100th Bomb Group, 350th Squadron. After his combat missions, he participated in Operation Chowhound, the dropping of food supplies to the hungry people of Holland. Additionally, he was most proud of flying French POW's out of Linz, Austria back to Paris, France. In doing so, he is remembered for buzzing the Eiffel Tower upon returning the POW's.

Charlie separated from the military in Manila, Philippines. He spent the next ten years building and flying for Philippine Airlines. He is noted for flying the historic first DC6 revenue flight eastbound across the Pacific from the Philippine Islands to San Francisco, California. His next flying duty was a



**Charles Winters Wilson**  
**100th BG, 350th squadron**

three year contract developing Ethiopia Airlines in Western Africa. twenty-one additional years were spent flying for Transco Company in Houston, Texas. Captain Wilson accumulated over 23,000 flight hours throughout his lifetime in aviation. He flew airplanes ranging from the Tiger Moth, the DC3, 4 & 6, P38, P51, to the Lear, Falcon Jet and numerous other aircraft.

*Ed Note: Mr. Wilson's (affectionately known as "Hong Kong"), obit is included in the Taps section of this issue. He passed away January 11, 2013.*

## US EIGHTH AIR FORCE IN EUROPE

### THE EAGLES SPREADS IT'S WINGS:

Blitz Week, Black Thursday,  
Blood & Oil

Volume 2

By Martin W. Bowman

New Book Release

ISBN: 9781848847477

Hardback • 265 Pages

Published: January 2013

Pen & Sword Military

Martin Bowman provides another excellent volume to the US Eighth Air Force in Europe series. Using unpublished first hand accounts from aircrew in action, this volume is a descriptive and photographic history of the aviation history during the Second World War.

US Eighth Air Force in Europe describes the period when the American daylight offensive faltered and nearly failed and recalls the terrible losses suffered by Liberators on the low-level attack on the Ploesti oilfields in Romania and by the B-17s on the notorious Schweinfurt and Regensburg raids which entered 8th Air Force folklore as 'Black Thursday'. Fascinating anecdotes, eye-witness accounts and the hard-won experiences of the battle-scarred American 'fly-boys' reveal the grim realities of air combat at four miles high above enemy occupied Europe, Berlin and the Ruhr. 'Grown up in the war' they paint a revealing picture as only they can.

The 'Mighty Eighth' was an Air Force of hard-fighting, hard-playing fliers who suffered more casualties than the entire US Marine Corps in the Pacific Campaign. Here, in their own words are stories of survival and soul-numbing loss, of 'fly-boys' who came together to fight an air war of the ferocity that had never been fought on such a vast scale before. While RAF Bomber Command was waging war at night 8th Air Force B-17 Flying Fortresses and B-24 Liberators bombed by day in a 24-hour 'round the clock' campaign.

Martin Bowman is one of the Second World War leading aviation authors and has written many books on World War II



and post-war aviation history. His previous books published by Pen & Sword include Stratofortress, SEPECAT Jaguar, several guides to airfields in the Aviation Heritage Series and The Reich Intruders. He lives in Norwich in Norfolk.

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## THE DARKEST MISSION

By Rick Burton

Hardcover: 308 pages

Publisher: Lulu.com (July 8, 2011)

Language: English

ISBN-10: 1257660330

ISBN-13: 978-1257660339

Dimensions: 6 x 0.8 x 9 inches

World War II, 8th Air Force, the Berlin missions of March 1944, B-17's, camara-

derie and betrayal, the Cold War, espionage, revenge, redemption, but no heroes, just casualties!

"Combine WWII flyers, a sadistic Nazi colonel, East Germany's feared secret police, the CIA and a prominent U.S. Senator with years of Cold War knowledge and you get a historical thriller of biblical proportions from newcomer Rick Burton. This hard-hitting, fast-paced story moves from war-torn Berlin in 1944 to modern-day Boston, Budapest and Moscow. Combining historically accurate military and espionage details, Burton's thriller spans two generations of complicated intrigue and dark double-crosses. The Darkest Mission is a harrowing ride that follows the crew of a doomed B-17 bomber, through a 50-year odyssey targeting one of America's most honored public figures. With its whirlwind plot, delving deep into bitterness and dark depravity, it falls to a South Boston detective, turning to an NFL-linebacker-turned-priest, to explain one clue (a Bible verse that doesn't exist). It leads to a series of gritty homicides and a puzzle-filled plot that ends with a blazing conclusion."

You will find this book riveting and hard to put down until the final conflict between man, principal and the odds. A different twist with an 8th Air Force theme, you will find it available on Amazon in Hardback, soft bound and Kindle.





# Book Reviews

## HELL ABOVE EARTH:

**The Incredible True Story of an American WWII Bomber Commander and the Copilot Ordered to Kill Him**

[Hardcover]

Stephen Frater (Author)

Hardcover: 320 pages

Publisher: St. Martin's Press

(March 13, 2012)

Language: English

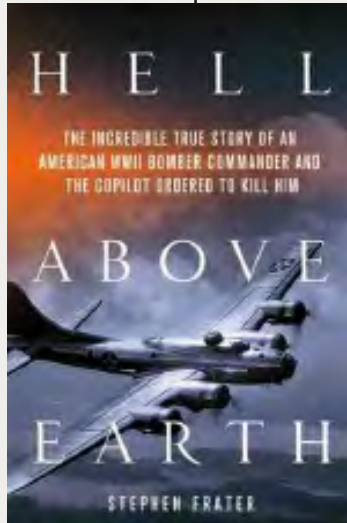
ISBN-10: 0312617925

ISBN-13: 978-0312617929

Dimensions: 9.5 x 6.3 x 1.2 inches

Once upon a time, a German family moved to the United States in search of a better life. They found it early in the Twentieth Century in Salt Lake City, Utah. The father, Karl, was enticed to move to Utah by Mormon missionaries in Germany. They sailed for America with their son, Karl, Jr. in 1923. Fourteen months after settling in Utah, they had a second son, Werner. As the National

Socialists began their rise to power, Karl told his new friends in America that his younger brother was a close advisor to the new German leader, Adolph Hitler. The family name was Goering, and the younger brother of Karl Goering, and Karl, Jr. and Werner's uncle, was Hermann Goering.



