

September 2013



8TH AF NEWS

Volume 14 Number 3 Voice of "The Mighty Eighth"

**REUNION PHOTOS
INSIDE THIS ISSUE**

**2013 39TH ANNUAL 8TH AF REUNION
SAVANNAH GEORGIA**



September 2013

8TH AF NEWS

Voice of "The Mighty Eighth"

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Our Front/Back Cover

Photo credit:

Corey Dickstein and the
Savannah Morning News

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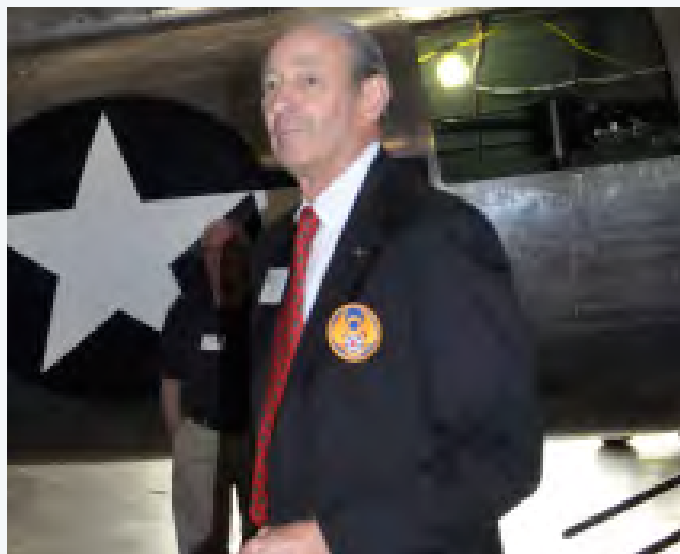
Donald Casey

A "Coming Home" Reception to Remember



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 of Savannah, Georgia, hosted a "Coming Home" cocktail reception on Monday evening and a well supplied hospitality room with donuts and coffee Tuesday, Wednesday and Thursday morning. Chapter President, Bob Buck and other **Birthplace Chapter** members were so very warm and welcoming to everyone that stepped foot into the hospitality room. The hospitality room was also filled with displays



Birthplace Chapter President, Bob Buck, standing beside the "City Of Savannah" B-17, welcoming everyone to The National Museum of the Mighty Eighth Air Force

and memorabilia and became the main gathering room for veterans and their families.

"Thank You" to all the Birthplace Chapter volunteers for providing a wonderful hospitality room and true southern hospitality during the 39th Annual 8th Air Force Reunion in Savannah.

NEW "NEWS" EDITOR

Since the untimely passing of Dr. Walt Brown, Editor of the 8th AF News for so many years, and the resignation two years ago of Mark Copeland as the last editor, Donna Neely has been carrying the additional responsibility of Interim Editor. In the interest of expanding the publishing staff, the Board of Directors, during their Reunion Meeting, appointed Debra Kujawa current Membership Manager, the additional responsibilities of Managing Editor of the 8th AF News.

Debra has a long association with the Mighty 8th including having served on the staff of the National Museum and brings to the position a deep passion and appreciation for the service

and dedication that members of 8th Air Force made on behalf of their country. Please give Debra the same support that you all have given to other members of the team.

Darrel Lowell
8th AFHS President

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Debra Kujawa

Behind the Scenes



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

One of my many favorite highlights of the reunion and most memorable was sitting in the hotel room next to 96th BG Navigator, Stan Peterson (wow what an honor) and talking to him

about his article "Artsy and the Crew of the Saint" to be published in the near future.

Stan has this contagious grin and a heart-felt laugh, he filled his hotel room with joy. Mr. Stan Peterson, thank you for my special visit. I will see you again during the **40th Annual 8th AFHS Reunion in Nashville, TN - October 9-14, 2014!!!**

We hope you enjoy browsing down memory lane while viewing our "Coming Home" reunion photos (on pages 18 -25 of this magazine). The photo memories were made possible with a joint team effort of photographers including; Ralph Lynn, Earl Wassom, Craig Dubishar, Tim Bivens along with myself.

I am happy to announce and welcome your newly elected 8th AF News Editor, 8th AFHS Membership Manager, Debra Kujawa. I am looking forward to working as a team with Debra to continue producing the best National 8th Air Force Magazine for everyone to enjoy for years to come.

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MATERIAL DEADLINE

Oct 25th, 2013
for the upcoming 2013
December 8th AF News

Thank you for the memories
Donna Neely & Telisha Gaines

PLEASE NOTE: We 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



TH AF NEWS

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, a 501(c)3. The 8th AF NEWS is distributed to members of the Society and is not for public sale.

The home office is located at:
29 Posey Street, Savannah, GA 31406 or P O Box 956, Pooler, GA 31322-0956

Membership Minute

It was really wonderful meeting so many of you in Savannah during the reunion! It is always such an honor for me to speak with you—especially in person. Several of you signed up friends and family members into the Society during and just after the reunion. Thank you! Because of your efforts, we actually have an increase in our membership numbers this quarter.

- ☐ Join or renew online: www.8thAFHS.org

Click on JOIN (you can renew as well)

- ☐ Use the preprinted envelope [from the December issue] or your own and enclose your \$40 check to us or provide us with your credit card information and drop in the mail—don't forget the stamp!
- ☐ Give me a call. I can update your membership right over the phone.

Not sure if you have paid your dues for 2013? Check your address label on your September 2013 issue of the *8th AF NEWS magazine*. Your expiration date will appear to the right of your membership number. It's very easy to renew or join:

If you change your address, PLEASE don't forget to notify us or you might not receive your magazine. Periodicals are not forwarded by a simple change of address card to the Post Office.



Debra Kujawa

Again, thank you for your continued support of the Society. Please don't forget to recycle your magazines to your favorite teacher, professional offices (doctors, lawyers, etc.) and your corner barber shop! Share...share...share! 'Til next time...

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

• 29 Posey Street • Savannah, GA 31406 • 912.748.8884 •
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JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

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



FIRST NAME _____ MIDDLE INITIAL _____ LAST _____

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CITY _____ STATE _____ ZIP _____

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

In service _____ Branch _____ Dates _____ to _____

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

ALL RENEWALS AND NEW MEMBERSHIP ANNUAL DUES \$40.00 ☐

PAYMENT: CHECK ☐ AmEx ☐ MASTERCARD ☐ VISA ☐ CARD # _____ Exp _____

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

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



Serving as your president this last year has been an honor, a privilege, and a time in my life I will always treasure. I remember after being elected in San Antonio, so many of you called and emailed—congratulating me and offering your words of support and encouragement. That has meant so much. I am blessed because I knew many of you prior to becoming president, and have met even more of you since. I am forever grateful for the many ways your friendships have continued to impact my life.

I can't remember a time when the 8th Air Force wasn't in my life. As a kid I remember my dad wearing his A-2 Jacket with the art work on the back. I remember my Grandmother's back porch filled with WWII uniforms and how mesmerized I was with the patches, hats and the feel of the fabric. I guess it comes as no surprise where my fascination with AAC insignia and uniform collecting originated. The airplanes. Gosh, how I love airplanes! Of course, I love the war birds most of all, and my best memories are those of me and dad flying in a B-24 or a B-17 and we have had more than our share of flights.

The 8th Air Force Historical Society brings to life all the things that I found on my Grandmother's back porch—it brings to life the art work on the back of dad's jacket and most of all it has put me in touch with the aviators who flew those wonderful machines that I love so much. The Historical Society is a living, breathing library filled with remarkable individuals whose lives and heroics shaped the very face of our world today. Being a member of this organization provides a rare and unique opportunity to meet and befriend these heroes and to share *living* history. I know of no story I'd rather hear, friendship I value more, and whose respect I hope to earn, than the veteran membership of the 8th Air Force Historical Society. Truthfully, there is no place I'd rather be than a 8th AF reunion, surrounded by veterans "hanger flying" totally aware that I am in the presence of greatness and bearing witness to the fact that these gentlemen delivered a continent from tyranny.

It is a privilege to be a member of the "Next Generation" made possible by my dad's service to the 8th and to the 493rd Bomb Group. The 493rd has served the Society honorably with 2 previous Presidents and now 3 with my election. I know dad is proud of my service to the Society—particularly on becoming the first woman president. What made my election so memorable was that dad was there to see it take place.

So, I'm really only saying "goodbye" as your President, I will continue my service to the Society as your Vice-President. We have a very strong Board of Directors: Darrel is a fine President; Dave will be a conscientious Treasurer; and Joe Garber will continue as Secretary. I will continue to work for each of you, regardless of the office I hold.

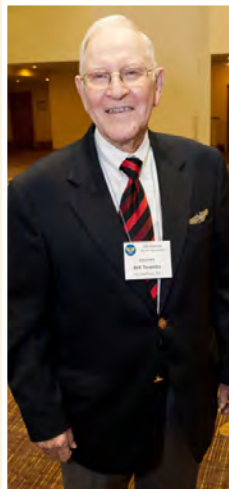
My "door" is always open to you all...I look forward to hearing from you.

God bless the Mighty Eighth!
Blue skies and tail winds,

Nancy J. Toombs
Past President 8th AFHS



Dr. Nancy Toombs
President



Bill Toombs
493rd BG





WHERE DO WE GO FROM HERE?



Darrel Lowell
President

I think it's fair to say things have been rather active for the Society during the past month or so. The biggest event was of course the 39th Annual Reunion held in Savannah, GA: home to the Mighty 8th Air Force Society & Museum. Many predicted the event would be a complete failure because "...no one comes to Savannah in July and absolutely NO one would be so crazy as to hold a reunion this time of year!" Wrong! The Mighty 8th—true to its colors—*did* hold a reunion in Savannah in July and by all standards it was an overwhelming success. *Coming Home* was our theme and believe me, they came home. The group was having such a good time that it was difficult at the end of our gathering to

tell everyone to "*Go Home!*"

Over 300 folks registered to attend and 56 WWII veterans joined the party. I think we learned as our enemies learned during WWII never, NEVER challenge the Mighty 8th as they never fail to complete the mission. Having served on the Board for nearly 8 years I can honestly say this was one of the finest reunions—EVER!

Under the leadership of our President Nancy Toombs assisted by our very efficient Membership Manager Debra Kujawa, we were able to put together a program that I feel truly reflected a *Coming Home* theme. Our main speakers were Movie Producer Scott Reda and Professor Larry Foley. Their presentations were spell binding and very popular with the attendees. We were also fortunate to have five special guests from overseas. These people have been very active through the years remembering the fallen members of the Mighty 8th Air Force. From France we had Jean-Paul Favrais whom, you might remember from the magazine articles, has done extensive work in plotting crash sites of the 8th in northern France during WWII. His DVD outlining the work that he and his supporters have undertaken is available on line at the Museum Store.

From England we had Gordon Richards who, along with his deceased wife Connie have for many years looked after the Society affairs in the UK and Europe. Gordon has continued the tradition of placing a wreath at Mattingly Cemetery every Memorial Day for the last 30 years.

In recognition for their selfless service to the Mighty 8th Air Force and the Historical Society, both Jean-Paul and Gordon were presented with the highest award that the Society can make: the Roger Freeman Award.

The remaining special guests: Brian Francis, John Gilbert, and George Ciampa were presented with plaques in appreciation for their continued service of preserving and honoring the memories of our fallen airmen as well.

This reunion was well-documented by outstanding photographers, so be sure and check out some of the really great photos in this issue!

Dr. Nancy Toombs decided not to continue her service as the first woman President of the Society, but was willing to accept the position of Vice President. During this past year she provided outstanding leadership to the Society and played a major roll in making the 39th Reunion successful. After serving as the Society Treasurer these past several years, the Board chose me as your President. It is a great honor to serve as your President and I will endeavor to handle the Society's affairs in the most professional and responsible manner possible.

We have several challenging decisions facing us these next several months and I will call on our current Board and all of our members, to assist in these endeavors.

In closing I want to thank you, the membership, for the tremendous trust and support you continue to show to the Society—some of you for nearly 40 years. It was truly instrumental in making the 39th Annual Reunion such a great success!

Darrel Lowell
President 8th AFHS



NEWS FROM *Across the Pond*



Hi Friends and Veterans
Here is an update from

Across The Pond



Gordon Richards

The month of May was a very busy one with the events at the Duxford Spring Air Show celebrating the events of the *Eagle Squadron*. The event was a tremendous

success with considerable time and effort put in by many people, with much of it voluntary. The show started with Gordon Richards being invited to do an opening commentary from the control tower on the *Eagle Squadron* and the history of the U.S. Air Force, also their involvement during WWII. Gordon was invited as a guest to the

show along with his son Lloyd, whom with his friends did a excellent diorama of the B-17 flight crew dressed in period flight kit parachutes and all. The fantastic array of aircraft on the day consisted of P-51 Mustangs, P-47 Thunderbolt, Spitfires, Hurricanes, Warhawk, C-47 and the B-17G Fortress "*Sally B*". The event was well attended with an estimated 11,000. The main attraction was the veteran fighter ace of the *Eagle Squadron*, Col. Bud Anderson. During the afternoon one of the events was once again to take Col. Bud Anderson to the skies in a P-51 Mustang, then lead the flight of war-birds over the Duxford airfield in front of many spectators.

Upon landing I drove my 1942 jeep over to the Mustang to collect Col. Anderson for his lap of honor in front of the spectators. The crowd stood and cheered showing their respect for what he gave to our country 70 years ago.

Many thanks must go to Jeanne Frazer, owner & pilot of the Cub 57G Grasshopper, who organized the event in conjunction with the Duxford IWM, Elly Sallingboe of the B-17 Sally B also her crew chief Peter Brown who with help from the team keep this memorial to the WWII U.S. Army Air Force flying.

The *Sally B* gave a show that any B-17 pilot would be proud of and a landing that was like an angel's kiss. The show ended with the *RAF Red Arrows Display Team* giving a show to grace any air display with a new routine celebrating the *Dambuster's Squadron* and the *Avro Lancaster* formation.



