

December 2014



8TH AF NEWS

Volume 14 Number 4 Voice of "The Mighty Eighth"

Together Again



*William (Bill) McGinley &
Yvonne Daley-Brusselmans*

*Two Old Friends Reunite
70 years later*

*40th Annual 8th AFHS Reunion
Nashville, TN*



December 2014

8TH AF NEWS

Voice of "The Mighty Eighth"



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Inside this issue

Presidents Message	3
Editor	4
Membership Minute.....	4
Behind the Scenes	5
Operation Linbacker II	6-7
Belgium Rendez-Vous 127	9
Memphis Belle.....	10-11
Chapter & Bomb Group News	12-17
Book Reviews	18
40th Annual Reunion Photos	20-38
From Across the Pond	39
Taps	40-43
Mail Call	45-46
Reunions & Chapter Meetings	46
How About It?	47



FROM THE PRESIDENT'S PEN



This is my first message to you as your new President. I hope to carry on the fine work by those who came before me. I would like to thank the Board of Directors for the honor of electing me President, and for the confidence they have in me.

It was great seeing everyone at the Nashville reunion. What a great turnout we had, probably the largest since I have been coming to reunions. Check out the photos later in the magazine. Planning is already in progress for the reunion in Omaha next October. It is shaping up to be a great experience.

The mission of our Society is to preserve the legacy of the heroism and sacrifices of the men (and probably now women) who have served in the 8th Air Force. Their efforts must not be forgotten. My goal is to see that this mission is accomplished on my watch, and to set the table for whoever succeeds me. I will be working with the Board to develop programs to make sure we do just that.

The men who founded and flew with the Mighty Eighth in World War II have been the bedrock of the Society and continue to be so. We must now also welcome those who

served in the 8th subsequent to World War II. They too have been diligent in defending our country, and their history must also be preserved. Korea, Vietnam, the Cold War, more recent conflicts, and those who serve today are all part of our 8th family.

In this issue, you will also find the notice and mail-back envelope for your 2015 dues. Dues are very important in funding the Society. Early receipt of dues helps our cash flow immensely. I thank you for sending them in as soon as possible.

I hope everyone had a Happy Thanksgiving and wish everyone a very happy holiday season.

Dave



**David Nowack
President**

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8TH 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:

8 Rose Hill Drive, Savannah, GA. 31419 or P O Box 956, Pooler, GA 31322-0956

Memories Are Made of This...

This time of year always makes me a bit nostalgic. Holidays are an important part of our culture and whether you celebrate Christmas or Hanukkah, or have other traditions, we all have memories. Coming together as a family or with friends enable us to share those memories. That is what makes our annual reunions so special.

During our reunion in Nashville, it was great seeing so many of you either once again, or for the very first time. Reunions keep us connected in such a wonderful, concrete way. We see each other; we interact; we laugh; we cry; we remember. That's why reunions are so important. In planning the programs for Nashville, our goal was to try and offer activities and events that would be meaningful to everyone, but with one, absolute focus in mind: our veterans.

We had over 60 WWII veterans in attendance at Nashville—nearly 350 folks in all. That's an amazing testament to the bonds of friendship which have formed during the past 70+ years. Walking through various groups of attendees chatting was like stepping in and out of time: some were reliving moments which occurred back during the war; others were catching up on family activities; still others were remembering, mourning the loss of an old friend or crew member.

For me, the most emotional moments during our Nashville reunion occurred during our Symposium. As our presenters Dr. Steve Feimer, Ed Renière, and Yvonne Daley Brusselmans spoke about POWs and Escape and Evasion, I watched the audience react to the stories and the slides. And while we were all moved by those powerful words and photos, veterans in the audience remembered. For them, it was real. As difficult as it was to see and hear, it was important that we all remember. That we never forget these iconic moments of history.

Ironically though, through all the tears and emotions, what I

remember most about the reunion is, the laughter. I was sitting with a large group—at least 20 or so—at dinner one evening in the hotel restaurant. Conversations were ongoing among 2, 3 or 4 of us at any given moment, but then, without any planned direction or orchestration, we all found ourselves listening intently to just one individual—a veteran—whose stories and anecdotes captivated us so completely, we'd dare not interrupt...except to laugh. We were like silly school children, and it felt wonderful.

I realized during those moments that, no matter what, we have to remember...we must preserve and hold tight to these stories so they are never forgotten. But, we also have to listen. The stories of courage, sacrifice, and honor never stopped being written. Those whom we have deemed as the "Greatest Generation" opened the door with their accomplishments; and those who follow in their footsteps deserve to be remembered, too. It is up to us to preserve that legacy which began so valiantly over 70 years ago. It is up to us, to never stop remembering...to cherish the tears and the laughter for a very, very long time.

Korea...Vietnam...The Gulf War...Desert Storm...conflicts from all over the world. We must continue to keep that door open for all of our vets to come through. We must honor all of their sacrifices; preserve their legacies...their stories...their memories.

See you in Omaha!

Debra



Debra Kujawa
Editor/Managing Director

The most crucial ingredient in any organization—successful or otherwise—is membership. Without members, an organization cannot really accomplish anything. And without growth, an organization quickly stagnates and doesn't survive.

While I wasn't part of the "early days" of the Society, I have been fortunate enough to meet many of you who were, and still are. Your dedication and spirit has been the driving force which has made this organization truly great! Having said that, we also need to face a sobering reality: many of those who were charter members of the Society have passed away. At one point the Society had over 20,000 members—mostly WWII vets and their spouses. Today, we have approximately 4300 members; and many of those will not be with us this time next year.

Membership growth and financial support is absolutely critical as to whether or not the Society continues or dissolves. Our mission has always been to "Honor

those who serve" and we do this by preserving the memories and legacies of all of our 8th Air Force service men and women. One of the most visible ways we share these memories is through publishing and distributing the 8th A F News magazine as well as maintain a world-class website.