In near-by Arizona, another young man was growing up near Yuma. His father was an employee of the Fish and Game Service and Jack Rencher grew up in the wild learning to be self-sufficient, and to fish and hunt and to fend for himself. He also became a crack shot. His formal education ended in the 10<sup>th</sup> grade. He became "a tough, lonely, yet independent teen" (p 43). Werner and Jack's paths would cross in World War II, when the nephew of Hermann Goering and the tough outdoorsman from Arizona would serve as pilots in the same crew at Molesworth, home of the 303<sup>rd</sup> Bomb Group, the "Hells Angels". Their story is documented in Stephen Frater's new book, *Hell Above Earth*.

Of course, they did not serve in the same crew by accident. Jack had taken the test to get into the Army Air Force when the requirements to take pilot training had been relaxed. He had earned his wings and had in turn, trained many pilots himself. Jack soon wanted to get into the action though, and volunteered for combat duty. Jack would be assigned to Werner's crew as his co-pilot by order of the Eighth Army Air Force and the FBI. In a meeting in his commander's office, the FBI agents present told him that they had a pilot they did not trust. Although they had no reason to question his loyalty, they knew that his uncle was Hermann Goering, head of the German Air Force,

and they could not take the risk that he might land his B-17 in enemy territory. Knowing that getting into combat might hinge on his answer, Jack immediately volunteered to shoot Werner if necessary. He assured the FBI and Army Intelligence he would do whatever would prevent Werner's capture alive by the Germans. He was told by the FBI agents that if anything looked suspicious he was to, "shoot him in the head . . . and then try to bring his body back".

The two men would fly their combat tours and become lifelong friends. Jack would keep his secret mission secret, and come to admire his commander and friend as a cool, calculating, bomber commander who flew his missions bravely while always looking after his crew. Although they kept in touch long after the war, they had not visited in many years, when author Frater arranged for them to meet at the Mighty Eighth Air Force's annual reunion in 2010 in Tucson. Unfortunately, Jack would pass away shortly before the meeting could take place.

Author Frater relies on many first person interviews with Werner Goering and Jack Rencher in his research for this book. He also interviewed another living member of the crew, as well as other pilots that flew with the 303<sup>rd</sup>. Frater also did extensive research at the Mighty Eighth Air Force Museum in Savannah and gives credit to Dr. Vivian Rogers-Price for her help in preparing his manuscript.

Allow yourself ample time once you pick this book up, for it will be hard to put down. Until next time, *Keep 'Em Flyin'!*

**Talmadge Memorial Bridge- Savannah, GA**

**Mark your calendars for July 22-26, 2013**

**2013 39th Annual 8th AFHS Reunion**

**Savannah Marriott Riverfront  
Savannah, GA**



**Andersen, Arnold (Arnie) E.**, died on November 14, 2012, at the age of 91. As a First Lieutenant with the 381st Bomb Group in 1944 and 1945, he flew the B-17 on missions into Germany and France from Ridgewell Air Station in England.



**Arnold Anderson**

All his life he maintained great pride and bittersweet memories of his wartime service. His wife of 68 years, Ellen, survives.

**Barnett, John R.**, 306th BG, an original 423rd Sq pilot (of 'Miss Swoose') & POW, died 3 Mar 12 at 96 in Severna Park, MD. Following flight training in TX, as a B-17 pilot he had a short tour in the Pacific before being assigned to the 306th at Wendover. After reaching Thurleigh and flying in the first Group missions, he was held at Stalag Luft III from 9 Nov 42 (mission to bomb submarine pens at St Nazaire, France). He married Claudine, his wife of 66 years. His continued USAF career included tours in Bangkok, Taiwan, and Vietnam. He retired as Lt. Col in 68.

**Bartel, Wayne**, 306th BG, 368th waist-gunner (crews including Robert S Gerald), who was born in OR, died 25 Jul 12 at 87. He was waist gunner on crew of Robert S Gerald (pilot who departed Thurleigh in mid-Mar 44). Bartel, as a Sgt and then S/Sgt, was at Thurleigh from at least Jan to Jun of 44. Survived by his wife, Nancy.

**Beckerdite, 'Dean' Atlee D.**, 306th BG, 423rd tail-gunner (William H Baker crew), originally of KS, died 28 Dec 11, in Houston, TX, at 85.

**Bevers, Lee Alfred**, - passed away January 5th 2013. Lee was a B-17 pilot on "Dear Mom" and "Vera Mae". He flew 26 missions and became a POW for thirteen months



**Lee Beavers**

**Bohlin, Theodore (Ted)**, of Glen Rock, N.J. passed away March 7, 2012. He was a M/Sgt crew

## Richard Calvin Baynes

Colonel USAF (Ret), passed away on January 26, 2013 in Irvine, CA. He was born May 6, 1924 in Mansfield, PA.

He enlisted in the US Army Air Corps in 1942. At his graduation from Advanced Flight Training, he was selected as Outstanding Athlete of his class, and given his wings by Capt. Eddie Rickenbacker. He piloted a B-24 Liberator bomber in WWII, and brought his crew of 10 back safely from 35 missions with the 466th Bomb Group in 1944.