Brian Francis assisting Col. Bud Anderson, in this 1942, Jeep for his lap of honor



Peter Brown with Brian Francis

Continued on next page

After a good day it was time to drive the 1942 jeeps home but stopping on the way at the 379th BG's old base at Kimbolton to show my fellow driver the graffiti in the perimeter track. The U.S. Army engineers decided to leave their names and dates in the wet concrete also their footprints. The one sad thing is that behind the 379th memorial is a book of remembrance that many people from all walks of life have left in their thoughts, their thanks and their messages of gratitude.

Many of these notes were from veterans or their children, one in particular was a very boldly written entry with just a name and address and the words *"Thank You"*, that name was Bob Hope and the address was Dixie, sadly some person deemed that it must have been worth something because they stole the whole page from the book. Sad end to the day.

The next day Monday 27th May, was to attend the Memorial Day at Madingley, The day was blessed with good weather and a large number of people attending the service. Rance and Olive Rowntree veteran of the 379th BG Kimbolton were present making the journey from Derbyshire. Gordon and I presented the 8th AFHS wreath on behalf of fellow members and all those no longer with us. The finale was a magnificent fly past provided by Elly and her B-17 *"The Sally B"* plus a full supporting flight of The Eagle Squadron's Mustangs, Thunderbolts, Spitfires also Col Bud Anderson in the Mustang as escort to the B-17.

The effort and dedication displayed over the weekend by so many people in recognition not only to the Eagle Squadron but also the 8th & 9th Air Forces commitment and sacrifice during WW11 was shown and appreciated with the amazing turnout of the British public. What event could attract this



Lloyd Richards & Crew
(Lloyd is the son of Gordon & (the late) Connie Richards)



Andy Jackson (Support Team) & Elly Sallingboe (Elly is the Sally B B-17 Operator & Chairman of Trustees)

2013 is Sally B's 38th flying season in the UK. For almost four decades, this unique, historic aircraft has been kept flying. Keeping Sally B going has always been, and continues to be, a labour of love for all concerned. This is an operation that relies heavily on teamwork.

For more information on Sally B: Contact Elly Sallingboe:
<http://www.sallyb.org.uk> or e-mail: b-17preservation@sallyb.org.uk

amount of public 70 plus years after the event? It shows one thing and that is you all did the job right all those years ago and we the younger generation still respect and honor those that took part in the *"Fight for Freedom"*.

These photographs are for all to enjoy and to show our (The Limey's)

appreciation, respect and fondness in our hearts for you all

Across The Pond.

Regards
Brian Francis & Gordon Richards
brianfrancis1@virginmedia.com

"THE LIBERTY BELLE" (Ditched)

**Bassingbourn, England 1944
323rd Bomb Squadron
91st Bomb Group, 8th Air Force**

I parked my bike near the door of the mess hall and proceeded to find a seat. Half awake and half hungry. Thinking I must eat for there's a long day ahead going to Berlin on my mother's birthday, May 8th on "Hi Ho Silver."

Wondering what would the day be like if I found myself looking at a fellow gunner's ring across our table. It was a high school class ring from my own high school, Washington Academy of East Machias, Maine. Then I looked up to see my boyhood friend, Horace "Buddy" Kingsly, from my hometown. (seating arrangement from Higher Up?) We greeted each other and discussed what airmen talk about.

It was July 16, 1944 that his crew flew on a mission to Munich, Germany in a plane named "The Liberty Belle" and numbered 4231610. The weather was poor over the initial target so the bombers were ordered to the alternate target Augsburg, Germany. The formation of planes headed into the bomb run with the bomb bay doors open. The lead plane was equipped with radar to bomb through the clouds. All other planes in the formation dropped their bombs when the lead plane did.

The flak (enemy anti-aircraft shell bursts) was accurate. "The Liberty Belle" piloted by 2nd Lt. Don DeLisle of the 322nd Squadron, 91st Bomb Group, was struck by flake bursts under its wing, which put holes in their fuel tanks. S/ Sgt. Horace Kingsly, who was manning the waist guns was struck in his knee by a piece of flak which continued up his leg.

THEN THINGS GOT WORSE

The bomb bay doors would not close so the engineer tried to hand crank them shut, but slumped on the narrow cat walk between the bomb racks from lack of oxygen. The co-pilot saw what was happening and pulled the engineer away from the bomb bay. He then



found a walk-around oxygen bottle and put an oxygen mask on him which revived him. The co-pilot went back to his position but the struggle and lack of oxygen caused him to collapse onto the control yoke. This put the plane into a dive and out of the formation. The pilot was able to pull the plane out of the dive. The oxygen system must have been hit by flak because two more gunners had passed out from lack of oxygen. Now that they were at a lower altitude they could breathe without the oxygen masks on, but were now vulnerable to enemy fighters. Sgt. Kingsly was given first aid.

THEN THINGS GOT EVEN WORSE

One engine quit. The pilot struggled to keep the plane under control. The plane was losing altitude and the crew was ordered to throw out all they could to keep the plane in the air. Waist guns, ammo, whatever was loose was thrown out.

The engineer finally got the bomb bay doors shut. Another engine stopped. They were nearing the North Sea, headed for home, when the third engine quit. Now they were over the North Sea and the pilot gave the order to prepare for ditching. The gunners gathered in the radio room and sat on the floor with backs to the bomb bay bulkhead. The fourth engine quit, so ditching was the only choice.

The pilot managed to bring the plane down on the water successfully. The

pilot, co-pilot, navigator, bombardier and the top turret gunner scrambled to get out on the wings of the plane.

Gunners in the radio room removed the overhead escape hatch and managed to get out and into the two small life rafts. My friend Buddy was boosted up and helped onto the raft. Cold and wet, they watched their plane disappear into the sea.

The location of the plane had been radioed to air sea rescue and after half an hour they were rescued by the British air sea boat. Buddy was taken to a hospital and the other crew members were taken back to our air base. I didn't see my friend again until after the war was over when he told me his story.

THE REST OF THE CREW:

Pilot, **2nd/Lt. Don DeLisle**
Co-pilot, **2nd/Lt. Norman Kimmel**
Engineer, **S/Sgt. John Carlisle**
Navigator, **2nd/Lt. Robert Bell**
Bombardier, **2nd/Lt. John A. Wallace**
Tail Gunner, **S/Sgt. John Smelser**
Radio Gunner, **S/Sgt. Roy Tanner**
Ball Turret Gunner, **S/Sgt. Rene A. Chapuis**

Submitted by,
S/Sgt. Wayne Dennison
Former Ball Turret Gunner
On "Sheriff's Posse"
323rd Squadron
91st Bomb Group



"Thank you" to Belk, for the mannequins used to display WWII jackets, clothing, etc during the 39th 8th AFHS Annual Reunion in Savannah, GA..



A Special



**Thank You
to DXM Marketing Group
from the 8th Air Force Historical Society**

THE BOMBERS

by Sarah Chruchill

Close

Gleaming and proud in the morning sky

Or lying awake in bed at night
I hear them pass on their outward flight

I feel the mass of metal and guns
Delicate instruments, deadweight tons

Awkward, slow, bomb racks full
Staining away from downward pull

Straining away from home and base
And try to see the pilot's face

I imagine a boy who's just left school
On whose quick-learned skills
and courage cool

Depend the lives of the men in his crew
And success of the job they have to do

And something happens to me inside
That is deeper than grief, greater than
pride

And though there is nothing I can say
I always look up as they go their way

And care and pray for everyone,
And steel my heart to say,

"Thy will be done."

Submitted by
Theodore C. Hood
8th Air Force
306th Bomb Group (H)
423rd Bomb Squadron (H)
Thurleigh England
1944

BIRTHPLACE CHAPTER

The Birthplace Chapter was very pleased and honored to participate in the 39th Reunion of the 8th Air Force Historical Society in Savannah, hosting a welcome reception on Monday evening, and a Hospitality Suite on Tuesday, Wednesday, and Thursday. In addition, many of our members are also volunteers at *The National Museum of the Mighty Eighth Air Force*, and were on hand to act as guides and docents for the reunion attendees who went to the Tuesday and Thursday events at *The National Museum of the Mighty Eighth Air Force*.

Our July and August dinner meeting guest speakers covered an extremely large span of ages. The July speaker was twelve year old Ashley Lester of Newnan, GA, possibly our youngest speaker ever. Ashley is president of the Savannah-based *Bonaventure Society of the Children of the American Revolution*. She gave an excellent presentation about a program her organization conducts, in cooperation with *Wreaths Across America*, to place a wreath on every grave at the *Georgia Veterans Memorial Cemetery* in Glenville each December. Since over a hundred additional veterans are buried in this cemetery each year, the project, and its fundraising, becomes more of a challenge each year.

In August, ninety-two year old Bud Porter, past president of our chapter and a B-17 ball turret gunner in the 8th during WW II, led several speakers in a tribute to the late Major General Lewis Lyle, on the occasion of Lew's 97th birthday. Lew, of course is well-known to 8th AFHS members as a command pilot in the 8th during WW II, and the founder of *The National Museum of the Mighty Eighth Air Force*.

FLORIDA CHAPTER

The Florida Chapter of the Mighty Eighth Air Force Historical Society gathered this past Mother's Day weekend at the beautiful Waterfront Inn at The Villages, Florida. The Villages is a huge retirement community that stretches across parts of three counties in Central Florida. First on the agenda Saturday was the Officers and Board of Directors meeting in our hospitality room. Present for the meeting was President Bill Uphoff, Vice-President Jim Hart, and Secretary/Treasurer Alex Acuti. Board members on hand included Bernie Silverblatt, Ken Sweet, Sid Katz, and Warren Klein. Board members Mark Norman and Nic Apostol could not make it due to prior commitments and health reasons.

Topics covered during the Officers and Board meeting included the success

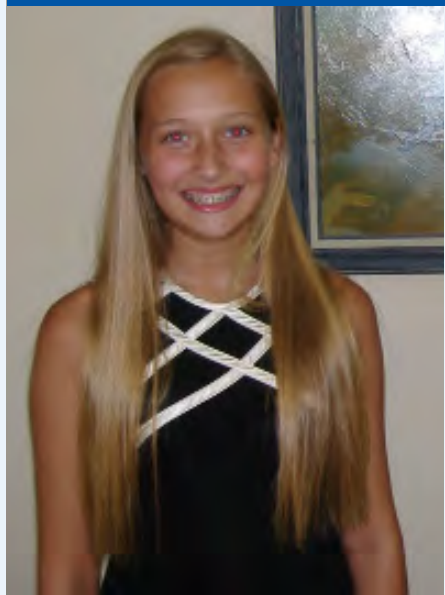
of our call for donations. Also discussed was dropping our newsletter publication to twice a year, dues being raised to \$15 for yearly members and eliminating the offer of lifetime memberships, and sending the newsletter electronically to those members that would be willing to receive it that way. As usual, the initiative of recruiting new members for the Chapter was discussed and numerous ideas were presented to facilitate that. Saturday's activities concluded with dinner on your own, and then convening again in the hospitality room for some hanger flying and sharing stories.

Sunday morning brought the general membership meeting and the election and confirmation of the current officers and board of directors. The discussion was wide ranging with the members present as the topics discussed at the officers and board meeting were shared and debated with the membership. Unfortunately, the attendance by the general membership was disappointing, but the reaction by those members and their guests that did attend were enthusiastic and enjoyable. Sunday afternoon saw us off to the Ocala Radio Controlled Airplane Club at their mini airfield nearby. The detail and care that is taken by these folks is nothing short of amazing. They even have a small asphalt runway at their field!

After a buffet dinner at the hotel, Jim Bleidner, chapter member and veteran of the 352nd Fighter Group, spoke to us about his experiences after the war as a Foreign Service officer in Central and South America. When asked what he was most proud of during those years, Jim said that he was most proud that his agriculture initiatives were able to feed so many people. The Jewish War Veterans Post 352 presented the colors for the Sunday night meeting and did a great job, after which we sang "God Bless America", and the Army Air Force Song. After the ceremony, we retired to an auction back in the hospitality suite, with Jim Hart serving as the chief auctioneer. Any leftover snacks and drinks, as well as other items brought by the members, were auctioned off to the highest bidder and all bidders got great deals!

Monday morning brought the Memorial Service and a salute and

BIRTHPLACE CHAPTER



Ashley Lester



Bud Porter

good-bye to our eagles that have folded their wings. VFW Post 8083 from Belleview, Florida presented the colors and brought their buglers to play "Taps". As with all of our meetings, the Pledge of Allegiance was part of the opening remarks. Tentative plans are being made to meet again in the fall at Stuart, Florida in conjunction with their huge Veterans Day air show. As we get closer to that date, those who plan to be in that area can call

Ken Sweet, at 407-869-6693 or e-mail ksotown@gmail.com, or Jim Hart, at 561-795-4854, or e-mail hartklamking@aol.com and get the details.

OHIO CHAPTER

We met on May 11th at the Ramada Plaza Hotel in Columbus, Ohio. The Chapter had several speakers for the spring meeting. Richard Gustke showed a picture of his father next to the plane that he flew, and read a letter from his father to his younger brother reflecting on his war experiences. Gustke also showed a scrap book that his uncle's wife made about his military experience.

Gary Pruyn was a Marine in Vietnam in an air wing. Pruyn related some of his experiences. He spent some time at the DMZ during his tour. Mark Mahan related the experience of a relative of his who served in the 15th Air Force in Italy. Mahan's relative bailed out over Yugoslavia, and successfully returned to Italy, but died 6 months after returning home from a brain tumor.

The Chapter will meet in again in November in Columbus.

Submitted by, Chris Weber

Secretary, Ohio Chapter

Eighth Air Force Historical Society

OREGON CHAPTER

Oregon Air National Guard and the Vanport and Other Floods

The subject of our May meeting was the Oregon Air National Guard and flooding in the Portland, Oregon area. Chief MSgt. Jack Klein enlisted in September, 1942 to fly in the Civilian Pilot Training Program [CPA]. He flew 40 hours in primary at Cle Elum, Washington; took aerobatics at Sunnyside, Washington; and advanced



Lt. Col. Terrance "Terry" Popravak and Chief MSgt. Jack Klein

cross country in Coeur d'Alene, Idaho. He served as a radar instructor for the last eight months of the war and six months overseas in Japan after V-J Day. He said, "They didn't need any radar mechanics. They flew A-20s, A-26s, low-level attack bombers. They started at Brisbane, Australia and Auckland, New Zealand and came up through the islands attacking the Japanese airfields and shipping. They started with Douglas Dauntless Dive Bombers then converted to B-25s, later to A-20s, and finally A-26s in Okinawa, Japan.