I am so honored to be part of this soul stirring publication, but in order to continue to fund it, we **MUST HAVE** your support in the form of your annual dues. Even though we have judiciously trimmed costs on publishing, printing, and mailing the 8th A F News, we need the financial support [\$40 annual dues] from **EVERY SINGLE MEMBER** of the Society in order to continue.

Several of you joined the Society as Life Members. A few years ago, the Board of Directors realized that expenses were rising but income was declining. That led to the difficult decision to ask Life Members to start paying annual dues. While many of you have accepted this challenge, over 1400 Life Members

have not. Just to assure you: **NO LIFE MEMBERSHIP** has been or **will never be canceled** because of non-payment of dues. Period. But, we implore all of our members to pay their annual dues promptly, so that we can continue to send the magazine as well as support our reunions.

Encourage your friends and family members to join the Society. Share past issues of the magazine with your neighbors, schools, youth organizations, and veterans groups—anyone with whom you interact. Preserving these stories is a total waste of time **UNLESS** they can be shared. Don't let the legacy of the men and women of the 8th Air Force be lost.

We need you. Again...

*Please locate the white envelope inserted in this issue to make your dues payment OR simply go online: www.8thafhs.org and pay using a credit card. Thank you!

Debra

BEHIND THE SCENES



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

Our 2014 December front cover displays two World War II friends, William (Bill) McGinley & Yvonne Daley-Brusselmans, reuniting tearfully after 70 years. (look for article on page 9)

The back cover, is the famous Memphis Belle. You could hear roaring on the runway, while awaiting for a new crew of vets to crawl up into this massive aircraft to experience the power from the four-engine heavy bomber aircraft of the B-17 Flying Fortress

and then watch them soar up into the air, just as these veterans flew 70 years ago during the war. (look for Memphis Belle article on page 10)

We had some of the best one-on-one visits and listened to some amazing stories.

If you were not able to attend the reunion, just know that we missed you and hope you enjoy this issue that contains plenty of photos and stories of familiar faces from the past.

All the beautiful reunion photos throughout this issue are compliments of Craig Dubishar, Cindy Wassom and a few from me of course! We sure missed our official and all-time favorite, 8th AFHS reunion photographer, Ralph Lynn. See you in Omaha 2015, my dear friend Ralph!

We try very hard to include as many articles as we can possibly fit into each 48 page issue. Look for your MIA article in upcoming issues. You have not been forgotten..



Sincerely,
Donna Neely & Telisha Gaines
donna@neely@gmail.com

PLEASE NOTE:

We welcome all of your stories!!!
Please include photos & more!!!
ALL file formats are accepted

We encourage you to send digital images WHEN possible.

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**for the upcoming March 2015
8th AF News magazine**

ANNUAL DUES RENEWAL ISSUE

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



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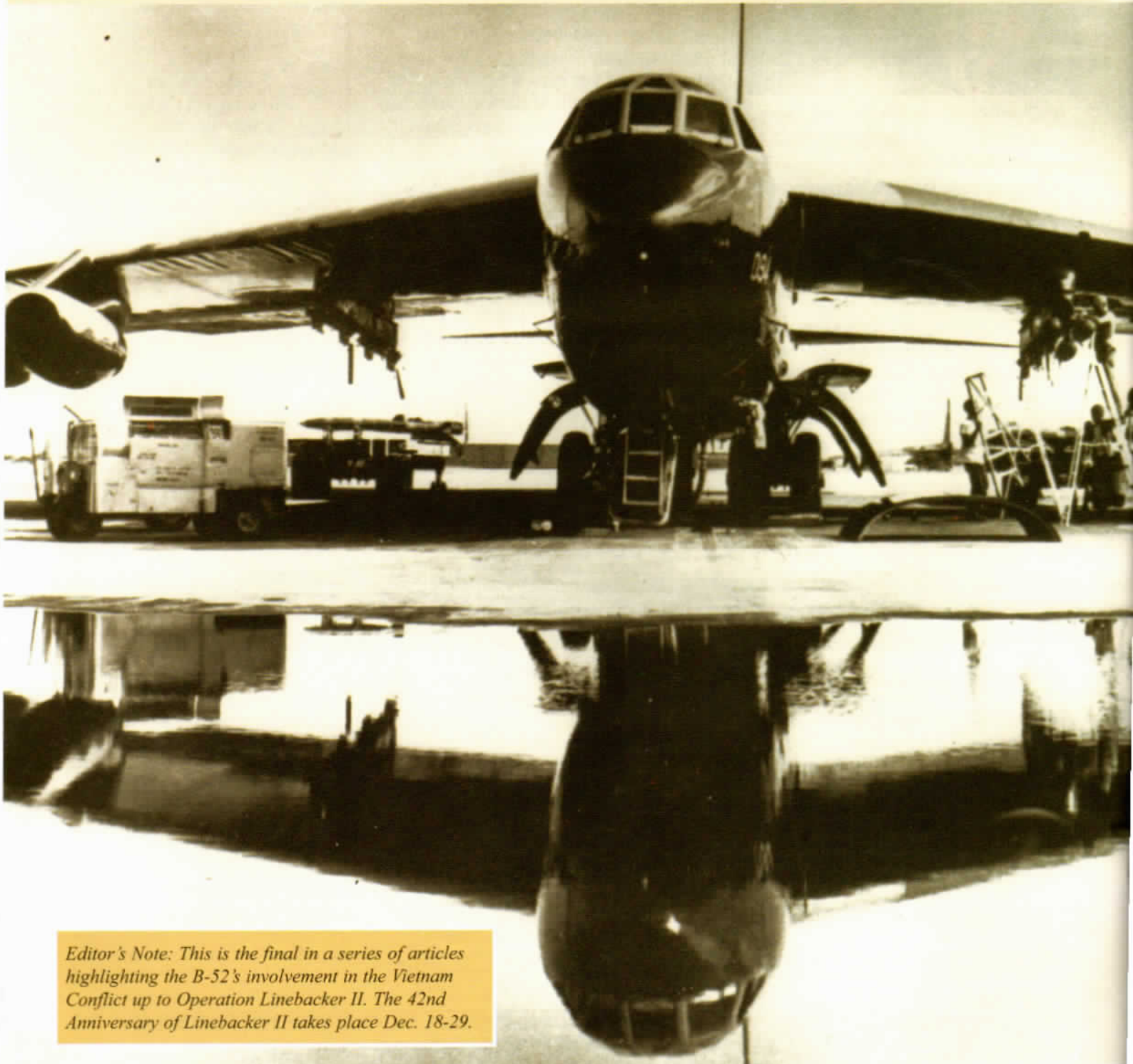
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Operation Linebacker II:

B-52s helped bring North Vietnam to the peace table

by Yancy Mailes, Air Force Global Strike Command History Office



Editor's Note: This is the final in a series of articles highlighting the B-52's involvement in the Vietnam Conflict up to Operation Linebacker II. The 42nd Anniversary of Linebacker II takes place Dec. 18-29.



When President Richard Nixon called for a halt to Operation Linebacker on Oct. 23, 1972, he and his chief negotiator, Henry Kissinger, believed that "peace was at hand." Unfortunately, on Dec. 13 of that same year, the Paris Peace Talks collapsed and President Nixon had few options to encourage the North Vietnamese to return to the negotiating table. So, once again, he called upon the B-52 community to bring peace through superior firepower.

On Dec. 18, 1972, the United States began its third and final aerial bombing campaign over North Vietnam. Many in the military who supported the campaign unofficially referred to the operation as the Eleven-Day War. For those who opposed the operation, including folk singer Joan Baez who was on the ground in Hanoi at the time, they nicknamed the aerial bombardment as the Christmas Bombing. Although in truth, a respite would come on that holiday. However, the military brass officially nicknamed the large scale effort, Linebacker II.

Over the course of 11 nights, B-52 crews staging from U-Tapao Air Base, Thailand, and Andersen Air Base, Guam, bombed targets in and around Hanoi, Haiphong Harbor and other military installations in North Vietnam. The crews flew a total of 729 combat sorties, dropping 15,237 tons of bombs focusing their efforts mostly on rail centers and storage areas, destroying 383 pieces of rolling stock and cutting 500 rail lines near Hanoi.

However, their efforts did not go unchallenged.

The North Vietnamese military attempted to stymie these bombing raids by sending MiG-21 pilots to engage the bombers and by firing anti-aircraft artillery and surface-to-air missiles at the B-52s. It is estimated that the North Vietnamese military fired as many as 1,240 SAMs, and this eventually resulted in the North Vietnamese striking 24 B-52s and downing 15. Of the 15 that the North Vietnamese downed, 10 came down within the boundaries of North Vietnam.

However, the bombings achieved two effects.

First the bombing raids destroyed military targets and curtailed North Vietnam's operations in South Vietnam. Next, the bombings took their psychological toll on individuals in Hanoi. Years later Mark Clodfelter would write in his book, *The Limits of Airpower*, "Individuals remaining in Hanoi received only an hour or two of sleep a night, their nerves strained by the continual attacks." He continued, "In eleven days aircraft dropped 13 percent of the tonnage delivered during the five months of Linebacker I."

After 11 nights of sustained heavy bombardment, Operation Linebacker II brought the North Vietnamese to the negotiation table.

The North Vietnamese had run out of SAMs, and through continued air attacks the B-52 crews had helped to destroy the enemy's air defense system. With no end in sight, the North Vietnamese signaled that they wished to return to the Peace Talks in Paris. President Nixon ordered that the B-52s stand down and 29 days later on Jan. 27, 1973, a cease fire agreement ending the Vietnam War was signed. Operation Homecoming began February 12, 1973, with the eventual release and return of 591 American prisoners of war.



DON'T DELAY

By Nancy Toombs

As many of you know, the Society has been working hard to relay the message to all our WWII veterans about the French Legion of Honor Medal. This is the highest award that France can bestow and it is given to all branches of service personnel who participated in the liberation of France.

I can't emphasize enough how important it is for every eligible veteran to make application, as it can take up to one year for your application to be approved. The main criteria for eligibility is the veteran must have participated in **one** of the four French campaigns. Those campaigns are:

- Normandy
- Ardennes (Battle of the Budge)
- Northern France
- Provence (Southern France)

Please do not put this off—make your application today. Call Nancy Toombs at (501) 681-3126. The Society will be keeping a record of all our members who have received this award. We have already lost 2 members of the Society who have passed since receiving their award: Edward Anderson 453rd BG and Percy Hanson 305th BG. If you have already received your medal please write or call Debra or Nancy and let us know.

At the 40th Annual 8th Air Force Reunion in Nashville we had six (6) veterans present who have received this honor: Marbury Councell 96th BG, Joe Garber 96th BG, Perry Kerr 466th BG, Bill Roche 452nd BG, Bill Thorns 96th BG, and Bill Toombs 493rd BG. If I inadvertently left out your name or the name of someone who has received the medal and was present at the reunion, please call me. I will make sure your name appears in the next issue. We are very proud of our Legion of Honor Award recipients and want to recognize each and every one of our heroes.



Wheels UP dedication

**B-17 "City of Savannah"
January 28, 2015 @ 1:00 pm.
Reception to Follow**



National Museum of the Mighty Eighth Air Force, 175 Bourne Ave., Pooler, GA 31322

Belgium Rendez-Vous 127

could be inserted into the Belgian underground

Meet Yvonne Daley-Brusselmans



"I am not a speaker," insists Yvonne Daley-Brusselmans, "I am a story teller." With that simple introduction, Yvonne began her "story" which included accounts of narrow escapes, brushes with the Gestapo, and the amazing courage of her mother, Anne Brusselmans; how she became central to saving hundreds of American and British airmen trapped behind enemy lines in Belgium, at tremendous risk to herself and her family.