Dick also authored two books, *The Life and Ancestry of John Thistlethwaite Baynes*, and *Replacement Crew* about the training and combat experience his B-24 crew in WW II.

An active volunteer and leader, Dick served as President and director of the Eighth Air Force Historical Society (8AFHS), President of the 466th Bomb Group Association, President of the Silver Falcons, Secretary and Director of Gen. Curtis LeMay Chapter of the 8th AFHS, Chairman of the 60th International Anniversary of the B-24, Chairman of the 2nd Air Division Regional Reunions for 14 years, member of the Order of Daedalians, and recipient of the RPI Albert Fox Demers medal.

Richard is predeceased by his wife of 53 years, Margaret Hoefner Baynes, and his wife of 3 years, Mary Reinhardt.



chief in 785 SQ 466 BG.

**Brennan, Neil H.**, 306th BG, 368th toggler/gunner, of Traverse City (formerly of Manistee), MI, died on 1 Jul 12, a bit short of 90. . Downed 26 Nov 43 (Bremen mission, his 18th combat mission) with Francis Hoey, with all the crew surviving; as S/Sgt, he was detained by Germany at Stalag 17-B until liberated 8 Jun 45. Post-war he met and married Merrie

**Burkhardt, Robert E.**, 306th BG, 423rd radio operator (Neill G Kirby crew), of Baltimore Co, MD, died 11 Jan 12 at 87. He reached Thurleigh 28 Oct 44 and was there at least until mid-Mar 45.

**Butler, James H.**, 306th BG, 368th pilot, of Shreveport, LA, died 28 Nov 11 at 89. James and his identical twin brother Warren enlisted in the Air Corps at 20, and took their training together in Hobbs, NM; Warren became a co-pilot in the 388th BG, and James arrived at Thurleigh 3 Feb 45. He flew 28 combat missions and continued in the Casey Jones Photo Project, leaving Thurleigh 12 Feb 46. During the Korean War, he was recalled to pilot B-29 refueling tankers.

**Cargile, Vinson G.**, 306th BG, 367th tail-gunner (Robert A Vieille crew), originally from TX and in recent years of Aumsville, OR, died 19 Aug 2011 at 86 in Salem, OR. The crew arrived at Thurleigh 5 Feb 45; Cargile had 19 missions with Vieille before 14 Apr 45 when 1st Lt Vieille and all on board his plane that day, including Miss Emily Rea of American Red Cross, died when the plane flew into a hill on Isle of Mann while en route to Langford Lodge in Ireland. Cargile's remaining 5 combat missions were with various lead pilots. He also served in Korea and Vietnam, serving more than 32 years in the AF. After retiring as Major, he was an instructor for Northrop Corp. **Carnicom, William M.**, 306th BG, 423rd pilot & co-pilot (Joseph R Clark crew), of Pagosa Springs, CO, died 9 Mar 12, at 90. Bill had more than two years of college when he enlisted at Ft Benjamin Harrison, IN, in Jul 42. Prior to becoming a pilot, he was a propeller specialist in El Paso. During flight training, he suffered a ruptured appendix which led to months of recuperation in San Antonio. After completing his flight training, he flew 28 missions. He then flew mapping missions around Portugal and north, in the Casey Jones Project.



**Carruthers, William Kent**, 306th BG, 423rd ball-turret gunner (John M Winward crew), died 27 Aug 11 in Dana Point, CA where he had long lived, at 91.

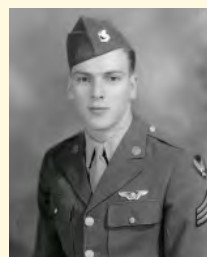
**Chapin, Lt. Col. Allen**, (7 Feb 1922-1 Oct 2012). He was a B-17 pilot with the 381st BG, 535th BS. Lt. Col. Chapin flew 13 combat missions and he was shot down after the Schweinfurt raid over Belgium and picked up by the Resistance but turned over to the Gestapo and was a POW, "Kriegie", at Stalag Luft III. After his liberation from prison, he returned home and worked for Frontier Airlines. He later returned to the Air Force as a pilot until 1967. Flying continued to be his hobby.

**Check, George R.**, of Bethlehem, PA died on February 7, 2013. He was 90 years old. He was a corporal serving as a munitions handler with the 398th Bomb Group.

**Clay, Arthur, Dale**, aged 90, passed away peacefully on December 24, 2012. He served as a B-17 bombardier/navigator in the 91st bomb group, 323rd bomb squadron, flying 30 missions over Nazi Germany with Roman Maziarz and Al Kuehl. He was awarded the Army Air Medal and the Distinguished Flying Cross. During "Big Week" in February 1944, his plane "Sugar Blues" was severely damaged by German fighters and forced to ditch in the North Sea on the way back to England. He retired from the Air Force Reserve as a Lieutenant Colonel. He was a lifetime resident of the Grand Rapids, Michigan, and was preceded in death by his wife of 50 years, Lucille.



**Arthur Clay**



**Vaughn Erickson**

**Crunican, Charles J**, 306th BG, 367th bombardier (crews of Talmadge G McDonough and Robert C Sage), died 24 Jan 11 in OR at 88. He graduated as a 2nd Lt bombardier at the Victorville, CA Army Airfield in Oct 43.



**Byron Cunningham**

**Cunningham, Byron Baker**, born in Nebraska and was raised in Wyoming. He passed away July 18, 2012. He is survived by his wife of 65 years, Connie. He flew 29 combat missions for the 398th Bomb Group. He

was shot down on his 29th mission over Germany. He was listed as M.I.A. and served the remainder of World War II as a POW.

**Deese, Helen**, died Dec. 18, 2012 in Charlotte, N.C. She was married to Frank Deese, who was in the 493rd Bomb Group and died in 1997. Helen was the Treasurer of the Metrolina Wing for many years.