A year and a half later, I joined the Oregon Air National Guard Ground Radar Squadron and started work April 1st, 1948 and then the Vanport Flood occurred. On Sunday, May 30, 1948, the Vanport Dike broke through at Smith Lake. The flooding was coming toward the airbase which would eventually be flooded with twelve feet of water. We had that night to evacuate. We worked all night to move our files, records, a field safe, two or three file cabinets to the Adjutant's house for storage. In the Colwood Golf Course parking lot, Mechanics towed up all unflyable aircraft, such as P-51s, and we also piled crates of SCR-188 radio equipment there. The approach to the Interstate

Bridge was blocked with sandbags due to concern over high water and bridge stability. I'd still had no sleep since Friday and Monday morning, I was given a special job with the power of arrest to block nonresidents from going down Alderwood Drive. I also drove an ambulance with a PE-95, 10-kilowatt gasoline power unit towed behind with plenty of jerry cans full of fuel to the Interstate Bridge for the Corps of Engineers. As the flood subsided, we checked our armament shed where the stench was horrible due to the smell of the horsehide glue tape covering the plain brown wrapping paper that the M-3 submachine guns were packaged in. We had all the base weapons stored in the armory: .30-caliber M-1 carbines, .45-caliber M-3 submachine guns, .30-caliber M-1 Garand rifles, .45-caliber, semi-automatic pistols, .38-caliber revolver and all of those weapons had to be disassembled and cleaned and then reblued. That was the nature of my involvement in the Vanport Flood.

Lt. Col. Terrance "Terry" Popravak is a twenty-four year Air Force Veteran of the Cold War and the Desert Wars who volunteers at the Portland Air Guard Base helping the 142nd Fighter Wing of the Oregon Air National Guard with their unit-history program. He discussed other floods that have displaced the Redhawks of the Oregon Air Guard including the floods of 1944 and of 1996. "In 1944, the 142nd Fighter Wing was designated the 371st Fighter Group, a P-47 Thunderbolt fighter-bomber outfit that flew combat in the European Theater of Operations in the 9th Air Force. They also did a little bit of support to 8th Air Force missions from time to time. Stationed in France at Dole Airfield in eastern France, the 371st Fighter Group's field runway and flight line were flooded after the rise of Doubs River in France. The aircraft had to relocate from Dole Airfield to Dijon Airfield, about 30 miles to the northwest.

After WWII the 371st Fighter Group was redesignated as the 142nd Fighter Group and allotted to the state of Oregon where the flooding of 1948 occurred as described by Chief MSgt. Klein. Another major flood occurred in 1996

when quickly rising waters resulted in an urgent evacuation of aircraft, personnel, and equipment from the base. In early February of '96, a rare series of weather events occurred in a short period of time, culminating in the catastrophic flooding in the region, especially the Willamette River Valley. Rains saturated the soil; cold temperatures froze the soil; heavy snowfall suddenly filled the snow pack above the normal levels seen in a winter; after which a warm frontal system came in reaching Oregon on the 6th of February and raising the freezing level for the snowpack. This melted the snow which had fallen shortly before, and pushed about 10 inches of water downhill in about a 48-hour period.

The result of the flood of '96 was that several people died, hundreds of homes were destroyed and the cost was over \$1 billion dollars of damage. For the 142nd Fighter Wing, the rising waters needed a quick response and posed a dual challenge: to preserve the ability of the unit to perform its air-defense mission, especially as the 142nd Fighter Wing was at the time, and still is, the only air-defense-dedicated unit in the entire Pacific Northwest and the preservation of mission-critical. To deal with this first challenge, as the Wing prepared to evacuate Portland Air Base, the Western Air Defense Sector Headquarters at McChord Air Force Base in Washington made the decision to ensure the integrity of the Pacific Northwest Air Defense and ordered Portland's alert aircraft and other flyable fighters to reposition up to McChord. So on February 8th, the Wing flew 13 F-15 Eagle fighters up to McChord. The Wing also towed five non-operational F-15 aircraft to higher ground to the Colwood Golf Course's parking lot after Civil engineers cleared the evacuation route by trimming trees along Portland roads and lifting power lines.

As a result of the hard work and creativity of the group, in WWII and later the Fighter Wing in 1996, the Redhawks successfully relocated on short notice while ensuring continuity and mission capability and preservation of vital assets and resources. Even though the Columbia River did not break through in 1996 and flood the base as it did in 1948, perhaps Mother Nature held off just that



**Bill Bergner surprised to receive a home made cake from
Cindy Drehmel for his 13 years of service
President - Cindy Drehmel, President Emeritus - Bill Bergner &
Secretary- Paula Theisen**



Cindy Drehmel, Bill Bergner, & Harvin Abrahamson, Chapter Chaplain

time in response to the Redhawk's show of readiness.

Submitted by Joan E. Hamilton

WISCONSIN CHAPTER

In June many of the 8th Air Force Historical Society, Wisconsin Chapter members attended the Community Dance and Dinner hosted by the Air Refueling Wing in Milwaukee.

At our June meeting, Bill Bergner, President Emeritus and co-founder 8AFHS-WI and newsletter editor, was hon-

ored for his 13 years of service to the 8th AFHS-WI. The chapter surprised Bill with a honorary plaque for his service and cake. It was hard to keep the secret--but he was thoroughly surprised.

The current president, Cindy Drehmel read a letter written by Bill's son Scott which summarized Bill's life as radar Mickey Man, husband, father and founder of the Wisconsin Chapter of the 8th Air Force Historical Society.

**Submitted by Cindy Drehmel,
President, Wisconsin Chapter**

NYS SOUTHERN WING CHAPTER

On July 14th the New York State [NYS] Southern Chapter held a luncheon in Garden City, NY. The luncheon was very well attended and included twelve 8th AF WWII veterans. Just as we did during the Chapter's upstate NY Rhinebeck Luncheon where we had five 8th AF veterans, we passed around the microphone and listened to their amazing memories and stories of their bases, missions, and the horrors they experienced.

As President of the NYS Southern Wing Chapter, I intend on having more Chapter get-togethers and newsletters. I am happy to say the Chapter's next luncheon will be held at the Thayer Hotel located at West Point, NY over looking the beautiful Hudson River on Sunday, October 27th. So much history and a great museum!

Follow the Chapter at: <http://blogs.ny8thswcafhs.org>
Please 'Support Our Troops' & the USO
Pat Keeley



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knology.net

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Bob Buck, www.mighty8thbirthplace.org

The Southern Ontario Wing: Commander
Jonathan Levin – Turner Brampton,
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email: USAF6680@gmail.com

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Texas (Central) DISBANDED:

Texas (Rio Grande): DISBANDED

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Washington: TBA

West Virginia: James Allen (AL)
Davidson 2638 Lakeview Drive, St.
Albans, WV 25177 304-727-7724

Wisconsin: Cindy Drehmel
PO Box 370765 Milwaukee, WI 53237
(414)573-8520



REUNIONS CHAPTER MEETINGS



PLEASE SEND ALL REUNION UPDATES TO:

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

or

Debra Kujawa • 29 Posey Street • Savannah, GA • 31406 membershipmanager@8thafhs.org

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
website: 306bg.org

447th Bomb Group

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

Second Schweinfurt Memorial Association

(Overseas reunion)
Schweinfurt, Germany
October 2013
Contact: Rob Klint
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

388th Bomb Group

Oklahoma City, OK
October 2-6, 2013
Crowne Plaza Oklahoma City

Contact: Jennifer Wammack
reunion@388thbg.org
928-210-1392

384th Bomb Group Norfolk, Virginia

October 9-13
Sheraton Norfolk Waterside Hotel
Details at: 384thBombGroup.com
Or contact: Webmaster@384thBombGroup.com
"KEEP THE SHOW ON THE ROAD"

95th Bomb Group

Orlando, FL
October 10-14, 2013
Sheraton Lake Buena Vista
Contact: Vanna Walker
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
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
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

93rd Bomb Group

Hartford, CT
October 17-21 2013
Sheraton Bradley Hotel Int'l Airport
Contact: Jim Root
616-218-0787
jamesdavidroot@aol.com
Google 93rd BG for details

Ohio Chapter fall meeting

November 2, 2013
Columbus, Ohio
Ramada Plaza Hotel 12:30 PM.
4900 Sinclair Road
Columbus, OH 43229
Chris Weber
flyingcw@wowway.com

2014

**40TH ANNUAL
8TH AFHS REUNION**

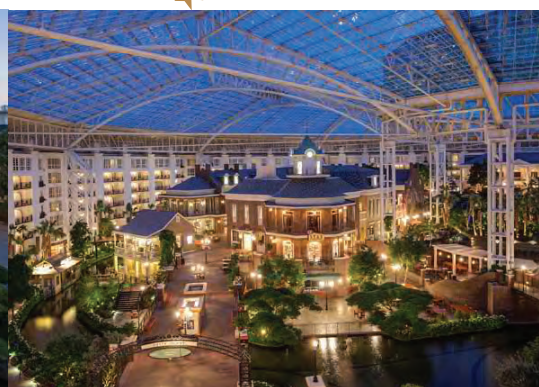
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Ryman Auditorium

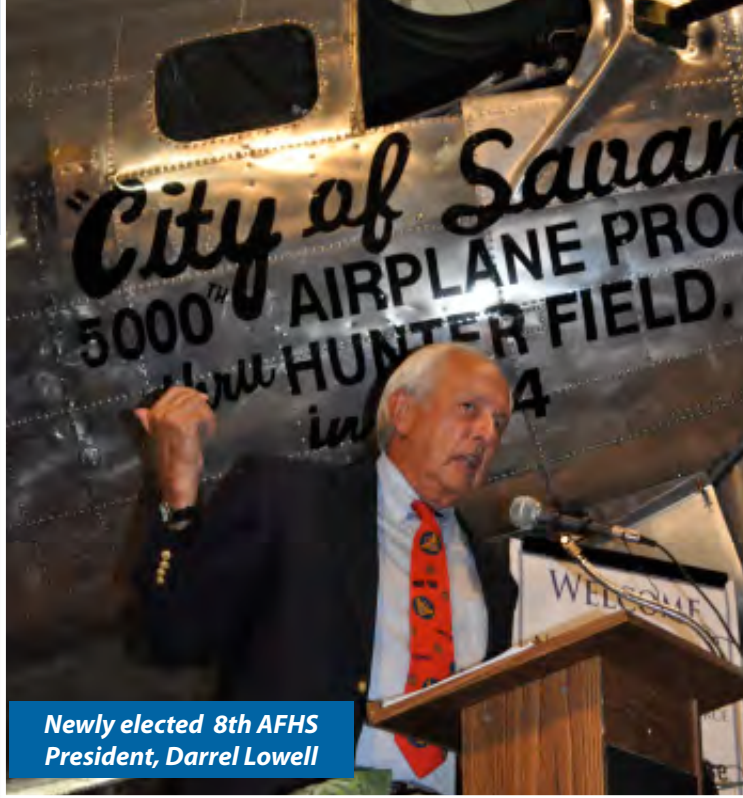
September 2013 (13-3)

www.8thafhs.org



8TH AIR FORCE HISTORICAL SOCIETY 39TH ANNUAL REUNION - PHOTO ALBUM





**Newly elected 8th AFHS
President, Darrel Lowell**



**Henry Skipper , CEO of the National Museum
of the Mighty Eighth Air Force, welcomes the
8th AFHS overflowing crowd**



**Jean-Philippe Thomas, (French/English interpreter)
with grandfather Jean-Paul Favrais**



**Gordon Richards
8th AFHS United
Kingdom Contact**



**Brian Francis
United Kingdom**

8TH AIR FORCE HISTORICAL SOCIETY



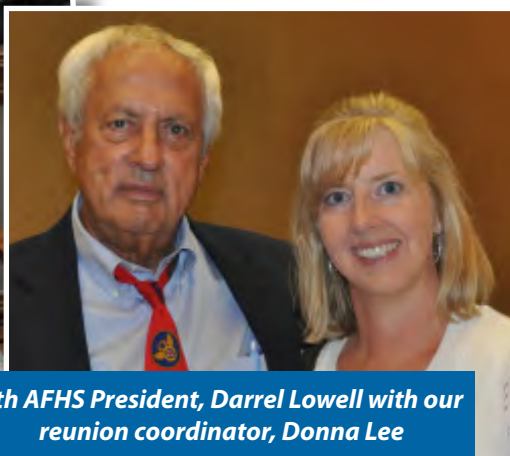
**Gordon Richards &
Bob Hitchcock
303rd BG**



**The National Museum of the Mighty Eighth Air Force,
hosted this wine & cheese reception**



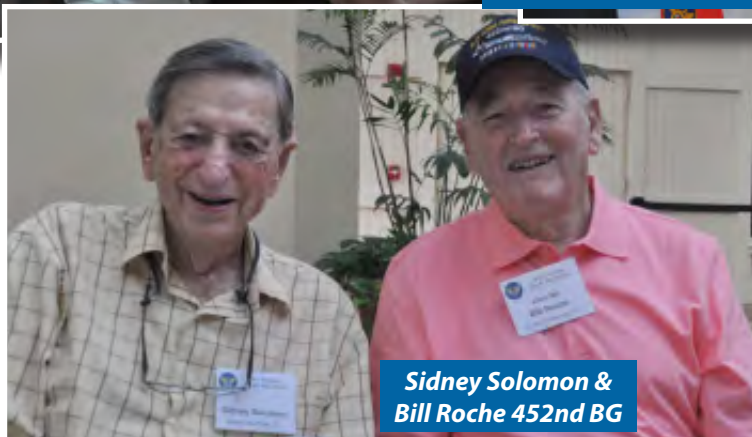
**Past 8th AFHS Presidents
Larry Goldstein & Harry Tanner**