Sitting quietly on a stage next to a small table on which was placed a photo of her mother, a few clippings, and other mementos, her calm delivery was in stark contrast with her tales of assassinations and intrigue, disguises and danger.

For one veteran in particular, William "Bill" McGinley, Yvonne's story was especially meaningful. "Bill" was introduced to Anne Brusselmans after he bailed from his burning B-24. Once on the ground he found himself quickly moving through the Belgian woods but with a gun pointed at his head as he was brought to Madame Brusselmans. She was the interrogator. The right or wrong answer to questions meant life or death. Luckily for Bill, his answers were authenticated. He became eligible to be held in the relative safety of the Brusselmans' home—at least until he

and ushered back to England.

Bill kept in touch with Anne through the years. After all, he was one of "Anne's boys." He made his way slowly up to the stage in a wheelchair after Yvonne began taking questions. She recognized him almost immediately. The years melted away instantly and two old friends began to reminisce, sharing Bill's story with the audience.

...more about Yvonne

Yvonne spent the four years of World War II in Brussels, under German occupation, while her mother, Anne Brusselmans, worked tirelessly in the patriotic but dangerous Belgian Underground.

After graduation from college with a degree in education, Yvonne worked in the European Office of the Air Research and Development Command of the US Air Force, at the Embassy in Brussels. She subsequently worked as an administrative assistant to the Hughes Aircraft Company representative in Brussels, and then for Shulton, Inc., also in Brussels.

Her husband, Ian Daley, served in the Royal Air Force for 26 years, after which he joined Her Majesty's Foreign Service. The Daleys left Great Britain for a post at the British Embassy in Paris, then went to Brussels to the European Commission with Lord Soames. Yvonne became an Assistant Teacher at the Common Market School in Brussels.

Following her husband's death, Yvonne Daley-Brusselmans immigrated to Canada first, and eventually to the United States.

She is a former Board Member of the Air Forces Escape and Evasion Society



[AFEÈS], a member of the Board of Trustees for the National Museum of the Mighty Eighth Air Force, a Life Member of the 8th Air Force Historical Society, and an Associate Member of the Order of Daedalians—Suncoast Flight #25, MacDill Air Force Base, Florida; and was a former member of the Royal Air Forces Escaping Society until her emigration to the United States.

Yvonne is the author of, "*Belgium Rendez-Vous 127 - Revisited: Anne Brusselmans, M.B.E. -- Resistance, World War II*" and "*Anne Brusselmans: Mission Accomplished: My Mother.*"

(Our front cover showcases more photos of William "Bill" McGinley and Yvonne Daley-Brusselmans from our 40th Annual 8th AFHS Reunion in Nashville, Tn.)





BELLE COMES TO NASHVILLE

One of the highlights of the Nashville reunion was the arrival of the Memphis Belle. Landing first at Smyrna, TN, the following folks experienced the thrill of an actual flight first hand: Carole Webb Slater, Jonathan Delgado-Levin-Turner, Michael Carr, Craig Dubishar, Ann Marek, Joe Garber, Marla Maynard, Bill Toombs, Dick Lewis, Perry Kerr, Ed Renière, and Murray Cogman. The crew: Bob Hill (pilot), Keith Youngblood, Jon Eads, Stuart Goldstein, and Dave Miller then brought her to Nashville so those attending the reunion could enjoy her for several hours.

The Liberty Foundation's B-17 "Memphis Belle" is one of only 13 B-17's that still fly today. The B-17 dubbed the "Flying Fortress" as a result of her defensive fire power saw action in every theater of operation during WWII. The majority of all WWII B-17's were operated by the 8th Airforce in Europe and participated in countless missions

from bases in England deep into enemy territory. There were 12,732 B-17's produced between 1935 and 1945, of these 4,735 were lost in combat. Following WWII, the B-17 saw combat in three more wars, B-17's saw service in Korea, Israel used them in the war of 1948 and was even used during Vietnam.

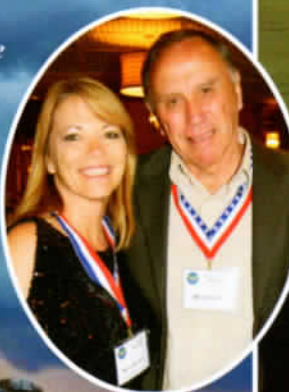
"Memphis Belle" was built toward the end of the war and never saw any combat. It is painted in the colors and nose art of the original historic "Memphis Belle" B-17 that flew countless missions with the 91st bomb group of the mighty 8th Airforce, and was the first B-17 to complete 25 missions.

The Liberty Foundation's B-17 had an interesting postwar history. Sold Surplus to National Metals Co. of Phoenix, Arizona for the sum of \$2,687.00 and then sold to Fast Way Air of Long Beach, California. 44-83546 became N3703G on the US civil register. In

1960 she was converted to a water bomber and operated as Tanker 78 until the late 1970s. N3703G was purchased by the Military Aircraft Restoration Corporation (MARC) in 1982. MARC, was started by David Tallichet, a war-time B-17 pilot with the 100th BG. He and his staff restored the B-17G to resemble a B-17F model. The restoration included reinstallation of power turrets, early tail gunners compartment, early Sperry dorsal turret recovered from a south Pacific wreck and adding a 91st BG paint scheme

In 1989, N3703G was hired for use in the filming of the Memphis Belle movie in England. In July 1989 she crossed the Atlantic with another B-17 to participate in the filming of the movie. Since returning to the U.S. N3703G has continued in the paint scheme of the "Memphis Belle."