**DeLair, Vernon R**, 306th BG, 423rd engineer (George Broz crew), of Sturgeon Bay, Door Co, WI, died 14 Oct 12 at 90. He arrived at Thurleigh with Broz 7 Jun 44, flew 44 missions.

**Dodge, Robert L**, 306th BG, 368th pilot & assistant operations officer 368th Sq, died at 91 on 18 Nov 12 in San Diego, CA. He completed 30 missions. Post-war, he continued in the USAF Reserves, reaching the rank of Colonel, counseling high school applicants to the Air Force Academy.

**Downs, Samuel A Jr**, of Guilford, CT age 85 died March 9, 2012 in Guilford, Ct. Staff Sargent, Bombardier, turret gunner all positions. 8th Army Air Corps, 305th Bomb group, 365 bomb squadron, Casey Jones project. B-17s and B-24s.

**Dryden, "Wally" Ralph Waldo**, 306th BG, 423rd tail gunner (Joe R Clark crew), originally from Independence, MO, died 8 Jul 12 at 87. He flew 30 missions; his entire crew returned; life-long they stayed in close touch.

**Erickson, Vaughn Menzo**, was born in Vancouver, WA on April 9, 1924 and lived his entire life in the Salmon Creek area. As a teen he bicycled to the naval strip at Swan Island and fell in love with airplanes. He was a flight armament officer on the B-17 crew of the Madam-X. He had an uncanny ability as a marksman, and with disregard for his height, he was assigned as the ball turret gunner. Stationed in Nuthampstead, England, he flew 30 missions over enemy-occupied Continental Europe. He often reunited with his WWII crew at the 8th Air Force

annual reunions. He was a member of the 8th Air Force Historical Society,

Oregon Chapter and 398th Bomb Group Memorial Association. He helped fund the restoration of the B-17 Aluminum Overcast plane. He volunteered as a guide whenever it was in town at the Evergreen Air Museum and the Hillsboro Airport. He loved telling how the airplane and ball turret worked. He was a proud supporter of the Pearson Air Museum. He is survived by his wife of 60 years.

**Farkash, Michael N**, 306th BG, 423rd tail-gunner (crews of Warren Koch and Kenneth Yass when wounded), died in the Denver area of CO on 31 Jan 12 at 93. With Koch's crew, Farkash reported to Thurleigh 1 Dec 43. We were glad to learn of the Veterans Memorial at Mt. Soledad, LaJolla, CA, where a handsome black granite plaque bearing Farkash's photo and military history has honored him; the impressive Memorial can be viewed at soledadmemorial.com.

**Farley, James J.**, 8th Air Force, 2nd Division 458th Bombardment Group H passed on 12/15/2012 at the age of 100. He was stationed at Horsham St. Faiths. He was a tech sergeant, a cook, officer's mess. James was older than many of the men. He was 32 years old in 1944.

**Ferrari, John J Jr**, 306th BG, 423rd tail-gunner (Harold Brown crew), of Meriden, and formerly of Wallingford, CT, died on 3 Dec 11, at 86. He arrived at Thurleigh 17 Jul 44, flew 35 missions. He remained in the service during the Korean War, he flew in B-29's for SAC Command. Post-war, he married Jane

Warner, who served as 1st Lt on Guam in WWII with the US Army Nursing Corps.



**William Follis**

**Follis, William T. Jr.**, age 88, passed away November 12, 2012 in Bellingham, WA. During the war Bill was a bombardier and a nose gunner in a B-17. He was shot down over Germany in 1944 and spent the last 8 months of the war in a POW camp in Barth, Germany. He was awarded the Purple Heart for injuries sustained while parachuting from his burning plane. He is survived by his loving wife of 68 years, Helen.

**Gallagher, John W**, 306th BG, 423rd navigator (Robert N Horn crew), originally from Concord, MA, died

27 Sep 12 in Stratford, CT, at 87. He also served in the Pacific, and as radar observer bombardier. In 49, he graduated Harvard. In Oct 50 he was recalled for active duty during Korea, attending pilot training to become a fighter pilot. During pilot training in San Antonio he met Betty for 58 years of marriage.

**Gibbons, John P. Ret. Col. USAF,**

93, passed away January 24, 2013. Reunited with his dearest and beautiful wife Dorothy (nee Hagen).

John had a distinguished career in the Air Force (26 years) highlighted by his 49 missions, undaunting courage and superb airmanship during WWII as a B17 pilot in the European theater.

**Griffith, William B.** 306th BG, 368th armorer & Gp turret maintenance, a 9th-generation Marylander, and resident of Beallsville, Montgomery Co, MD, died 18 Dec 11 at 93.

**Groce, Walter R. "Wally",** passed away November 17, 2012. He was born in Plentywood, Montana and grew up in a Catholic orphanage. Capt. Groce transitioned to the P-47 Thunderbolt at Bradley Field in Hartford, CT. and had gunnery training at Long Island. He was assigned to the 63rd Fighter Squadron of the 56th Fighter Group "Zemke's Wolfpack" at Boxted, England. In 1944, Capt. Groce shot down a Heinkel 111 twin-engine bomber on 28 Aug; a Fw 190 at Arnhem on 21 Sep; and a Me 109 on 2 Dec. He was also involved in what he described as "one of the most reviewed gun camera films of the war: the downing of an Me-262 on 1 Nov for which he would share 1/2 credit with Lt. William Gerbe of the 352nd Fighter Group. On 16 Jan 1945, he bailed out of his plane over England at 7,000-8,000 feet after the longest combat mission in a P-47: 7 hours,

25 minutes.