**8th AFHS President, Darrel Lowell with our
reunion coordinator, Donna Lee**



**Past President and newly elected
Vice-President, Dr. Nancy Toombs &
Frank Perez**



**Sidney Solomon &
Bill Roche 452nd BG**



**TWINS - 458th BG
Bob & Francis
Birmingham**

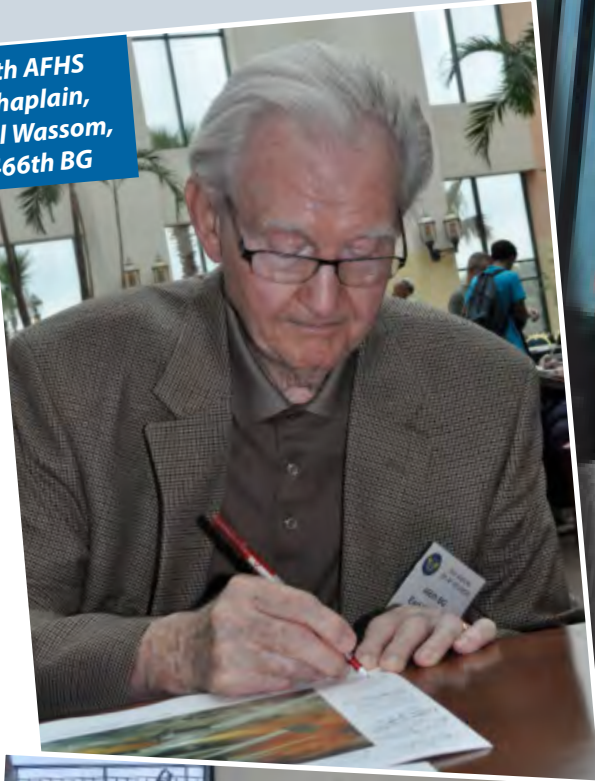


**Guest Speaker, George
Ciampa &
Earl Wassom - 466th BG**



39TH ANNUAL REUNION - PHOTO ALBUM

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



**Dick Waring
487th BG**



**Russell Neatrou
453rd BG**



Jerry McLaughlin of the National Museum of the Mighty Eighth Air Force and President of the Birthplace Chapter, Bob Buck answering questions about the arrival and restoration of the B-17 "City of Savannah"

**Lewis Huisman &
Gregory Overcash
493rd BG**



8TH AIR FORCE HISTORICAL SOCIETY

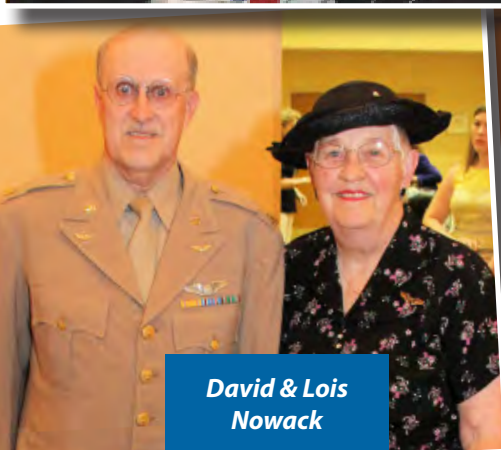


**President - Darrel Lowell
& wife Becky**

**Scott Reda
& wife,
Debbie**



**National Museum of the Mighty Eighth Air Force
CEO, Henry Skipper with Meghan Lowe and
Dr. Vivian Rogers-Price**



**David & Lois
Nowack**



**Son and Father,
Mike & Bob
Hitchcock - 303rd BG**



Ken & Jim Rohde - 457th BG



**Lee & Joan Davis
Francis Birmingham - 458th BG**



**Jean-Philippe Thomas, Darrel
Lowell, Dr Nancy Toombs &
Jean-Paul Favrais**



**Joe Garber [Secretary of 8th
AFHS] and wife, Joan 96th BG**



**Father/Daughter
Bill & Dr. Nancy Toombs**



**Doug Andrews American Legion Post
184 and Kim Michael Polote, vocalist**



**David Schmitt & Craig Dubishar
493rd BG**

39TH ANNUAL REUNION - PHOTO ALBUM

**Jeff & Donna
Neely**
8th AFHS News



**Earl, Cindy and
Reggie Wassom**
466th BG



Dave Nowack
8th AFHS
Treasurer

THE CANDLE LIGHTING CEREMONY



**Don Casey &
Oak Mackey**



Frank Perez



Ralph Lynn



John-Paul Favrais



Anne Marek



Brian Francis



John Gilbert



Beverly Baynes Tomb





They Honor Those Who Serve...

Jean-Paul Favrais, Gordon Richards and the Mighty 8th Air Force

By Ron Lauretti

This is the story of a Frenchman who never forgot the supreme sacrifices made by American Eighth Air Force aviators during World War II - Jean-Paul Favrais.

The Eighth Air Force (Mighty 8th) was at the "tip of the spear" for the Allied offensive against the Nazis after an unsuccessful attempt to crush Great Britain by the German Luftwaffe. The superior air power exerted by the Mighty 8th proved to be too much for the Germans, and was a crucial element in the Allied victory in war ravaged Europe. The bombing unit flew 523,000 sorties and dropped 692,918 tons of munitions during the European campaign. Beginning on August 17, 1942, the Mighty 8th launched bomb runs on a nearly daily basis, until its final mission on April 25, 1945. Some 350,000 men and women formed its ranks.

The Mighty 8th's Flying Fortress and B-24 Liberator bombers attacked strategic enemy targets all across Europe. They fought their way through unfriendly skies in air-to-air combat. The gunners of the heavily armed bombers destroyed 6,250 German fighter planes. Bomb runs destroyed thousands more on the ground. The fighter planes of the Mighty 8th claimed more than 9,500 enemy fighters.

The ultimate success of the Mighty 8th was attributed to three significant factors: the skill and heroism of its flight crews, the superb maintenance support of its ground crews, and excellent leadership from its command staffs. At full strength, the Mighty 8th was capable of dispatching 2,000 four-engine bombers and 1,000 fighters on a single mission.

Their impressive achievements came at a high price. Besides the danger of enemy fighter planes, anti-aircraft flak darkened



Favrais' grandson, Jean-Philippe Francois and Jean-Paul Favrais



L-R: Favrais' grandson Jean-Philippe Francois, Darrel Lowell - President of the Eighth Air Force Historical Society, Past President - Dr. Nancy Toombs, and Jean-Paul Favrais displaying the Roger Freeman Award

the skies over heavily defended targets. Nine thousand aircraft, including 6,000 heavy bombers, were lost. Some 26,000 airmen were killed in action among more than 47,000 casualties. Thousands more who had to bail out of crippled planes became prisoners of war. During

the most dangerous cycle of the air war, bomber crews had a mere 25 percent chance of survival before reaching their required 25th and final mission.

The Mighty 8th was formed right here in Savannah on January 28, 1942. From July 22nd through the 26th this year, the Historical Society of the Eighth Air Force held a gathering in our town. It was the 39th installment of the reunion, and the society hosted two very special guests - Jean-Paul Favrais of France and Gordon Richards of England.

Jean-Paul was nine years old when he saw a damaged U.S. P-38 fighter plane crash near his home in Breal, near Brittany, in the north of France, on June 14, 1944. The young boy spotted the charred body of the downed pilot as he approached the wreckage. He has never forgotten the horrific image. The memory was so vivid, in fact, that Jean-Paul began a personal campaign to find the identity of the American pilot after his retirement from the Citroen Motor Company in 1984. Once he solved his personal mystery, Jean-Paul had a monument erected at the crash site and contacted the family of the pilot.

This was a daunting task for a man who did not speak English. Thankfully, his bilingual grandson, Jean-Philippe Francois, accompanied Jean-Paul on his trip to Savannah and acted as interpreter. Finding no records in France of the crash or the pilot, Jean-Paul began contacting American organizations by mail. First, the American embassy, next the American Legion, and finally the National Archives and Record Administration. Finally, the determined researcher learned the identity of the long deceased pilot - 1st Lt. Russell G. Quinn of Harrisburg, Oregon, 24 years old at the time of his death.

Jean-Paul then spearheaded a movement to build a monument of granite shaped

Continued on next page

like the wing of an airplane in Quinn's honor. On May 21, 1995, the monument was dedicated with American and French dignitaries present. It was permanently installed at the exact location of the crash site and, thanks to the hospitality of Jean-Paul and his family, the deceased pilot's younger sister, Pat Quinn Hayworth and her family, were present for the moving ceremony.

As Pat later explained in a documentary, Jean-Paul's effort to commemorate her brother was such a wonderful tribute, especially since her other brother Gale, also a pilot, was killed in a training flight in California just one week before Russell was shot down. After all those years, Pat was able to complete the missing link in the chain of her family's stark tragedy.

After Jean-Paul completed his research and tribute mission, he began to study dozens more Mighty 8th crash sites in France, beginning in northwestern France and eventually expanding into the entire country. He persuaded each municipality to erect an identifying monument, commenting that most citizens, especially the seniors who actually remember the war, remain very grateful for the liberation of France by Allied forces. The towns have always taken care of monument expenses and there is a meaningful dedication ceremony in every instance.

In addition to his research and organizational efforts, Jean-Paul and wife, Henriette, have graciously hosted eight American families who traveled to France to visit the hallowed ground where their beloved aviators crashed. Emotions and gratitude run high for Jean-Paul and his guests during those visits.

Jean-Paul has begun putting his research efforts in book form. His words will honor the fallen aviators and bear testimony to the amazing Frenchman's noble efforts. No wonder he was an honored guest of the Mighty 8th reunion. He is a modest, dedicated, likeable man, and a true friend of America.

Gordon Richards was another special



Darrel Lowell - President of the Eighth Air Force Historical Society, presenting Gordon Richards with the Roger Freeman Award, along with Past President - Dr. Nancy Toombs - newly elected Vice President

guest at the reunion. He is the managing director of the Eighth Air Force Historical Society for the United Kingdom and Europe. Like Jean-Paul, Gordon vividly remembers the actions of the Mighty 8th in England when he was a boy. There were four B-17 bomber bases near his home in Bedford, 50 miles north of London. The American crews frequently visited the local pubs during their down time. Young Gordon became known as the "chewing gum boy," because the American flyers on liberty often shared their chewing gum and candy with him. Such treats were hard to come by during the war.

Gordon met his first "Yank" when he was only nine years old. His interest in the history of the Mighty 8th increased from a sideline venture to a full-time job as he got older, after a hitch in the Royal Air Force during the '60s. *The Eighth Air Force News*, the monthly magazine of the Eighth Air Force Historical Society, is forwarded to him in his hometown of Haverhill, England. Gordon distributes a copy to each of the United Kingdom Historical Society's more than 300 members. He thoroughly enjoyed meeting and mingling with all the Mighty 8th veterans during the festivities at this year's reunion. The feeling was definitely mutual.



***Gordon Richards
Eighth Air Force Historical Society
for the United Kingdom***

Editor's note: Both Jean-Paul and Gordon were recipients of the Roger Freeman Award this year, in appreciation and recognition for their years of dedication and service in honoring and preserving the history and legacy of those who served in the 8th Air Force.

*This article was originally published in
The Skinnie magazine, vol. 11, #16
(Aug. 9, 2013)
Reprinted with permission.*

WE ARE TAKING OUR SHOW ON THE ROAD!

Dr. Nancy Toombs

For those of you who attended the Savannah reunion, we provided you with a brief walk back to WWII and the handsome young men in their uniforms. I had decided to bring some of my Air Corps uniforms and put them on display so that veterans and visitors alike could see how beautiful they are with all the different ribbons, collar insignia and especially the wings. The idea was so well received that I have had calls and e-mails asking that we have more displays like this in the future.

I have a nice collection of uniforms and shoulder sleeve insignia, but I am going to need some help from the veteran membership if we are going to put together a top tier display. I am going to list and provide a photo of the items that I will need for future displays. If you have any of these items and wish for them to be included in our "traveling display" please call me and let's discuss the possibilities!

ITEMS NEEDED:

- ☐ Senior Pilot Wings
- ☐ Command Pilot Wings
- ☐ Bombardier Wings
- ☐ Any Wings made of Bullion
- ☐ Officers Dress Hats
- ☐ Officers Dress Blouse/Tunic with Bullion rank insignia and bullion lap insignia
- ☐ Officers B-13 Flight Jacket
- ☐ Any A-2 Jacket



Winged Boot



Sea Squatters Pin



Order of the Guppy



Caterpillar Club Pins

Any and all items will be appreciated. Call Nancy Toombs: 501-681-3126 to discuss details and answer questions.

SOMETIMES, IT'S NOT REALLY JUST LUCK.

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks.

"Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple.

"On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought. Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.

"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer.

"Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read:

"This is all we can do for you now....."
"Using slave labor is never a good idea."

The McKinney Clan Continues to Produce Officers for the U.S. Air Force

By Ivan L. McKinney, Lt. Col. (Ret)

Former National President - 8th Air Force Historical Society



Grandfather Lt. Col. (Ret) Ivan McKinney, Father Maj. (Ret) Blaine McKinney and Cadet (2nd Lt. later that day) Connor McKinney. Connor's post graduate assignment: Four years of Medical School, leading to a career as a Medical Doctor for the Air Force.

My wife, Mary, and I will celebrate our 60th Anniversary next March, and we are both very proud of the fact that five of our six sons have served in the military, two serving in the Air Force until retirement.

And... it goes on!

Our second son, Blaine, and his wife "Becky," have three sons, two of whom graduated from the Air Force Academy and are Air Force Officers, and one who will be an Air Force Officer four years from now, when he graduates from the Air Force Academy. So you could say that I "hired my own replacements" over three generations!



An all Air Force family! From left: 1st Lt. Austin - new cadet Lucas (class of 2017), proud mother Becky, 2nd Lt. Connor, and retired AF Reserve Maj Blaine, who earns his living as a Delta Airlines Captain.



"As you read this Poem, remember that this is the plane speaking some 40 years after the end of the war. The B-24 which I co-piloted did not make it back to the US. After "Our Baby" was given to another crew, when my crew finished its missions, she ended up ditching in the English Channel".