Being afforded the opportunity to ride aboard the Movie Memphis Belle B 17 was one of the most profound experiences of my life. Our father was a radio operator in the 310th bomb group. I got a small taste of what he experienced. What he and the other World War 2 veterans did is part of my heritage. I am profoundly grateful to the Liberty foundation for their generosity....
Marla Maynard & Steve Lewis (brother/sister)



3 WWII veterans sharing stories after their flight L-R Dick Lewis 493rd, Bill Toombs 493rd, Perry Kerr 466th



*Preflight briefing.
Dick Lewis, Bill Toombs and Pilot*



*Bill Toombs
and Carole
Webb Slater*

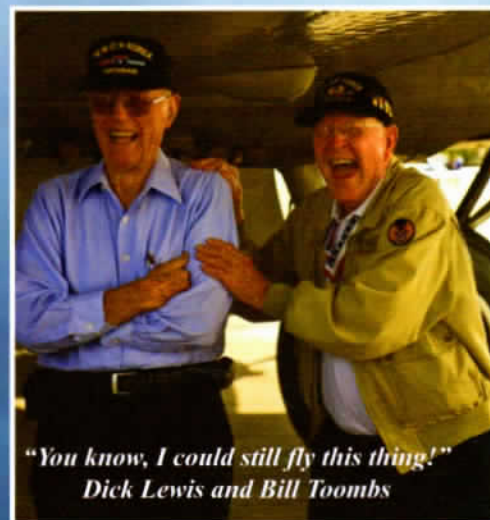


*"Yep. Darn
right I can still
fly this baby"*

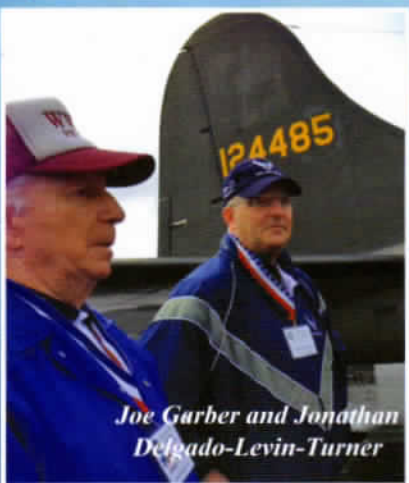


My ride on the B-17 "Memphis Belle" with its roar, smells, and tight quarters for 20 men, was a moving experience that reminded me of the incredible courage, bravery and strength of mind required of crew members who flew this war bird during WWII. I felt a renewed and awe-inspiring sense of pride for our WWII veterans who fought this war from the air and riding in this amazing plane while sitting next to Dub Toombs made the trip even more special. As the daughter of a fighter pilot, I looked out the small window in the B-17 and in my mind saw a shiny silver blue-nosed P-51 fighter plane from the 352nd FG flying escort off the wing.

Carole Webb Slater



*"You know, I could still fly this thing!"
Dick Lewis and Bill Toombs*



*Joe Garber and Jonathan
Delgado-Levin-Turner*



*Perry
Kerr*

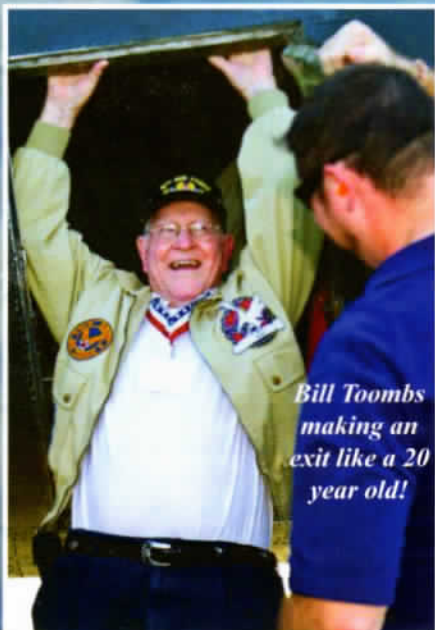


An experience and true humor to be surrounded by heroes on the type plane that helped win the war. A true once in a lifetime opportunity to have that privilege.

Michael Carr

It was my first ride in a B-17. It was a fantastic experience for me and one I will cherish for a lifetime. I am grateful to be able to have at least some idea of what it must have been like for my Dad as a pilot of both B-17s and B-24s. It was awesome!! Thank you.

*Anne Marek
Next Gen, 493rd BG*

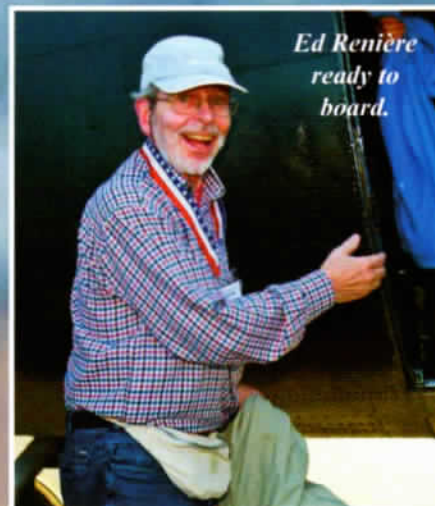


*Bill Toombs
making an
exit like a 20
year old!*

It was an honor and a privilege to have the opportunity to experience boarding the iconic Flying Fortress, hundreds of which I saw during the war flying over occupied Brussels and then after Liberation, on their way or back from Germany. The sounds, the smell of gasoline; to be able to sit and go around in that not so spacious B-17; the perfect flight - without the danger - together with WWII 8th Air Force veterans, in the capable hands of a dedicated flight and ground crew!... Impressive. Thought-provoking. Unique. Unforgettable.

(Thanks again Nancy and the Association for having made this possible.)