**Hage, Doane Jr.** 306th BG, 423rd waist-gunner (Loyal M Felts crew), originally from Petersburg, VA, died 26 Sep 11 at 90. Hage was one of few crew members on 9 Nov 42 (St Nazaire) who survived the downing of Felts' B-17. He was POW at Stalag 17-B. Survived by his wife Ruth.

**Hill, "RT" Rupert Trenton,** 306th BG, 369th engineer/top-turret gunner (Ethan Allen crew), lifelong resident of Bellville, Richland County, OH, passed away April 22, 2012 at 93. He flew 32 missions as top turret gunner and navigator, respectively.

**Houns, William R.,** 90, of Eau Claire, WI, passed away August 17, 2012. He was with the 351st Bomb Group as a B-17 Bombardier and earned the rank of Staff Sergeant. Bill flew a total of 34 missions before the war ended.

**Hunter, Murray Hazen M.D.,** Age 88, of Apple Valley Formerly of Emily, MN passed away peacefully January 23, 2013. He served as a navigator in the 486th BG.

**Hutchins, John S.,** 88, passed away July 3, 2012. On his 17th mission (Regensburg), he bailed out and was a POW for 14 months and held at Stalag Luft VI and Stalag Luft IV. John was a Radio Operator/Mechanic Gunner on a B-17, with the 339th BS/96th BG. Survived by his wife of 55 years Phyllis.

**Jarvis, Captain William "Bill",** (30 Jul 1924-12 Sep 2012) of Sheridan was a B-17 pilot with the 385th BG, 548th BS.

**Jackson, Edgar,** 94, of Montgomery, a former 45-year resident of Naperville, died Dec. 16, 2012. He was with the 2nd Air Division, 453rd Bomb Group. He later served in the Air Force Reserves.

**Jones, William Judson Jr.,** 91, died December 8, 2012, Asheville, NC. He served in the U.S. Army Air Corps as a bomber crewman, flying twenty-five missions.

**Kenny, Peter G, Jr.** 306th BG, 368th

navigator (Rene C Fix crew), of Valencia, PA, passed away March 1, 2012 at 95. He was downed 27 Mar 44 (LaRoche mission); that night, Germans captured the entire crew at sea. Kenny was at Stalag Luft 1, Barth, until liberation.

**Kurtz, Curtis E.** 306th BG, 1208th QM Co, died 4 Jan 2012, age 91, in Wheaton, IL After Thurleigh, he also served in the Korean War. He was preceded in death by his wife of 59 years, Donna.

**LaGory, Stanley J.** 306th BG, 423rd engineer (Wilbur Weiland crew), originally of Cincinnati, OH, died 30 Apr 12 in Chicago, IL at 93. After he completed

his 35-mission tour, he trained in Seattle and the Northeast to fly B-29 missions over Japan.

**Lamarre, F. J. (Joe),** 89, of Alpena, Michigan, passed away Dec. 1, 2012. He was with the Special Operations Association (OSS, SOE, Carpetbagger and NORSO Operation). Joe is survived by his wife Lucille of 66 years.

**Laughlin, Harlan L, Sr.** 306th BG, 369th pilot, of Austin, TX, died 26 Jul 11, at 93. His 28 years included flying B-29s in the Korean War and B-47s during the Cold War, retiring as Lt Col. Survived by Vivian, his wife of 69 years.

**Leeker, Walter C.** 306th BG, 369th original navigator (William J Casey crew), 92, of St Louis, MO, died 12 Nov 11. He flew combat missions that apparently culminated with his serious wounding on the 9th mission flown by the 306th when Casey's crew, flying in "Banshee" had "7 kills" against the Luftwaffe. Survived by his wife Betty of 58 years.

**Luhmann, Clarence A.,** 90, of Blue Earth, Minnesota passed away on October 9,



**John Gibbons**



**William Houns**



**Walter Groce**



**William Jones Jr.**



**Joe Lamarre**



**Clarence Luhmann**



**Bernie Manners**



2012. He flew 35 combat missions as co-pilot and pilot in 1944 with the 445th Bomb Group. He is survived by wife of 69 years, Winnefred.

**Manners, Lieutenant Bernie**, passed away December 11, 2011. He piloted a B-17 for the 305th Bomb Group and had completed nineteen missions when the war ended. He was a loving husband to Ruth for 66 years.

**McDonald, Paul R.**, who was the Navigator on "Vat-69" (550th BS) for 35 missions. He was 95 years old and the last surviving member of his crew.

**Olmsted, James P. ("Johnny")**, June 28, 1922 - November 29, 2012. 100th Bomb Group, 351st squadron. Achieved rank of Captain at time of discharge. He was a 2nd Lieutenant while at Thorpe Abots. Last surviving member of the John Ernst crew.

**Malsom, Ralph B**, 306th BG, 367th pilot, of Cameron, WI, died 26 Feb 12, at 95. He completed 29 missions.

**Meredith, Curtis B**, 306th BG, 367th ground crew – transportation, lifelong TN resident, died 13 Oct 11 at 90.

**Mills, Clyde T**, 306th BG, 423rd mechanic, of Castleton, VT, died 27 May 12 at 92. He was a mechanic on 'Belle of the Blue' and other B-17s.

**Norris, Kenneth G**, 306th BG, 423rd ball-turret gunner (Elmer Heap crew), originally from Salem, NH, and more recently of Snowville, VA, died 25 Mar 12 at 92.

**Northway, "Red" Marion J**, 306th BG, 367th bombardier (James P Roberts & Perry E Raster crews), of Hot Springs, AR, died 1 May 12 at 92. He reached Thurleigh a few days after his initial pilot James Roberts (who was POW at Stalag Luft 1, when downed 4 Feb as co-pilot with Henry L Ware). Red then flew with the Raster crew, and was pictured with that crew, 6 Jul with the Royal Family at the christening of 'Rose of York.' At some point before the end of his tour in Jul, he was 367th Lead Bombardier.