Submitted by, Ralph Lynn - 466th BG

ARMY 8194 POEM

By Jack Fernhout, 1993

*There was a time, now long gone
I smelled of gasoline, cordite, sweat and fear.
And in my hours, sped down sun-filled skies,
Or staggered, dark and blind
With bouncing sisters, far too near.*

*From icy heights, I lifted as I left my drab eggs go
To make flame-red nests far below,
While black flowers threw their white-hot
seeds to bring me down.*

*But, while some did not, I always lived,
Regained a hundred times that strip of English land,
With brass and blood and answered prayers in tow.*

*When it was done,
I left wet Wales, past sparkling Azores
islands on to Gander's green.
Then, at last, I touched down on U.S. ground.
And later, when I got to Kingman,
They sold me by the pound.*



Pat Keeley
8th AFHS BOD

Greetings my fellow 8th AFHS members!

I want to start by giving you an update on the July Reunion held in Savannah, Georgia. There were over 70 WWII 8th AF veterans and a total of 320 in attendance. Between the B-17 *'City of Savannah'* commemoration ceremony at the National Museum of the Mighty Eighth Air Force; the different meetings and presentations; and the 'hangar flying' and reminiscing in the BG hospitality suites; a good

time was had by all.

On Wednesday, July 24th, David Nowack and I chaired a Next Generation meeting with over 65 attending. What was really exciting: the ongoing discussion on areas ranging from research, ideas for moving forward, media for schools to use in the education of our kids, and the 8th AF continued for over an hour!

I shared examples of my NYS Southern Wing Chapter's past two summer luncheons where the Chapter went to our aging veterans and successfully held get-togethers in upstate NY and on Long Island, NY. I have started sending out more newsletters as a few have told me this is the only way they get Chapter updates. I have also started calling the Chapter members more. I think it is important in these days of our aging veterans that the Chapters reach out more. I have also picked up 6 new members mainly from promoting these luncheons on the Society's Facebook page.

Let's use what is at hand with multi-media to put the word out. I need you to think of ways of getting the Society into the 21st century using all of the different social media opportunities available now.

Connecting with social media, I have been working with a post WWII 8th veteran who now resides in the Toronto, Ontario, Canada area and we have formed a Southern Ontario Wing of the 8th AFHS. I find this very exciting as it opens other doors for the Society.

I would like to form a UK 8th AFHS Wing and of course have the Society's current contact Gordon Richards involved in this formation.

We've placed a current listing of active State Chapters in this issue for reference, or I can email or mail it to you. Let me know.

I am in the process of updating my Bomb Groups and Fighter Groups listings. Please send me your BG and FG status.

As I mentioned in the beginning, there were over seventy 8th WWII veterans in Savannah for the reunion and over 320 in attendance. Think about that...It means there were over **250 Next Gens** there. Now, I find that very exciting!

Remember to stop and thank a veteran for their service and support the USO.

Cheers,
Pat Keeley

A HISTORIAN'S PROBLEM Submitted by, SEARCHING??

When stories about the 385thBG B-17 named *Raunchy Wolf*, contradicted each other and failed to fit memories at reunions, Historians had to dig deep to find out what really happened. Here is the true story as it was eventually pieced together:

The B-17, 42-30249, *El Lobo*, with a picture of a wolf's head on the nose and the words "El Lobo" went overseas in June 43 to the 385th BG with the Riva Crew.

The B-17, 42-3290, *Raunchy Wolf*, with only the words, "Raunchy Wolf" on the nose also went overseas in June 43 to the 385th BG with the Lyle Fryer Crew.

The Fryer Crew was on leave when the Keeley Crew flew in 42-3290, *Raunchy Wolf*, and on 26 Aug 43 lost it in a mid air collision with the Yanello crew in 42-30264, *Dorsal Queen*. Both B-17s crash landed in England and were



scrapped.

The Fryer Crew, who survived, then took over the B 17, 42-30849, *El Lobo*. They painted out the words, "El Lobo,"

And painted in the words, "Raunchy Wolf," leaving the wolf's head intact.

The Fryer Crew then finished their 25 missions in 42-30249, now *Raunchy Wolf*. Later, this second 42-30249, *Raunchy Wolf* was shot down on 30 Dec 43 with the Earl Frye (not Fryer) Crew and crashed in Ligay, France, MACR no.1899,

The Germans salvaged this *Raunchy Wolf* for its metal, and somehow this photo survived.

Thus ended the original *El Lobo* as *Raunchy Wolf* (the second)!

By not painting and using the usual "II" (the second) on this second *Raunchy Wolf*, their stories became entangled and difficult to unravel. The similar sounding names of the Lyle Fryer and Earl Frye crews involved didn't help matters either. Thank goodness that photographers took these pictures!!



Perspective From a "2nd Gen"

*Back row: Sarah Conroy, Charlie Conroy, Michele Thorns, Cathy Stam, Ken Stam, Sonya Thorns
Front row: Dorothy Thorns, Bill Thorns*

My dad is William Thorns, a member of the 96th Bomb Group. He and my mother Dorothy, along with several members of our family attended the recent reunion in Savannah. I would like to thank all of those who worked so hard putting it together as well as those who participated in the reunion.

I've had the privilege of attending four reunions. They were all very meaningful. This one was special to me because everything I had learned and experienced in prior reunions sort of "clicked." I came away with a better understanding of the mission of this organization as well as the sacrifices made by these veterans for the freedoms we enjoy today.

My dad never really talked about his time in the war when my four siblings and I were growing up. Not until my parents began attending the reunions in 1976 did we begin to learn bits and pieces about his experiences flying his 25 missions in a B17 during WWII. He is always quick to talk about the "real heroes"...those who lost their lives, the ones that fought the war in a foxhole, those who stormed Normandy, and the POW's. He also gives great credit to the ground crews that kept the planes flying. Well, just for the record Dad, we think ALL of you are heroes. We're proud of you Pop and want to say "THANK YOU" to you and all who have ever served or sacrificed in some way to keep our country free.

There were several things I can think of that made an impression on me at the reunion. One was the collection of uniforms Dr. Nancy Toombs displayed in the Memorabilia Room. I also picked up a couple of issues of the Eighth Air Force News Magazine and took the time to read through the articles. So much

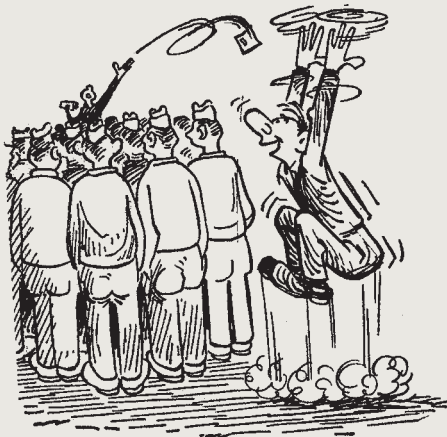
information in this magazine! When I had the opportunity to ask Nancy how I could go about getting someone interested in the Eighth Air Force Historical Society, her suggestion was to get them a one year membership. With that they would receive a subscription to the EAF News magazine. What a great idea!

The National Museum of the Mighty Eighth Air Force was also a highlight of the Savannah Reunion. What made it extra special this year was the dedication of the B-17, "City of Savannah." What an undertaking it must have been to bring in that plane and we witnessed firsthand the commitment and dedication of those that are restoring it. I learned so much "reliving" WWII through the exhibits and especially enjoyed the flight simulator of a B-17 mission!

The reality is each year we see the numbers of the WWII vets able to attend the reunions diminish. The fact that there are fewer in number should give us all the more reason to make sure their stories are told and that they are not forgotten. We know how quickly history can be rewritten. If we all do our part, the EAFHS, the Museum and other memorials will continue to tell the stories of our heroes.

Ultimately I want to acknowledge that we are free today because of the grace of God. During WWII we were pretty much a God-fearing nation with lots of people praying. God answered those prayers and has continued to keep us free.

*God bless you all and hope to see you in Nashville!
Sarah (Thorns) Conroy*



Savanna 39th, and Vol. 13 No. 2 page 16

First, WOW! What a great reunion and wonderful Southern Hospitality in Savannah, GA during the 39th 8th AFHS Reunion. My name is Christopher Clark; my uncle, S/Sgt. Charles Franklin Clark, was in the 489th and 44th Bomb Groups of the Second Air Division. (I am a board member, VP for Volunteers, Heritage League of the Second Air Division, 8th AF, USAAF). **Second**, the Second Air Division had 14 Bomb Groups, with how many planes? Many hundreds or perhaps thousands of B - 24's. On page 16 of Vol 13, No. 2 of the 8th AF News, you have 8 planes, one a B-26 and seven B-24's. Can you believe this? My uncle flew in TWO of the planes shown!!! At the top, while in the 489th, my uncle flew



in "Rebel Gal", then after a full tour with the 489th, he transferred to the 44th Bomb Group and flew on "Down De Hatch" in Nov/Dec 1944. What are the



odds of that! Thanks again for a GREAT time in Savannah. Christopher Clark-nephew of S/Sgt Charles Franklin Clark 489th and 44th Bomb Groups, Second Air Division, 8th USAAF
PS. Thanks for the picture of the B-24 on the cover of the last issue
clarkhistory@aol.com

8AFHS - Savannah, GA - July 24, 2013

Dear Donna,

Greetings from the 8thAFHS 39th Annual Reunion. I'd be grateful if you could include the attached tribute to my father, an 8th AFHS vet who passed away 30 years ago this September, in the upcoming 8th Air Force News. Gary Katz

Hello Gary,

Greetings back to you from the 5th floor of the Marriott in Savannah, GA at the 39th Annual Eighth Air Force Reunion.

I would love to include your tribute to your father in the 2013 September issue.

Thank you Donna

Dear Editor and Readers:

I am a 20+ year "Next Generation" member of the 8th Air Force Historical Society's National organization and Southern Wing New York chapter, and of the 446th Bomb Group Association. My father, Jacob (Jack) Katz, originally from

the Bronx, NY, served as a ball-turret gunner with the 707th Squadron of the 446th Bomb Group from July 1944 until January 1945. As we approach the 30th anniversary of his passing on September 1, 1983, it's fitting that I am writing this brief tribute to him from the 39th Annual Reunion of the 8thAFHS in Savannah, Georgia.

My father was a multi-faceted source of pride to our family, but he, and we, were especially proud of his service during World War II. Also serving were two of his brothers, one of whom made the supreme sacrifice, and one of his nephews. The three organizations of which I am a member are a great way to keep the memories alive. I'm glad to report that we are keeping the friendships alive, too. In 2007, I noticed a 446th BGA newsletter item from Gregg Graham, who wanted to hear from those who knew his father, Russel Graham. The elder Mr. Graham was my father's closest war buddy; they kept in contact from the end of the war until my father's passing. Mr. Graham himself passed away in 2008. However, Gregg and I have continued where they left off.

I enjoy meeting vets and those of later generations who share my interest in studying and perpetuating the history of our Air Force's defense of freedom in World War II. I'd be glad to hear from



RAYMOND GOEDEL CREW

Standing L-R: Jacob Katz, Charles A. Hay, Jacobs, James W Cisco, Russell Graham, James Henson

Kneeling L-R: James Vaughn, Victor Bovellev, Raymond Goedell, Unknown

anyone who served with my father, or their descendants. Perhaps you're the tenth man, or someone who knows him. You can write to me at garyk97@aol.com.

I wish all of our vets and their families continued good health.

Sincerely,

Gary Katz

garyk97@aol.com

Searching for Family Descendants

I am trying to trace any family descendants of two wartime commanders of the 486th Bomb Group, based at Sudbury, England. They were Col William Kieffer (later Lt Gen Kieffer, commander of the Eighth Air Force) and Col Glendon Overing.

I have some news that I'm sure will be of great interest to relatives of these officers. Please give my e-mail address as contact: normanwells@btinternet.com. Thank you for any help you can offer me. Kind regards.

Norman Wells

England, UK

(UK Ambassador for the National Museum of the Mighty Eighth Air Force)

8th AF News June 2013

Thanks again for another superb 8th AF News in the June 2013 issue. As usual the articles are interesting and relevant and the photos are excellent.

At the risk of being "picky" I would point out a couple of things. The photo on p. 29, "View from the Left Seat", is, I believe, the view from the navigator's position in the nose. Also, and this is commonly reported elsewhere, the speed of the B-17 is given in several different ways, mostly somewhat irrelevant to its normal operation. On p.45 you cite the "maximum speed" as 287mph; on p. 6 the "top speed" is cited as 295 mph. Depending on how these numbers are defined they could not be said to be incorrect, just not especially relevant in normal flying conditions. They represent the "red line" speed that should not be exceeded to avoid structural damage to the aircraft and are indicated by a "red line" on

the air speed indicator. Speeds of these magnitudes could not be obtained in level flight even with all four engines at full military power. Rather, they could only be experienced in a dive, with or without power. The most important number characterizing the B-17's flight speed is its cruising speed under normal cruising conditions. This is about 150 mph.

Keep up your much appreciated work in editing the News.

John A. Clark

johnaclarke@yahoo.com

Behind the Scenes Note to Mr. Clark: Most importantly, we want to "Thank you" and all the vets for setting the record straight!!! We do make mistakes and want to apologize for this one and possibly anymore in the future. Your comments are always welcome and very much appreciated.

Wings and Wheels

"Wings and Wheels," an annual air show and Salute to Veterans was held at New Jersey's famous Teterboro Airport on June 15th and 16th.

They had a B-17 called the "*Yankee Lady*," a C-47, P-40 (one of Chennault's Flying Tigers), plus many other aircraft

and a variety of antique automobiles.

My table was in the hanger where they had all kinds of other items, books, etc for sale. I was the only one not selling anything, although I was trying to sell 8th Air Force Historical Society memberships.

During the two day event, forty people said they were interested, they signed their names, addresses, and telephone numbers, and some included e-mail addresses.

All of them received copies of the 8th Air Force News Magazine, plus the brochure with the application to become an 8th Air Force member.

I want to thank Debra Kujawa for sending me the 8th Air Force News, which, as I mentioned, were given to the visitors.

I am going to follow up with the people who signed my sheet, and if we get enough people, a Chapter will be formed in the near future.