Ed Reniere



*Ed Reniere
ready to
board.*

Iowa Chapter News

The Iowa Chapter of the 8th AFHS was involved in two major projects this past year:

Our president, Charles D. Taylor, headed the fund raiser for a statue to honor Iowa Falls native son, Major Joseph P. Gomer, USAAF (ret). Joe flew with the iconic Red Tails, the Tuskegee Airmen. Charles was able to help raise over \$45,000 towards the statue which his son, Charles R. Taylor, designed. (Sculpted by Sutton Betti and cast by Art Castings Company).

A little about Joe Gomer:

Joe was born on June 20, 1920, in Iowa Falls, Iowa. From the time he was a small boy he dreamed of flying airplanes.

Joe and his brother Charles attended school in Iowa Falls where there was only one other black family in the town. But the community readily embraced the Gomers. His father owned a janitorial service and Joe worked with his from the age of 12 on. Joe graduated high school with honors in 1938—and lost his dad that same year. Local businesses and friends of the family pitched in to help and funded Joe's college education. He graduated from Ellsworth College in 1940 with a degree in pre-engineering. He returned to Ellsworth to learn how to fly from flight training offered through the Civil Aeronautics Authority, who prepared pilots for military service. The "Ellsworth Air Force" learned to fly in a pasture outside of



Major Joseph P. Gomer,

Iowa Falls.

With the outbreak of WWII, Joe joined the Army and was approved for Aviation Cadet Training. He was selected to join an experimental program launched by Congressional order to train black pilots at the Tuskegee Army Air Field in Alabama. Sadly, while en route by train to Alabama, Joe came face to face with racial discrimination outside the security of his hometown.

In spite of everything, Joe successfully completed pre-flight, basic and advanced training and was awarded his wings and commissioned a 2nd Lieutenant in May 1943. Assigned to the 332nd Fighter Group he was assigned to the 301st Fighter Squadron at Ramitrella, Italy.

The 332nd served as escorts for ship convoys and bombers of the 15th Air Force during bombing missions over Italy and Germany. They often engaged German fighters and attacked enemy positions as well as targets of opportunity. They became known as the "Red Tailed Angels" by white bomber pilots because of the distinctive markings on their planes. The 332nd Fighter Group flew 311 missions of which 179 were escort duties. They lost 68 pilots killed in action and an additional 30 were shot down and captured. During their 179 bomber escort missions only 27 bombers were lost to enemy fighters. They were credited with destroying 261 enemy planes, damaging another 148, and sinking one enemy destroyer.

Joe had several close calls. He crash landed his P-39 Aircobra, lost the canopy to his P-51 Mustang, and while flying the P-47 Thunderbolt had it bullet-ridden by a German fighter that stitched a line of holes from the right wing to the fuselage just missing him.

After sixty-eight missions (for white pilots it was fifty) Joe rotated back to the United States. On Christmas Day he arrived early at the troop transport ship in Naples and got in line to board ship. When it came time to board, he reported to the officer who was checking off names on the passenger list. Joe's name had an "N" behind it. He was ordered to the end of the line by the bigoted captain and not allowed to board until all the white passengers



Major Joseph P. Gomer,

were boarded—after dark.

When not fighting Germans in the air his group fought racism on the ground. "We shared the sky with white pilots, but that's all we shared. We never had contact with each other. German prisoners lived better than black servicemen, and the Germans treated us better than the Americans did. Our service to the country never got in the history books. We were fighting two wars: for our race and first class citizenship and for our country. We were there to break down barriers, open a few doors, and do our job."

"But, we're all Americans. That's why we chose to fight. I'm as American as anybody. My black ancestors were brought over here to help build America. My German ancestors came over to build a new life. And my Cherokee ancestors were here to greet all the boats."

At the end of WWII Joe remained in military service. In 1948 the Armed Forces were officially integrated. Joe learned to fly helicopters and served with the 315th Air Division in Japan during the Korean War. He then became a nuclear weapons technician stationed near Duluth, MN with the Air Defense Missile Squadron. He retired from military service in 1964 after twenty-two years. Joe stayed in the Duluth area and accepted employment with the US Forest Service as a local



Wayne Zeigler - Vice President
of the Iowa Chapter &
Leon G. Mehring, Treasurer

personnel officer. Twenty-one years later Joe retired again. He was presented a Superior Services Award by the Secretary of Agriculture for his work with minorities and women. After forty-three combined years of military and public service, Joseph Philip Gomer continued to help others through local schools and his church until his death in October of 2013. In 2004 the Ellsworth College Board of Trustees presented Joe with an Honorary Doctorate of Humanities. And in 2009 he was presented a Distinguished Alumni Award. The statue of Joe Gomer at Ellsworth College represents more than his battle on two fronts during World War II: the Germans and racial intolerance within the military and America. It also represents his success through a path of tolerance, integrity, respect, and compassion for others. He learned this through his parents and passed these traits on to his children. It represents also the fighting spirit shared by all American veterans in times of adversity—sometimes overwhelming odds from the days of the American Revolution to today. The 2nd event was our 29th reunion held on July 27th at Iowa Falls. We had 35 folks in attendance. We all enjoyed lunch at the Gathering Place Restaurant, then we went to see the Joe Gomer Memorial Statue. We all did a little hangar flying, then got together for a nice river cruise on the Iowa River later in the afternoon. Our banquet was held

at the Iowa Falls Country Club. Our chapter president, Charles Taylor, had a great display of his memorabilia and art work from his son, Charles. We then participated in an intimate memorial service honoring our departed members. Leon G. Mehring 305th BG 364th SQ Treasurer, 8th AFHS Iowa Chapter