**Popivchak, Marion**, 306th BG, 368th engineer (Carl Hathaway crew), of Carnegie, PA, died 5 Nov 10 at 85. He completed 35 missions.

**Portnoy, Hal Hyman**, 306th BG, 369th waist-gunner (Richard Vogel crew), of New York City and Boca Raton, FL, suddenly died 19 Jun 10 at 89.

**Prentice, Albert John**, 306th BG, 423rd navigator & POW (crews of Eugene F

'Gene' Bumpas initially & later Robert McCallum), died in the Detroit area 29 Sep 12 at 93. He was with the Bumpas' crew on 'Queen Jeannie.' When McCallum died in their downing 14 Oct 43 (Schweinfurt), Prentice was one of 5 crew members surviving. He was POW at Stalag Luft 3, and was on the forced march to Stalag 7A. Survived by his wife of 67 years, Margaret.

**Rohinsky, Alton**, 306th BG, 367th radio operator (crew of Shelly D Hodges) of W Bloomfield, MI, died 30 Mar 12 at 89.

**Rotter, Gerald 'Gerry' D**, 306th BG, 369th Sq bombardier, crew bombardier (Riordan), originally from OK, died 10 Feb 11, at 89 in Austin, TX. Col. Rotter retired in 75 with honors from USAF, with 33+ years of service, including WWII and Vietnam. After Thurleigh, he served in the Pacific, flying in the last bombing raid to Japan. He served in Tactical Air Command, Pacific Air Command, Missile Air Command, and Strategic Air Command.

**Rozema, Garret (Rozy)**, 87, of North Haledon, N.J. passed away Feb. 24, 2012. Rozy served in the 8th Air Force 447th Bomb Group as a waist gunner on a B-17 called "Ground Pounder"

**Ryan, William L**, 306th BG, 423rd bombardier (John J "Jack" O'Brien crew) of Cookeville, TN, died at home 7 Jul 12 at 90. As O'Brien's bombardier, he completed 31 combat missions. He stayed in the AF Reserves, and was called back for active duty in both Korea and Vietnam, in part due to his training having included work in air traffic control. His interest in the Norden bomb-sight, which functioned as a "manual computer," led to his getting very early into computers.

**Scott, S/Sgt. Francis "Emmett"**, (13 Oct 1918-27 Aug 2012) of Vancouver, WA. was a ball turret gunner and armorer with the 7th AF, 11th BG, 26th BS. He married Ruth Clothier in 1940. She preceded him in death in 1999.

**Shank, Lee R.**, 96, of Muncie, Indiana, died January 9, 2013. He served with the 94th Bomb Group as a top turret gunner/flight engineer; his B-17 was



**Garret Rozema**



**Lee Shanks**



**Tyler Thomas**

named "Tuff Teddie". He flew 34 missions, including several to Berlin. He was a loyal member of the 8th AFHS.

**Shekailo, Harry**, 306th BG, 368th armorer, bomb handler, radio & plane mechanic, & mail clerk, originally from NY, died 28 Sep 11 in Norfolk, VA, at 93.

**Shuller, Thurman**, 306th BG, Group surgeon & 1st Air Division surgeon, a native of AR, died at 98 at McAlester, OK, on 24 Nov 12. He served at Wendover and Thurleigh from the beginning of the 306th and by war's end had served five years of active duty. In Oct 11, at 97, he had an Honor Flight to DC.

**Sisel, Joseph T.**, 95, died January 6, 2013, in Sutton, NE. Joseph served with the 8th Air Force, 52nd Fighter Control Squadron air, sea rescue in England for 31 months.

**Spadaro, Benedict J** (enlisted under his birth/Sicilian first name of Pancrazzio), 306th BG, 423rd, of Bronxville, Westchester Co, NY died 30 Sept 11 at 83. Ben, born in Nov 27, apparently falsified his age for enlistment without his father's permission. He

flew in the Berlin airlift (which ran from 24 Jun 48 to several months after the Russian blockade lifted 11 May 49). Ben was an advocate for veterans, and became Director of Veterans Affairs for Westchester County in the 80s, retiring in 92. s.

**Stone, Dr. Charles Edward**, 87, of Christiansburg, passed away September 17, 2012, in Blacksburg, Va. He proudly served in the United States Navy in World War II. He is survived by the love of his life, his devoted wife of 62 years.

**Sisel, Joseph T.**, 95, died January 6, 2013, in Sutton, NE. Joseph served with the 8th Air Force, 52nd Fighter Control Squadron air, sea rescue in England for 31 months.

**Tyler, Thomas "Tom" Troupe III**, 87, of Arkansas City, died September 1, 2012. He was a pilot of B-17, flying many raids over Germany.

**Thompson, "Jimmy" James Nelson, Sr**, 306th BG, 367th togglier and gunner,

born in AR, died 8 Jun 12 of Vicksburg, MS, at 88. He flew 35 missions with various crews.

**Torre, Gary Jerome**, passed away January 19th, 2013. He served as a lieutenant and lead navigator of B 24s in the 467th Bomb Group, flying some 30 combat missions in Europe. He is survived by Caroline (his beloved wife of 64 years).

**Voth, Lester Jacob**,

January 11, 1919 – January 10, 2013  
Dallas, TX. He was discharged as a sergeant in the Army Air Force, on September 13, 1945, after serving in several locations abroad, including Casablanca, Morocco, and a final assignment at Molesworth Airfield, north of London, England. He was a mechanic, working on the B-17 and C-54 bombers.