Herbert S. Gold, Life Member

406 Highland Street

Cresskill, New Jersey 07626

201 569-3079

stalagluf4@gmail.com

To the Editors and Readers of The 8th AF News,

On the 7th of April in '45 hardly a man is now alive who remembers that famous day and year - but Budd Wentz does.

It was on that day that Budd, piloting a B-17, was rammed by an ME109 over Germany. With rudder and elevators inoperable, Budd managed to land his B-17 on a remote airstrip abandoned two hours earlier by the retreating Germans. The strip was used to fly captured allied planes for reasons unknown. Never the less they left behind one beat-up B-17 which Budd was able to start up and fly back to his 487 BG base in Lavenham.

How did I find this out?

I responded to a notice in *The Air Force News* of June '06 to everyone who witnessed the ramming of that date. Budd received about 70 responses to his notice. It turns out that it was a last-ditch tactic of the Luftwaffe for their ME109's to



Herbert Gold



B-24 Original Crew #69 – November 1944 Topeka, KS

McQueen - Wentz - Boyer

Barczy – Carson – Johannsson – Jewell – Hanford – Robbins

ram the tails of the B-17's and then bail out. This tactic was kept secret, as far as I know, until Budd's notice in *The 8th Air Force News* in '06, sixty years after the fact.

This occurrence was Budd's 28th mission. On his first mission as a pilot in a plane he called "His Best Bette," he crash-landed in occupied Belgium and was rescued by the underground.

For more details on these two events: Google Budd Wentz M.D., Re: Belgium/Rammed over Germany. So why am I submitting these events to the readers of *The 8th AF News* almost 70 years later when Budd was a mere 20 and is now 90? I thought it might be nice to pay tribute to a man who epitomized the very best of the Army Air Corp 1942-1945 and thereafter. Maybe you can too by dropping him a note at:

WM. Budd Wentz, M.D.
Judson Park - Brueming Health Cen-

Barczy, Zoltan J.
Waist Gunner

Boyer, Robert M.
Navigator

Carson, Jerome H.
Radio Operator & Waist Gunner

Hanford, Edwin H.
Nose Gunner & Toggler

Jewell, Robert C.
Tail Gunner

Johannsson, Harold C.
Flight Engineer

McQueen, Donald S.
Co-Pilot

Robbins, John A.
Armorer Gunner (Ball Turret)

Wentz, William B.
Pilot

ter - Room 403
2181 Ambleside Dr.
Cleveland, OH 44106

Remember (April 7, '45), hardly a man is now alive who remembers that famous day and year - Budd Wentz does. Submitted by, Herb Wilkov
Former Nav. 95th BG
Horham, East Anglia

Newly Identified Crew Photo

I was quite surprised - not unpleasantly - to see a photograph of my crew on p.39 of your *8th AF News* June 2013 issue. I'm curious to know who sent it to you. Its accompanying text is just a portion of what I had provided to several recipients of the photo some time back. Unfortunately, none of the people in your published photo is identified. Just in case you don't have that information, here it is:

By the way, I'm the only crew member still around. At the time of the photo we



Unidentified Crew Photo

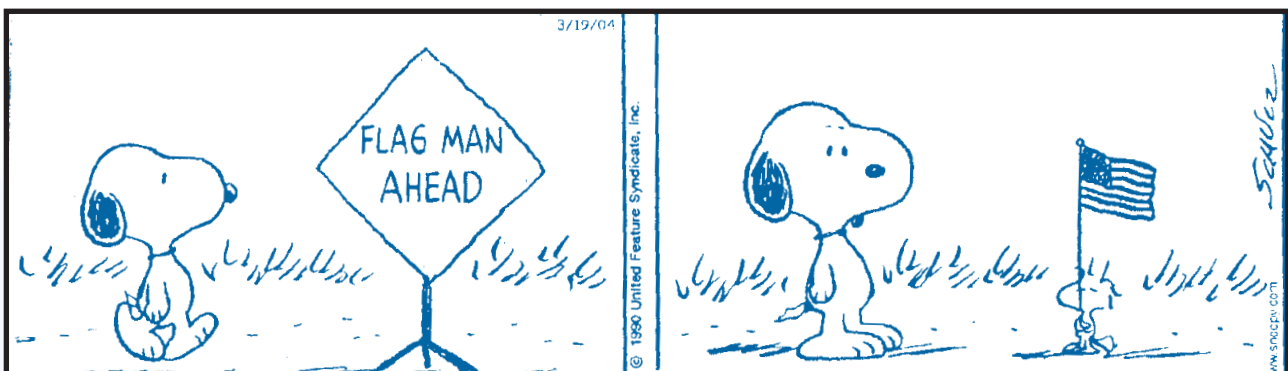
Kneeling L-R: Gordon Cupp (engineer/ top turret), Jack Averett (waist gunner), Len Thompson (tail gunner), Dave Gross (ball turret gunner), Dave Yohay (radio).

Standing L-R: Crew Chief (unidentified), Bill (Bud) Scanlon (bombardier), Jim Kelly (copilot), Ken Speer (pilot), and Bob Simon (navigator.)

were in the 615th Squadron of the 401st Bomb Group. The date was 3/10/45 and the mission was to Hagen. It was our 6th, mission and the 225th of the 401st. We flew High Sqn, Deputy Lead that day. I guess this probably gives you more information about the crew photo

than you ever needed - or wanted!
Looking forward to hearing from you,
and with every good wish,
Bob Simon
bobhms@aol.com

*Behind the Scenes Note: We can never receive too much information about the "Greatest Generation".
"Thank You" Bob, for taking the time to share the "Unidentified Crew Photo" information with our readers.*



In My Father's Footsteps

A Journey to Snetterton Heath—the Home of the 96th Bombardment Group
by Laura A. Edge



TSgt Lawrence L. Witt

May 12, 2013

Threatening gray clouds gallop across the sky as we approach the remains of the Eighth Air Force base at Snetterton Heath, England. We stop near the main entrance where fierce winds whip the American and British flags into a stiff salute. The flags flank a memorial—a stainless steel sculpture of an imposing Flying Fortress majestically held aloft by four shimmering contrails. It is dedicated to the United States Army Air Force personnel who served with the 96th Bombardment Group during World War II. Alongside is the old north-south runway that currently serves as the entrance to the Snetterton Motor Racing Circuit. High-speed cars and motorcycles now dominate the tarmac where formidable bombers once taxied and took to the skies.

We prepare to drive about the former base. Anticipation and curiosity engulf me. I imagine long ago days when my father slept in one of the prefabricated Nissen huts, hurried along some well-worn path to a crowded mess hall, bicycled the narrow country lanes, or played with Lady Moe, the little North African donkey who was the bomb group's beloved mascot. I scan a line of trees at the end of one runway and

envision my dad's Fortress climbing over them on the way to some war-torn sky.

On this day of imagination, I am transported back in time, to May 12, 1944—to the morning my father, Airman Lawrence L. Witt, left these wind-swept fields on his seventh and final bombing mission over Germany.

May 12, 1944

When the target is revealed on this ill-fated spring morning, even the most stouthearted are given pause. The red acetate tape indicating the route the bombers will take thunders across enemy territory and does not stop until reaching Brux, Czechoslovakia: six hundred miles from London. This will be the deepest penetration into enemy territory ever attempted by the Eighth Air Force. Almost eight hundred bombers will take part. The 96th Bomb Group will dispatch twenty-six planes and will lead the 45th



Lawrence Witt, James Davis, and Willis Boatright in Dalhart, Texas, 1944

Combat Wing.

When the leading edge of the formation reaches an area slightly north of Frankfurt am Main countless German fighters descend upon them, rolling through the formation head-on, attacking from 12 o'clock high. After an initial furious attack the enemy aircraft turn about, reform, and attack for a second time. This attack knocks out two Pathfinder aircrafts. When the enemy attacks for a third time a few German fighters hang back in order to jump any stragglers. The 96th is devastated by the attacks and does not have enough remaining force to continue on to their primary target. The oil refineries at Zwickau, Germany are bombed instead. Out of the original twenty-six planes dispatched from Snetterton, only fourteen return.

My father's plane is among the casualties. It is hit when the enemy fighters make their first pass through the bombers. The aircraft enters into a precarious spin, but pilot Hall Tucker competently regains control and rejoins the formation. During a second pass, a shell flies through the fuselage, explodes in the rear, and kills the tail gunner. Only minutes later, during a third pass, the nose of the plane is shot away and the navigator and the bombardier are killed. A fire starts on the flight deck. The rest of the crew scramble to bail out. The co-pilot, because his parachute is burned beyond use, attempts to bail by holding on to the radio operator. The plan fails tragically when the co-pilot falls to his death after the parachute snaps open. Only five out of ten crewmen bail successfully from the doomed plane.

Upon landing on enemy soil, the non-commissioned officers are taken to the German airbase at Merzhausen to await transfer to the interrogation center at Oberursel and eventual transit to Stalag Luft IV.

Stalag Luft IV sits in an isolated region near Gross Tychow, Pomerania, just thirty miles south of the Baltic Sea.

Continued on next page

It is a dreary and dismal place featuring cold and crowded barracks, guard towers equipped with machine guns and powerful searchlights, and prison guards armed with rifles and bayonets. Police dogs roam the camp at night. The men struggle to survive on a starvation diet: average weight loss for a POW at Stalag Luft IV ranges from twenty-five to forty-five pounds. A slice of bread and watery cabbage soup is the mainstay of a prisoner's diet.

In February 1945, the Russian front approaches Stalag Luft IV and the Germans evacuate the camp. A forced march proceeds across northern Europe in the midst of the coldest winter on record. Conditions are horrific. Many of the prisoners develop severe frostbite. They have little food and search farmer's fields in hopes of finding a potato or onion left over from the last harvest. They become infested with lice and fleas and are prone to dysentery. After traversing approximately one hundred and eighty-five miles by foot, my father becomes too weak to continue. He is taken to a makeshift barn hospital and from there is placed in a boxcar and taken to Stalag 357. Liberation finally comes a couple weeks later, on April 16, 1945.

May 12, 2013

Gone is the control tower, the hangers, and, of course, those legendary Flying Fortresses. Only crumbling foundations and remnants of runways, taxiways, and hard stands remain. The base hospital has been adopted by New Eccles Hall School and the Women's Voluntary Service Canteen is now a shop named Kit's Barn. The rural rail station the American flyboys once used as a landmark as they made their final approach back to Snetterton still hugs the tracks.

A few scattered Nissen huts pepper the landscape. One houses a fascinating museum bursting with exhibits and artifacts from the days when the Yanks were "over there." Reenactors, resplendent in authentic American uniforms, welcome us to the museum. Period jeeps line the road, and a 101st Airborne encampment is pitched on the lawn of the old base hospital. Glenn Miller, the Andrews Sisters, and Benny Goodman hits are broadcast over a replicated American Forces Network



Harold Tucker's crew Dalhart, Texas, 1944

*Bottom row (from left): Pilot - Harold H. Tucker, Macon County, Tennessee
Copilot - Robert A. Greenwood, Syracuse, New York Navigator - Samuel R. Detwiler Jr., Los Angeles County, California*

Bombardier - Walter Slemensky, Kenosha, Wisconsin

Top row (from left): Engineer/Waist Gunner - Lawrence L. Witt, Detroit, Michigan

Radio Operator - James A. Davis Jr., Fort Hunter, New York

Ball Turret Gunner - Willis D. Boatright, Monroe, Louisiana

Top Turret Gunner - Lloyd D. Stoller, Paulding, Ohio

Tail Gunner - Jennings C. Greuter, Defiance County, Ohio

Not pictured:

Waist Gunner - Lavern R. Maisak, Tremonton, Utah

radio station.

At Quidenham, a short distance away, a service of thanksgiving is held in the one-thousand-year-old St. Andrew's Church. A window in the memorial chapel depicts an American airman as he meets Jesus. It is dedicated in memory of the US Airmen from the 96th Bomb Group who lost their lives during World War II, a soulful reminder of the grave sacrifices made for freedom.

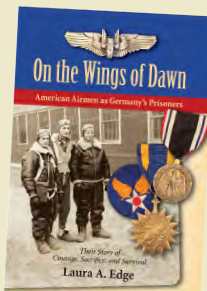
My father never returns to Snetterton after his doomed mission of May 12,

1944. Sixty-nine years later, I make the pilgrimage in his stead and in his honor. On May 12, 2013, I stand on the tranquil fields of East Anglia and my heart fills with pride. For me, there is no fear of Flak or fighters, no threat of injury or death. The battle is over; the victory is won. Peace prevails. Well done, Dad... MISSION ACCOMPLISHED!



Laura A. Edge, daughter of TSgt Lawrence L. Witt, at the 96th Bombardment Group memorial

On the Wings of Dawn: American Airmen as Germany's Prisoners is the book Laura wrote about her father, his crewmates, fellow prisoners, and forced march companions.



Adams, Lt. Col. Paul, of Greenville, SC passed away June 30, 2013. He enlisted in the Army Air Corps as one of the Tuskegee Airmen. He flew with the 332nd Fighter Group, an African-American unit, also known as the "Red Tail" group for their distinctive aircraft paint scheme. He is survived by his wife of 67 years, Alda.

Allen, Ralph W., Age 96, passed away June 4, 2013. He married Louise Kellum on December 15, 1945 in Cincinnati, OH. Ralph proudly served during World War II in the 3rd Air Division of the 8th Air Force Weather Headquarters in England, Elveden Hall. After 34 years of service, Lieutenant Colonel Ralph W. Allen honorably retired from the United States Air Force in 1977.

Bain, Robert J. Sr., 92, of McCandless, Pennsylvania, passed away, June 21, 2013. He was a retired Air Force Lt. Bob served in the Army Air Corps as a P-51 fighter pilot in Europe during World War II.

Bennett, Loren, went to be with the Lord on Thursday, December 27, 2012 at the age of 89. Loren was born on May 14, 1923 in Humeston, Iowa. On April 12, 1942 Loren was united in marriage to Naomi Miller. He was drafted into the Army Air Corps on October 12, 1943 and discharged on October 19, 1945. He is Survived by his wife of over 70 years, Naomi

Bland, Robert O., 88, of Florida passed away May 27, 2012. He was in the 361st Fighter Wing of the 8th Air Force in England as a crew chief during WWII. He is survived by his wife of 65 years, Ethel.