Birthplace Chapter

An article in a June issue of the WSJ titled, "Battlefield Detroit", caught my attention as it related to a new book, "The Arsenal of Democracy", by A. J. Baime. The book covers all of the WWII wartime production that the Detroit area contributed to the victory, but, of course, dwelling heavily on the B-24, Willow Run Plant, and the Ford Motor Company and family. Most of us conducting tours at the National Museum of the Mighty Eighth Air Force, refer to President Roosevelt's Fireside Chat from the White House on December 29, 1940, about "The Arsenal of Democracy" and the fact we must out-produce our enemy. FDR referred to the... "Nazi Masters of Germany wanting to enslave Europe and then the rest of the world." The Ford family was divided. Henry Ford was an anti-war activist, anti-FDR, even accused of being a Nazi sympathizer, while his son, Edsel, was a friend of FDR and supported the defense effort and, at times, strongly opposed his father. Henry Ford started with his horseless carriage he called a Quadricycle. From that developed a Model-T, and a four-story factory in Highland Park. In the first year, 19,000 were produced and by the third year, 78,000 were assembled. The idea of the mass production assembly line was born. Some called it "Fordsom". Henry was all about machines and machinery, mechanical master pieces. The author, A. J. Baime, made a simple description of mass production which I really like, and quote here: "The man who places a part does not fasten it. The man who puts in a bolt does not put on the nut: the man who puts on the nut does not tighten it. Every piece of work in the shop moves. It may move on hooks, on overhead

chains... It may travel on a moving platform, or it may go by gravity." I called on the Ford Highland Park plant as a beginner steel salesman in the early 60's. It was then a Ford tractor plant. In 1914, Henry Ford made a dramatic move for his workers by reducing their work hours from 9 to 8 and doubling pay to \$5.00 per day. The average steel worker at the time was paid \$1.75 for a 9-hour day. After years of the Model-T, Edsel Ford had convinced his father to introduce a new model, thus came the Model-A. Louis Chevrolet, David Buick and Ransom Olds were offering competition. In 1920, the Ford new River Rouge factory was opened. The huge plant eventually had stamping, car assembly, glass and engine plant, and its own steel plant. Soon the new factory was producing 4,000 "A's" a day. The Ford Steel mill today is owned by Severstal, one of Russia's largest steel producers. However, in an effort to pull out of the USA, it is for sale along with another mill they own in Mississippi. A pending sale exists and, if completed, the new owners will be AK Steel of Ohio for the Rouge facility, and Steel Dynamics of Indiana for the Mississippi facility. Producing aircraft wasn't new to Ford. Edsel, as a teenager, helped to make a flying machine powered by a Model-T engine. Later, Edsel convinced his father to build an aircraft factory in Dearborn, and from that came the Ford Tri-motor called the "Tin Goose". Ford had the first concrete landing strip, and first to build an airport hotel, The Dearborn Inn, still a great facility today. In 1929, Ford sold 94 aircraft but the number dropped drastically by 1932, and aircraft production ceased. As the war in Europe expanded in the spring of 1940, FDR, against many protesters, expanded his strong concern for England, as well as for us. That led to his Fireside Chat. The president had asked congress for over \$1 billion for the military and suggested the nation should plan to provide 50,000 military aircraft - heavy bombers a must. FDR needed industry leaders in his corner and that led to the recruiting of GM president, William Knudsen. He placed him in full command of defense manufacturing. Interestingly, Alfred Sloan,

his boss and chairman of GM, was anti-Roosevelt, and advised Knudsen, "If you leave, don't plan on coming back." However, GM quickly became a large military contractor.

The government wanted to know if Ford would make aircraft engines on their assembly line. Edsel negotiated a contract to produce 9,000 Rolls-Royce Merlin engines: 6,000 for England, 3,000 for the US. Henry agreed, but later reneged, because he didn't want to make engines for the British government because he thought that would rush the US into the war. This was a great embarrassment for Edsel and others at Ford. Packard Motor Co. was contacted and agreed to produce the Merlin engine which later was used on the P-51.

Jimmy Doolittle contacted Ford to see if they could supply machine parts for a 4-engine bomber that Consolidated Aircraft had designed, B-24 Liberator, and that led to Ford's decision to establish a huge plant at Willow Run some 20 miles west of Detroit on property owned by Henry Ford. From that time forward, Edsel hustled his family's empire into the defense effort. Ford would make bombers like they made cars – mass production.

On January 8, 1941, Edsel announced they would begin to build a new type factory, approximately a mile long and a quarter mile wide, at Willow Run with the goal of one bomber per hour, 400 per month, with two 9-hour shifts, 6 days a week. My friend and co-worker at the steel company in which we were employed, Lou McQueen, after his years at Ford at the Rouge and Willow Run plants, celebrated every July which was the anniversary of the day they pulled a B-24 off the line every 57 minutes. He was so proud of that accomplishment. Of the 19,203 B-24s produced, 8,685 were produced by Ford at Willow Run. Consolidated, Douglas, and North American produced the balance.

The Willow Run facility, of course, included an airfield and all aircraft were test flown for over two hours and Charles Lindburgh, a Ford employee at the time, was one of the test pilots. Following the war, Ford closed Willow Run and Kaiser tried to manufacture

cars for a period of time. Later, GM purchased the plant and it became a hydra-matic transmission plant. I also made sales calls there as a beginner salesman. It was a huge and impressive building, and was somewhat emotional for me knowing the B-24 history of WWII.