**Wallace, Martin Gary Jr.**, 92, passed away on December 13, 2012. During World War II he held the rank of Captain



**Martin Wallace Jr.**



**Charles Wilson**

with the 8th AF stationed in England. He flew 30 lead B-17 combat missions. He was awarded the Distinguished Flying Cross and the Air Medal with Four Oak Leaf Clusters.

**Wilson, Charles Winters**, affectionately known as "Hong Kong", has Gone West on January 11, 2013. Charlie was born June 9, 1921, in Dublin, Texas.

At age 19, Charlie was eager to become a pilot. The fastest way into flight school was to hitchhike to Canada and join the Royal Canadian Air Force. He trained with the RCAF and became a Sergeant Pilot.

**Winning, Harry H Jr**, 306th BG, 423rd bombardier & navigator (Ferman 'Jack' L Millette Jr crew), died at 90, St Petersburg, FL 2 Oct 12. He had fond memories during the crew's training at Dyersburg, TN, of them all going down to MS to the "yacht club" (a barge docked in the Mississippi) owned by Millette's father, where they were treated as royalty. He served as Lead bombardier on Millette's crew eventually serving more as navigator. Post-war he was in the AF Reserves where he completed 22 years of service. Survived by Evelyn, his wife of 67 years.

## ALLEN OSTROM RETIRES AS "FLAK NEWS" EDITOR

*"It's been a good ride"*

*By Allen Ostrom*



**Allen G. Ostrom**  
**Tail Gunner, Warren**  
**Johnson's crew, 603rd SQ**  
**September 1944 - March 1945**

After 27 years "on the job," the time has come for this journalist to step away from the "rigors" of editing and concentrate on the "signs and wonders" of his own mortal body and soul.

The messages from the heart (and knees and hips) have been suggesting that it was time to turn things over to others.

Others, who are more youthful and more electronically tuned to the news of the day than this "snail Mail" veteran of his sports writing days of yesteryear.

At 91, it would seem prudent to duck out now before the "signs and wonders" of the body command even more attention.

It has been a good run, thank you, which is what I wrote in 2001, when "retirement" was a consideration after 15 years on the job.

I will miss the reunions, camaraderie and memories gathered up and recorded since it all began in 1984 in Rapid City, South Dakota, and before that, recorded in a diary that told of 35 tail gunner missions.

The old typewriter and the more "modern" word processor (three of 'em) have been faithful and true to the art of journalism. And it is my parting thought that the readers also feel that "FLAK NEWS" has been faithful and true these past many years ever since the late Bill Comstock asked this scribe to create a newsletter, which I quickly accepted in 1986....and called the first issue "FLAK NEWS."



**Allen Ostrom enjoying the**  
**398th Bomb Group tour in**  
**England in 2000**





## BRICKS TELL A TALE OF OUR WARTIME ALLIES

Inscribed bricks that have been salvaged from a former war depot have been delivered to a new home for posterity. Bricks that were marked by American servicemen who were serving at the old silk mill at Ditchingham Maltings during the second World War have been given to the Norfolk and Suffolk Aviation Museum.

"The bricks are in their display case inside the 446th bomb group museum and can be viewed when the museum reopens for the 2013 season."

There are a total of 48 inscriptions and appeals have been made to try to identify any of the American servicemen from the 2212 Quarter Master Truck Company (Aviation) Combat Support Wing who served in Ditchingham at that time.

Unfortunately there are very limited details about those who served there, although there is a rumour that



*About 45 names were written on the bricks at Ditchingham Maltings*

Lionel Richie's father was among them.

The bricks are inscribed with the following markings: Ruci; Marieto, Ohio (Marietta); Hogan (1944); Stan Zieunski; H.W. New York; Abe; Barney; Raymond Thomason; M.E. Garlinghouse; Caruso N.Y.; Claud Nicholas, Oklahoma; J. Spottem, Chicago, IL; A.E. Miller, 1010 S. West Street, Shore, WIS; Jerry; C. Betts. Huntington Sta. L.I., N.Y., U.S.A. May 11th 1943; J.G. Lewis, Los, Angeles, California; Cleveland, Ohio; Perry, Iowa; Kaleva. Michigan. R.W. Harth; Florida; Don Mann. Wis; L.H. Berning, Breda, Iowa, Carroll County; Ben W. Anielski. 3466 E. St. Cleveland, Ohio; Johnny Davies. Wisconsin. 11-8-44; R. Chrislia;

Kirk Noel M.A. Massachusetts; Ted Leggett RIP; Harriet Betts. Hungtinton. Sta. L.I., NY. May 11th 1943 U.S.A., Maryville, Ohio (Marysville); Boston Pat; Baker. Boston; R.B. Tiponsi; L. McKrary. Asheville, N.C. (N.W. North Carolina); Centenary. Indiana; W.H. Smith

U.S.A.; Ranz DeVaches; Tyler Los. A.; Tony Di Vincenzo; G.W. Draper; R.J. Mac; King R.I.; Barry; Ben; B.Read; Nickie; U.S.A.; and Stephen Reader.

Mr. Fairhead is asking for anyone with any information about any of these names or details of any of the men who served at the depot to come forward.

Anyone with any information is asked to email [nsam.flixton@tesco.net](mailto:nsam.flixton@tesco.net) or call 01986 896644. The museum will open again on January 16, 2013.

Submitted by Christopher R. Elliott  
London, England



# Familiar face?

Let us know if you  
remember or know anyone  
in these photos??

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



*Above photo: Lt. "Sandy" Lew Crew "Sweater Out"  
613th BS, 401st BG, at Benniefield, England, March 1944.*



*Above photo: 549th BS, 385th BG,  
at Great Ashfield, England, in 1944.*



*Above Photo: 323rd BS, 91st BG, after a mission to Oschersleben,  
Germany on January 11, 1944.*

*Below: B-17 returns from mission over Munster,  
Germany in October 1943.*

*Pilot Lt. Edwin Little in center of photo.*



## THE JAMES CROW FILES

James Crow of Elmhurst, Illinois just sent over 100 more photos to share with our members. He has an extensive collection of wartime photographs, many of the 8th Air Force in England and of interest to Historical Society members. Jim has assisted several Unit newsletters in presenting photos of their Group's airplanes.