Bruce, Douglas W., 92, of Greenville, SC. passed away April 16, 2013. A Veteran of the US Army Signal Corps and the 8th Air Force. Survived by his wife, Winifred.

Bullard, William L., 89, of Elmore County, Alabama passed away July 1, 2013. He served as Engineer on a B-24 Bomber during World War II. He was a member of the 8th Air Force and the 448th Bomb Group. He is preceded in death by his wife of 54 years, Margaret.

Caldwell, Sgt. Warren G., Portland Oregon, passed away March 2013. He was born on 6 Dec 1920 in Maiden,



Warren Caldwell

N.C. Warren served as an Engineer/Top-Turret gunner on a B-17 in the 306th Bomb Group, 423rd Squadron. He was active in the 8th AFHS and was also a Mason.

Casaday, Marvin R., of Sarasota, Florida passed away March 22, 2013. Marvin flew 25 missions with the 335th Sq 95th Bomb Group as a waist gunner on Lt. V. W. Fords crew. He was highly decorated and awarded several medals. He is survived by his wife, Dorothy and 2 children.

Corbin, Odis Olin, 92, of Greenville, South Carolina passed away June 28, 2013. Veteran of WWII where he served in the Army Air Corps with the 376th Heavy Bombardment Group.

Davis, Leland "Lee" C. Jr., passed away June 6, 2013 of Monmouth. He was a B-17 pilot with the 379th and remained in the reserves for many years after the war, eventually obtaining the rank of Major. He married Bettina "Betty" Sands Davis, Feb. 26, 1946. Betty died Oct. 31, 1999.



Leland Davis

Elkin, S/Sgt Wayne, of Santa Barbara, CA. passed away memorial day at age 89. Wayne was togglier for Ellis Crew 388th BG, 560th BS Knettishall. He was shot down over Nuremberg Feb. 20, 1945 and was a POW untill April 29, 1945 at Moosberg, Germany. He remained in the Air Force after the war and served in Korea, Vietnam and Dew Line. He retired some years later at the rank of Colonel.

Ellis, Roddey S. Jr., 91, of Greenville, SC. passed away April 14, 2013. He was Pilot with the 513th Fighter-Bomber

Squadron (9thAF) and fought in the WWII European Theatre, including D-Day Normandy invasion. He is survived by his second wife, Armena.

Hammond, George Earl, passed away June 30, 2013



George Hammond

Cheltenham, MD.

A survivor of the daring August 1943 "Operation Tidal Wave" low level day-time bombing mission against the Nazi petroleum complex at Ploesti, Romania. The youngest of six children, the product of the Depression years, and a perfect example of "the Greatest Generation" in every respect. After the attack on Pearl Harbor he was selected for bombardier/pilot training in the heavy bomber of the time, the B-24 Liberator. He met Marie Graham, whom he wed after only 6 dates; a marriage that would be rock steady for over 70 years.

Hinrichs, Edward T., age 90, passed away Dec. 25, 2012 at the VA hos-



Edward Hinrichs

pital. Born in St. Paul, May 23, 1922. Preceded in death by his wife, Randy. During WWII he was a flight engineer on B-17's, flying 32 missions. With his wife's help, they researched his

bomb group of all downed planes and what happened to every crew member of those planes, resulting in the book *Missing Planes of the 452nd Bomb Group*.

Hoerter, George J., age 92, Lebanon,



George Hoerter

KY, passed away August 19, 2013. He was a retired Lt. Col who served 31 years in the Air Force. He was a B-24 pilot with the 492nd in England during WWII flying missions at night

for the OSS and flew C-46's and C-47's during the Korean Conflict and during

the Vietnam era. He served as the Base Executive Officer at U-Tapao Thailand, a B-52 bomber base. In September 2005 the Lebanon/Springfield Airport was designated as 'George J. Hoerter Field' in his honor.

Hollis, Eugene Reid, 92, of Locust, NC, passed away May 20, 2013. He was a WWII

United States Air Force Veteran serving in the 8th Air Force 1st Bombardment Division 94th Combat Bombardment Wing stationed at Glatton Air Force Base in England, as well as, the 351st Bombardment Group (H) 1061st Military Police Company at Polebrook Air Force Base in England. He is preceded in death by his wife, Ora Lee Almond Reid.

Horney, William "Bill", 91, passed away on August 22, 2013. He was a B-24 Navigator on "Dirty Gertie", with the 466th BG 786th BS. He is survived by his wife Jane.

Jansky, Robert (Bob), proud member of the Mighty 8th Air Force and the 34th Bomb Group went to heaven on April 24, 2013, one month shy of his 88th birthday. During the war, Bob was a B-17 tail gunner and flew 34 successful missions over Europe. He is lovingly survived by Josephine, his beautiful and beloved wife of 67 years.



Robert Jansky

Jehle, Jerry, 90, of Montgomery, Alabama passed away June 21, 2013. He served as a pilot in the U.S. Army Air Corps during World War II. He was preceded in death by his wife of 54 years, Velma and by his wife of 2 years, Jean.

Lewis, Roy Hunter, passed away June 21, 2013 in Metairie, La. He was 90 and a native of Fordoche and resident of Maringouin. He served as an engineer and top turret gunner in the Cabin in the Sky B-17 bomber in the Frantic II mission. His group - the 8th Air Force, 96th Bomb Group, 337th Bomb Squadron - participated in the bombardment of the Ruhland oil refineries en route to Russia. He is survived by his wife 67 years, Elizabeth (Betty) Kimball Lewis.

Lindquist, John A., 93, passed away June 30, 2013. He was with the 493rd Bomb Group. He flew 38 missions as bombardier and/or navigator on B-17s and B-24s



John Lindquist

into occupied Europe. He retired from service as a major, having earned during wartime tenure the Distinguished Flying Cross, Air Medal with six Oak Leaf Clusters, European African Middle Eastern Campaign Ribbon with five bronze campaign stars and the American Theater ribbon; his performance was rated excellent. He served 16 more years in the Air Force Reserves. John finagled an eight-day leave from cadet training in Texas to marry his love, Telitha (Tita) Ellis.

London, Paul C., 92, of Denver, Colorado, passed away on May 17, 2013. Originally from Pittsburgh, Pennsylvania, Paul was an air traffic controller in "Flying Control" with the 93rd BG (nicknamed "Ted's Travelling Circus") stationed at Hardwick, England. Later on, he became a founding member of both the Colorado Chapter of the 8th Air Force Historical Society and the American Air Museum in Britain. Paul is survived by his wife of 63 years, Jacqueline.

Lukomski, Edward, 90, of Seminole, Florida passed away Nov. 27, 2012. A B-17 pilot with the 447th BG stationed in Rattlesden, England. He received the DFC and Air Medal. Survived by his wife of 68 years, Daphne.

May, Charles "Chuck", age 89 was a co-pilot of a B-17 with the Martin Provisional Group, a group of 32 bombers which served as replacement crews. Chuck's crew flew the "Winnie-C" bomber and was in the only crew of the 32 to fly 25 missions with no lives lost. Chuck returned to the US became a first pilot flying out of Florida training radar crews. Decorated with DFC, air medals, etc. Chuck was a member of the Pennsylvania Chapter, 96th BG 339th Squadron.

Mavor, Carey Sr., 88, passed away on Nov 29, 2012. He was a member of the 452 BG, 728th BS and flew 25 missions



Carey Mavor Sr.

on the B-17G "Scrappy Jr" [44-83264] as a ball turret gunner. He had a lifelong interest in aviation and earned his private pilot license after WWII. For many years he met

with other former 8th Air Force aircrews in the local area. He supported World War II museums by visits and donations. Whenever a restored B-17 came to town he would meet with visitors and share wartime experiences with them - continuing up until a few months before his passing. He always enjoyed seeing the reaction of young children when he described riding in the ball turret in the bombers.

Monroe, David O., 89, passed away April 5, 2013. He was a waist gunner on a B-17 with the 447th BG. Survived by wife and four children.

Morris, Jim, 91, passed away on 12 June, 2013. Jim was Toggallier on the John Sutton's Crew with the 336th Bomb Sqdn. He is survived by his wife, Carol.

Moseley, John Raymond, 94, of Montgomery, Alabama passed away February 11, 2013. He is survived by his wife of 67 years, Doris. He served in the Army Air Corps and was a bomber pilot during WWII.

Nowicki, Edmund George Age 90, of Minneapolis, passed away peacefully February 5, 2013 in Longmont, CO. He was a highly decorated WWII airman who flew 35 missions with the 385th BG.

Pollitt, Francis L. "Bud", 87, passed away April 9, 2013. He served as a navigator on a B-26 in France. He is survived by his children, grandchildren and great-grandchildren.

Savoy, John B., 91, a 60 year resident of Ludlow MA, passed away on April 22, 2013. John served as a Combat Radio Operator on B-24s with the 487th Bomb Group in Lavenham, England. After 11 successful missions, John's plane was involved in a mid-air collision with a B-17 while both were on a training mission on July 20, 1944. Five of John's crew mates and five members of the B-17 crew were killed in that collision. The B-24's bomb bay doors were open at the time of the accident and John successfully bailed out through them. John was grounded after this tragic event and was reassigned to the base radio school. There he instruct-



John Savoy



S/Sgt Howard Schreck and his crew

ed, as well as conducted preflight briefings of combat radio operators until the end of the war.

After the war John married Mary Rita Mathot. He was active in the 487th Bomb Group Association and will long

be remembered for showing up in his World War II uniform and singing all the verses of the Air Force Hymn.

Schreck, S/Sgt Howard, passed away on June 2, 2013. Howard was a TTE in the 453rd Bomb Group, 733rd Bomb

Squadron. He flew on the B-24 "The Swede" and flew 35 Missions. Howard was awarded DFC, Air Medal with Clusters, Good Conduct Medal.

WOLF, BELTON CHARLES

June 15, 1923 - June 13, 2013

Resident of Campbell. Belton's life was an endless adventure. Blessed with the art of conversation and drive to succeed, he fit so much into his life. Stories of his San Francisco childhood, his singing and hotel detective jobs at the Fairmont and Mark Hopkins hotels brought a smile to any listener. At age nineteen, Belton served his country in WWII as a B17 crew member for the 305th Bomb Group based in England. He flew over two dozen missions and was awarded the Distinguished Flying Cross, the Air Medal with four oak-leaf clusters, and the Purple Heart among others. He established a long career in the Air Force, earning Airman of the Year and flew several missions in Vietnam before retiring as Colonel after serving in active duty reserve. Belton started a career in security management at Ford Aerospace where he retired in 1988. He continued to add to his stable of



stories with annual trips abroad with his wife, Mary Anne, his membership in the Screen Actors Guild, appearing in movies and TV shows, and serving as a board member with the *8th Air Force Historical Society*. Belton was larger than life and a rare treasure to all that knew him. He was a mentor and beloved father and grandfather and will be deeply missed by all. Heaven just gained another hero... Belton was preceded in death by his wife, Mary Anne.

Shelton, Lt. Luther Conway "Skip" Jr., 90, of Greenville, SC passed away June 1, 2013. While in the service he graduated from flight school and attained the rank of Lieutenant and served as a Bomber Pilot, flying a total of 17 missions. He is survived by his wife, Shirley Langley Shelton.

Shook, Caroline "Gribbles", 93, formerly of DeSoto and Sandwich, passed away August 14, 2013.

She met and wed Randolph Shook, in Brampton, England on August 15, 1945, while both were serving in WWII. They enjoyed a military honeymoon on the Isle of Man. Sgt. Caroline Shook served as a historical stenographer for the 8th AF 1st Air Division, HDQ12, Air Bases, WAC Det., Brampton, England. She was a member of the 8th AF Historical Society, the Women's Overseas Service League (WOSL).

Strunk, Melvin John, 89, passed away April 14, 2013. He was born October 21, 1923 in Abilene, Kansas. He was with the 447thBG. John flew 35 missions over Europe and was awarded the Distinguished Flying Cross and Air Medal. He was united in marriage to Marie Bertsch on June 1, 1946.

Turner, Polly, passed away August 2013, she was the wife of General Joe Turner, B-17 Pilot, 96th BG, 413th. Squadron for sixty years.

Walters, James E., 93, of Middletown, KY., passed away on December 31, 2012. He was with the 447th BG, 8th Air Force stationed in Rattlesden, England where he played baritone sax in the "Blockbuster Army Air Corps Band". His loving wife, Ruth, preceded him in death in 1998.

Whalen, Arthur J. Jr., 89, of Champaign, IL, passed away on July 10, 2013. Sgt. Art Whalen, flew 33 missions as a B-17 Ball Turret Gunner with the 94th BG out of Bury St. Edmunds, England. Most of those missions were with the crew of the "Sweetheart of the Skies."

Art was preceded in death by Rosemary, his wife of 50 years.



Arthur Whalen

Williams, James E., 94, of Troy, Alabama passed away January 29, 2013. Col. Williams served as a pilot and operations officer with the 155th Photo Reconnaissance Squadron. Col. Williams was a pilot during the Korean Conflict, served as the Air Force Advisor to the Alabama National Guard. He is preceded in death by his wife of 63 years, Adelene.

Wunnenberg, Chris A., 90, of Cincinnati, Ohio passed away January 26, 2013. He was a B-17 pilot and last surviving member of "The Character Crew". He had the unofficial record of having completed his 28 missions over Germany in the shortest time. He is survived by his wife of 69 years, Verna.

THE BROKEN PAPERWEIGHT

On my desk today there is a photograph of you
Beneath an old glass paperweight that's broken half
in two.

That old familiar smile you smiled still smiling back at me
Reminds me of the times we planned that now will never
be.

You were oh so handsome in your spiffy pinks and greens,
Not to mention the sparkle from your chest of those shiny
silver wings.

Then came the time to say farewell, one last kiss and hug
And off you went with your new crew into the skies above.

Your location was unknown to me and I could only guess.
But you wrote me every day, and I'd clasp them to my
chest.

Your squadron had a baseball team that were the base's
best.