AGAIN- Thank you Jim, for your generous contributions.





**Groundcrew stationed at BW-1  
B-17 on it's way back to the USA, via BW-1, from Greenland in  
the summer of 1945.**



**366th BS, 305th BG, at Chelveston, England.**



**King George & Queen Mary visit the 379th BG at Kimbolton,  
England, June 6, 1944. "Four of a Kind" had just returned from a  
D-Day Mission. General Doolittle is speaking with the Queen.**



**A NEW B-17 at Douglas plant in Long Beach, California. Eddie  
Rickenbacker shakes hands with a woman worker prior to the  
"Planes" first flight in January 1943.**



**St. Trond, Belgium  
305th BG - September 1945.**



**Below Photo: 364th BS, 305th BG,  
at Chelveston, England.**



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## 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 donation for Start Engines 50 Years Later DVD**

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## 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.

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## WHAT'S IN YOUR WALLET?

The clever and entertaining TV commercial asks a question "What's in your wallet?"

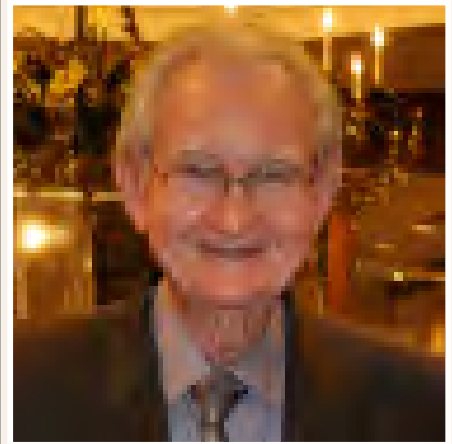
Apart from them wanting you to use the services of their credit card, they never go any further in answering their own question. What do you and I haul around? Well, pull out your wallet and look at the little plastic cards you carry around with you all of the time. If you drive an automobile, you must have a license and have proof of liability insurance coverage; if you travel abroad, passport credentials are essential; membership cards and passes to places of entertainment, discount cards, verification of medical coverage and social security data, credit or debit cards and occasionally, some legal tender called money. These are some of the standard items in my wallet and probably yours as well. One feels almost naked to be without it or lose it or have it stolen..... if this happens, panic sets in. These are essential tools we are required to have in order to survive in our society. In most cases, no cards are issued permanently and all will eventually expire. It's nice to carry a Gold Card or a Platinum Card and have a few century notes stashed in your wallet.... but, are you finding comfort and peace of mind from these?

Do 'things' comfort and give you assurance? What is life about anyway? Life is short at best and soon we are old and even old-old (above 80). Our bodies were not made to last forever and regardless of our age, our time on earth is a warm-up act. We were created in God's own image but not without problems. Life is a series of problems. God knows that. Even God has problems, I know, he created me....when he did, I caused all kinds of problems for myself and Him as well. Consequently, I call on him all the time to bale-me-out. Problems... either we have one now, we've just come out of one, or we're getting ready to get into another one. The

reason we have problems..... God is allowing them to happen to help us develop character, to become more holy and be more like him here on earth. I have found happiness here on earth and living has been fun, I have really enjoyed all of the years He has given me but, that's not the goal of life. God's goal for us in this life is to grow in character in Christ's likeness.

While celebrating my 65th birthday party, my little grandson looked at the many flaming candles on my cake, rolling his big brown eyes and focusing on me asked, "Grandpa, are you over the hill?" He was, in a child-like manner, reminding me that life is made up of hills and valleys--one goes through a tough time followed by a mountain-top experience. Valley, then mountain-top, a back and forth situation. This creates a mixed moment experience for us. I heard about this fellow who bought his 'dream car', a 7th generation Chevrolet Corvette Sting Ray, the latest sports model loaded with all of the bells-and-whistles with a powerful 450 hp engine (it can go from zero to sixty miles per hour in four seconds). He paid \$60,000 for it! It took all of his cash and 'maxed out' his credit as well. He was able to pay for the car, the tag and taxes but he didn't have enough to buy collision insurance. He was a safe driver but his cantankerous, nagging, opinionated and domineering mother-in-law was not. Without his knowledge or permission, she took this new beauty for a 'spin'. While speeding along, she lost control on a curve, crashed the car, in fact totaled it and the accident took her life as well. She was gone but so was his 'dream car'! This fellow had 'mixed emotions'....his car was gone....his mother-in-law was gone, a 'mixed-moment' experience for him.

Life is made up of hills and valleys, good times and bad ones as well. We experience mixed emotions, we have something good and something bad going on at the same time. Re-



**Earl Wassom**

gardless of how good we have been, there is always something that needs to be worked on. And regardless of what is going on, there is always something good for which you can thank God. Focus on your purposes and not your problems. If you see only your problems, you will go into self-centeredness which address only your pain and issues. To overcome this, get your focus off yourself and onto God. To help us, Paul the apostle tells us how to cope and to overcome, "rejoice in the Lord and don't be anxious about anything, present your requests to God, whatever is noble, right, pure, lovely, admirable...if anything is excellent or praise worthy, think about such things. Whatever you have learned or received, put it in practice. When you do, the God of Peace will be with you." (A paraphrase of what Paul had to say in Philippians 4:4-9). Peace does not come from an abundance of things we possess. It's not what's in your wallet, rather it is what is in your heart and soul that counts eternally.

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







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