It was winning every game, but then you went to Metz.

Half the team was lost that day and it never was the same,
Each guy was replaced by someone new; you never learned
their name.

Friends were lost as time went on, which taught an ugly
lesson,

One by one, you were a pal, but avoided loss depression.

Then suddenly the letters stopped and I began to fret,
Were you too tired or busy, or did you just forget?
One day the doorbell rang and then my heart stood still,
No one ever rang that bell unless it boded ill.

On my desk today there is a photograph of you
Beneath an old glass paperweight that's broken half in two.

Submitted by: Sharon S. Allen

7370 Winery Lane

Charlotte, NC 28227

Sharon has studied the WWII 8th Air Force, all of her life and now considers herself a living historian on the subject. Her father was a 35 year career Army officer. The inspiration for this Poem came from an old heavy glass paperweight with a photo of her father in his pinks and greens attached to the back of the paperweight. At some point before she received the paperweight, it had been broken. She started working on this Poem in 1960, when she was in high school.

A NEAR-MISS REUNION

Thomas Creekmore and
Lewis Burke,
Class of 1941

Published by the
Washington-Lee
Alumni Association



Washington-Lee Seniors
Tom Creekmore and Lew Burke, Blue and Gray 1941,

Many of us encounter former classmates in the years after our graduation from Washington-Lee. We expect to meet many of them again at class reunion events. If we live locally, we have run into fellow alums at the grocery store or on Metrorail. We may have met former classmates in the most unexpected places, sometimes halfway around the world. Most of us, however, haven't experienced an almost-reunion quite like Thomas Creekmore '41 and Lewis Burke '41 have.

Tom arrived at W-L in 1938 as a sophomore from Portsmouth, Virginia. Tom and Lew both put their bikes to work while they were students at Washington-Lee. Tom cycled to school from his Cherrydale neighborhood, joining the W-L Bicycle Club and later becoming its President. Both Tom and Lew had newspaper routes. Lew helped route managers solicit for new customers which he excelled at, even winning a three-day trip to New York City for

the 1939 World's Fair. Back at school, Tom spotted movie star and alumni Forrest Tucker '38 returning to his old alma mater: "he would pull up in front of school in his chauffeured limousine to visit his favorite teacher, Ma [Sally] Loving." In his senior year, Tom met a recent transfer from Mississippi, Barbara Jean Hostetler '42, a brunette with a southern drawl; the high school sweethearts married in October 1942 after she graduated.

There were two graduating classes in 1941, one in February and one in June. Tom graduated with the early class and worked for a Washington bank before securing a job in the General Offices of Pennsylvania Central Airlines at recently-opened Washington National Airport.

After his June graduation, Lew worked at C&P Telephone Company until his parents gave their consent for him to enlist. He was called up in January 1943 and arrived in England in September 1944. Coincidentally, both alums entered the service on the same date, Tom departing Arlington

by bus for Camp Lee, Virginia while Lew took the train from Union Station to Miami for basic training.

Tom and Lew served in two different bombardment groups that were part of the Eighth Air Force. Tom was a radio operator in the 305th; Lew served as a co-pilot in the 398th. Both bomb groups flew many missions over Northern Europe, bombing infrastructure targets – factories, warehouses, shipyards, and railways. By the end of the war, Tom had flown nineteen missions and Lew flew twenty-nine.

By mid-April 1945, the war was nearing an end and the Soviet army had encircled Berlin. Early on Thursday, April 19, 1945 nearly 1,200 B-17 bombers and fighter aircraft assembled in the skies over England before their mission to bomb German rail targets. One veteran recalled the weather as bright but cloudy that morning. While the pilots assembled their planes into formations, the rest of the crew could relax before the mission.

Continued on next page



WAKE~UP CALL

By Thomas Lee Creekmore



TOM CREEKMORE - 1945
(Radio Operator - 305th BG)

Early in the morning of April 19, 1945, aircraft of the United States 8th Army Air Force were assembling into 12-plane formations and then into 36-plane formations. This was happening all over England before each bomb group

joined the 1,000 or more aircraft leaving England to bomb targets in Germany. This assembly of the plane formations was a busy and tedious time for the pilots, but not so for the rest of the crew.

I was flying my 19th and last mission in my plane, XK B, and taking a nap in my radio room that morning as the pilots were assembling, when I became weightless and hit the ceiling. Immediately afterward, I hit the floor with a thump. This was repeated until I was able to grab the leg of my radio table and hold on until our B-17 resumed normal flight. Over the intercom, I soon learned that our 12-plane formation had flown into another 12-plane formation and it was up to each of the 24 flight crews to take whatever evasive action was necessary to save their airplanes along with their crews.



LEW BURKE- 1945
(Co-Pilot - 398th BG)

About 25 years ago, I went to the National Archives in Washington, D.C., in hopes of finding out what squadron of aircraft we had tangled with. Our squadron leader, Major William J. Cook, reported the following on our return from the mission:

Continued on next page

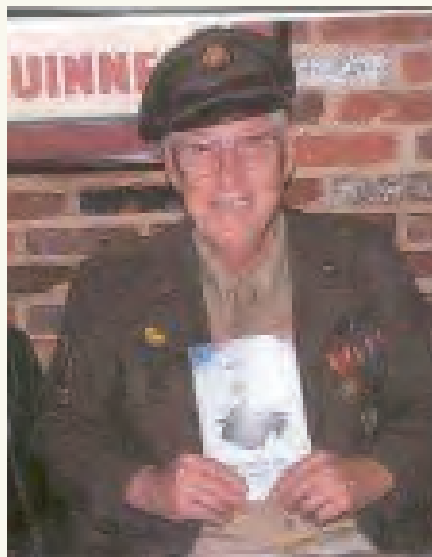
“At 7:44 a.m., at 5,000 feet over St. Albans, we flew together with a squadron from the 91st Bomb Group.”

I checked the 91st Bomb Group records and learned that the 91st did not fly any missions on April 19, 1945. Over the years, every lead I got turned up nothing.

In 1995, I received a letter from Bob Searfoss, the pilot who was flying deputy lead that day, and here is what he told me:

“Cook was asleep! Really. His co-pilot kept looking right! Never left; hence, the mess. Yes, I was on Cook’s right wing and saw the airplanes COMING. In fact, radioed him as such, but no response!! He was asleep. Yes. I pulled out of the dive at 264 MPH and stripped lots of rivets under base of wing. We came close to ground, 50 feet or so.”

On March 29 of this year I got some information that the 398th Bomb Group had an encounter with another group of planes on April 19, 1945. It was another false lead as the mishap was later in the day and not in the early morning. About two years ago, I located Lew Burke, a veteran with whom I graduated from high school, and we have been e-mailing regularly. I knew that he flew as co-pilot in the 603rd squadron with the 8th Army Air Force’s 398th Bomb Group, so I asked him if he flew on April 19. When he told me he did, I asked him if he remembered the encounter with other airplanes early that morning. This is part of what he told me:



TOM CREEKMORE
(Radio Operator - 305th BG)

“I remember that my pilot was flying off of the right wing of the plane we were in formation with, and [he] could not see the [other] formation that was at exactly the same altitude as ours. I grabbed the yoke of my plane, N7 B, at the last second and put most of my crew on the top of the fuselage as I dived to miss the plane coming straight at us.”

My high school friend, Lew, had the historian of the 398th Bomb Group send me the mission report for April 19. The report describes the aircraft (A/C) assembly routes of two Combat Wings (CBW)—the 1st and the 40th. Lew’s bomb group, the 398th, was in the 1st Wing; my bomb group, the 305th, was in the 40th Wing. In part, this is what is in the report.

“Assembly was made at Debden buncher at an altitude of 5,000 feet from 0703 to 0739 [hours]. Some difficulty was experienced on the Wing assembly. On the Wing assembly route in the vicinity of Ware [England], the



LEW BURKE
(Co-Pilot - 398th BG)

Wing was flying slightly south of route and the 40th CBW was apparently flying north of their route. With the result, the A/C of this group became dispersed. Reassembly was made on course.”

Newt Moy, the lead pilot of Lew’s squadron, the 603rd, is living in Colorado. I have spoken with him several times recently. He recalls that the mishap was in cloudy conditions and bright sunlight. He had to peel off to the right to avoid other aircraft.

Approximately 200 guys were flying with the two squadrons that day. Yet, there were no collisions or casualties, and all 24 crews completed their missions, because of the quick thinking and skillful maneuvers by the pilots and co-pilots. The three veterans mentioned in this story—Lew Burke, Bob Searfoss, and Newt Moy—and myself, are the only veterans we know who are still living as of May 2013.

Continued on next page



Wake-Up Call”

by Paul Rendel, oil on canvas, 18" x 24", 2013

used by permission of Tom Creekmore.

This depiction of the incident shows Tom’s B-17 with the green triangle “G” on the tail. Lew’s plane with the Triangle W on the tail and number N7-B on the fuselage is shown below taking evasive action to avoid a collision. “

The Washington Post columnist John Kelly wrote an article about this event and the two high school friends, who, unbeknownst to each other, each flew a mission on that unforgettable day, April 19, 1945. After years of researching, piecing together various clues, and obtain-

ing eyewitness testimonies, the two veterans would learn 68 years later that it was *their* squadrons that nearly collided that day, just narrowly escaping a mid-air collision. The article, “Remembering World War II’s air war with two Arlington veterans,” was published on April 17,

2013, in “John Kelly’s Washington” column in *The Washington Post*.

“Remembering World War II’s air war with two Arlington veterans” Search for the article title online to find the link.



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PLOWSHARES

What in the world is a plowshare? If you are guilty of asking that question, you are either a 'city slicker' (spent most of your life in town), or you are too young to know, or you haven't been around a farm or farm folks very much. A plowshare is an essential part of an agricultural tool used by grain farmers to furrow the soil, (break it up) in preparation for planting the seed. Once the seed is planted, it takes time for the seed to reproduce itself into a crop. If there is no seed and consequently no crop, there is no harvest and no grain from which to bake bread, an essential element for the survival of mankind. Even the Bible talks about plowshares...in the Book of

Isaiah (2:4 NIV),
the Prophet declares;

"They (many people) will beat their swords into plowshares...Nation will not take up sword against nation nor will they train for war anymore".

The plowshare is often used to symbolize creative tools that benefit mankind as opposed to destructive tools of war, as symbolized by the sword. 'Swords to plowshares' is a concept in which military hardware is converted to peaceful civilian applications. An example is the dismantling of nuclear weapons and using the fuel used in them to civilian electrical power plants..

Veterans of past wars and conflicts have brandished their swords and peace reigns again for a time, then the plowshares are turned once more into spears and swords by careless and greedy people. Can we not live in peace? In the anger of a moment, a warring nation will forget that the world is made of people. These members of society all desire the idealistic world spoken of by the Prophet,

(Micah (4:3 N IV)

"nation will not lift up a sword against nation, nor will they train for war anymore."

We need to recognize that the need of mankind is spiritual and yet, we are still trying to 'fix things' by man-

made efforts: President Eisenhower, in his farewell address to congress, asked the military-industrial complex to remain strong until all world conflicts are solved. At the signing of the 1979 Egypt-Israel Peace Treaty by Jimmy Carter, Anwar Sadat and Menachem Begin, their hope was for peace in the Middle East. History has proven that neither of these or any other similar efforts changed anything for long. The world is still a hostile place in which to live.

God looked down in love and saw the misery of man-kind trying to 'fix things' their way. He made another offer. Since they wouldn't turn their carnal weapons (spears) into tools of usefulness (pruning hooks) as a society, He sent help directly to each individual, offering us the opportunity to make our own peace with God on a personal basis. The hope and redemption which God made available in His garden was for man wherever he was, regardless of his condition. He sent Jesus, His son, who was sufficient enough to supply the needs of everyone. In the finale of the musical Les Miserables the lyrics are:

*In the garden of the Lord,
They will walk behind the ploughshare,
They will put aside the sword,
The chain will be broken
And all men will have their reward.*

This last line of this musical gives guidance and hope for all of mankind, all men shall have their reward. To manifest this promise Jesus declared,

*"I am the bread of life. Whosoever comes to me will never go hungry, and he who believes in me will never be thirsty."
(John 6:35 NIV).*

John wrote in the same book other promises made by Jesus the giver of life sustaining bread to his followers:

*I am the Bread of Life
(John 6:35 NIV)
I am the Light of the World
(John 8:12 NIV)
I am the gate
(John 10:9 NIV)
I am the Good Shepherd
(John 10:11,14 NIV)*



Earl Wassom

*I am the Resurrection and the Life
(John 11:25 NIV)
I am the Way and the Truth
and the Life
(John 14:6 NIV)
I am the true Vine
(John 15:NIV)*

This type of offer is not made on Twitter or Face book or TV or the Washington Post or the New York Times. Many of those are peddlers who deal in spears and swords who are interested only in their own selfish ambitions. This comes directly from the Almighty for he says:

*"Ho, Everyone who thirsts, come to the waters; And you who have no money, come, buy and eat.....without money and without price....Incline your ear, and come to Me. Hear and your soul shall live!"
(Isaiah 55:1-3 NKJ).*

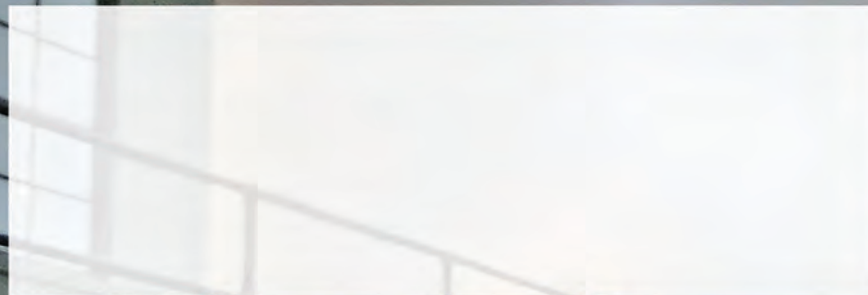
God is not needy, He does not need us but He desires to redeem us. The answer to our dilemma is that we need Him!

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





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



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VETERANS WERE IN ATTENDANCE

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Corey Dickstein and the Savannah Morning News