Detroit "put the pedal to the metal" thanks to Ford, GM, Chrysler, Packard, Hudson, Nash, Studebaker, and Willys. I think everyone would enjoy "The Arsenal of Democracy" by A. J. Baime. By Robert Buck, President

Oregon Chapter

"Flying and Converting Military Surplus Aircraft into Aerial Firefighters"

In 1961, Aero Union Corporation was founded by Richard "Dick" Foy and Dale Newton. While with Aero Union Corporation, Dick was involved in many leading innovations in the field including modifications of the following aircraft for air tanker operations: B-25 Mitchell; PB-1W, the Navy version of the B-17; C-119 Flying Boxcar; Grumman Guardian and Tracker aircraft; C-54 Skymaster; P2V; and P-3 Orions. He worked on the M.A.F.F.S. firefighting systems for the U.S. and Greek Air Forces; a C-54 Skymaster to G.E. for developing airborne infrared radar systems; C-54 Skymaster aerial spray systems for insect/pest control; C-118 aircraft for fish and oil transportation in Alaska; Carvair and Guppy operations for hauling bread and outsize cargo; airborne refueling system for the Israeli Air Force Rescue Operations; quick cargo handling systems for C-130/L188; Airstair boarding/de-boarding systems for aircraft; and cockpit air conditioning systems for A-10 aircraft. Dick mentioned that the systems around the stable, slow-speed WWII bombers can be complicated; however, the airplanes themselves are easy to fly having been designed for physically-fit, 20-year-old



At the 2014 Airshow of the Cascades, in Madras, Oregon, Dick Foy is in front of the Erickson Air Group's Grumman Wildcat. Dick owned and operated this aircraft as part of a fleet of Wildcats used for aerial spraying. [Photo courtesy of Don Keller]

pilots. His company flew the forest-fire fighting PB-1W/B-17 aircraft up to 10 loads a day. They even converted this Navy version of the B-17 for single-pilot operation which the FAA certified, but the Forest Service did not approve and still required a co-pilot. The B-17 could carry up to 2000 gallons of fire retardant, while a P-3 Orion carries up to 3,000 gallons.

They even had a B-17K version, the mother ship to control drones to develop heat seeking missiles. This aircraft was known as Tanker 17 and is now Sentimental Journey, a B-17



Aerial firefighting memorabilia supplied by Donald Keller, Air Depot.

belonging to the Arizona Wing of the Commemorative Air Force and flying the air-show circuit. Almost all of the aircraft now flying in the touring circuit were tankers providing aerial firefighting services to state or federal agencies.

As for fire retardants, aircraft now drop about 9 pounds per gallon of monoammonium and diammonium phosphate, fertilizers that inhibit the growth of fire. Years ago, heavy-drilling mud borate which weighed up to 12 pounds per gallon and water which was around 8.2 pounds per gallon were used. Dick said, "The whole fire business is detection and dispatch. It's all about how soon you see the fire and how quickly you respond to doing something about it. Airplanes don't put fire out, people on the ground do. The airplane can contain fire and cool it by dropping retardant on the flame, but you need to be ahead of the fire. Of course, what goes on the flame can allow people to get up to it when they might not otherwise. It's all a lot of compromise. There is no direct science to this." Each situation is different and each region has its own method of making the fire retardants that they use. The government has released some aircraft from military surplus such as C-130Hs, but they are all bids which increase the price necessary to acquire them for air tanker operations. Some of the modern aircraft have more problems than the old WW II aircraft in wing spars, etc. Dick Foy said, "The B-17s when we got them had about 3000 hours and that was kind of high time for a military aircraft. When we sold them they had 30,000 hours."

While larger aircraft such as the DC-10 would be preferable for fighting fires, many tanker bases have runways that cannot support the weight of these heavy aircraft which also require additional maintenance expenses including 3-man crews and more ground support.

Dick Foy's most recent work has been with the Erickson company in developing the MD-87 as the next generation of air tanker. It has become operational and has been on station during the 2014 fire season.

Compiled by Tom Philo and Edited by Don Keller and Joan E. Hamilton

NYS Southern Wing Chapter

By David C. Levitt

2014 has been a banner year for the 8th Air Force Historical Society, New York State Southern Wing Chapter. This year, for the first time, we sponsored an unprecedented three luncheon meetings! Our attendees came from southern New York State, including New York City, New Jersey, and Connecticut.

Our first luncheon meeting of 2014 was on Sunday, May 4th at the newly renovated visitor center of the FDR Museum and Library in Hyde Park, NY. Stan Goldstein (466th BG), chapter vice president, did most of the planning. In keeping with our theme of the 70th anniversary of D-Day, chapter president Joseph Patrick "Pat" Keeley led a discussion on FDR's wartime role and the role of the 8th AF during D-Day. Several veterans joined in the discussion and shared their experiences in a most heartfelt and compelling manner. After the meeting, several attendees toured the FDR Library and grounds. The Library, as are many—if not all presidential libraries—is actually a museum. The FDR Library/Museum is very well done, making the FDR story enthralling, enabling history to come alive. My wife Linda and I went through the exhibits which we found to be most intriguing. It is truly a place you can visit many times and yet always learn something new and fascinating.

After leaving the FDR site, Linda and I visited with John Golden and his wife, Gloria, at their Hyde Park home. Both John and my father served in the 491st BG. While taking in the scenic view of the Hudson River from the Golden's den, we talked about the 491st, FDR, and our families.

Our second luncheon-meeting was held on Sunday, June 8th at the Holiday Inn in Plainview, Long Island. Out of the 40 people in attendance, 17 were first timers! With our president, Pat Keeley sidelined with an illness, our chapter treasurer, Anthony "Tony"

Capobianco and Pat's wife Andrea filled in. Veterans—both air, land, and sea—spoke about their many experiences as they recalled D-Day.

Sal Escaldi, representing sea veterans, led a contingent of WWII Merchant Marines from their North Atlantic Chapter. He also brought along several Merchant Marines from the neighboring Peconic Chapter, led by Ben Balsamo, for a total of eleven—including their families. Had it not been for the bombs, ammunition, fuel, and supplies carried by the convoys of Merchant Marine cargo ships across the North Atlantic—which sailed despite devastating attacks from the German Navy—the 8th AF would have been grounded. The 8th in turn made it a priority to target German held harbors and U-boat (submarine) pens to protect the cargo ships. Our sea veteran brethren felt right at home and thoroughly enjoyed the program.

Representing US ground troops was 97 year old Joseph Zanzonico. Joe was in a New York State National Guard unit that fought its way ashore at Utah Beach, Normandy, during D-Day. He also managed to survive the fierce German attacks during the Battle of Bulge. Joe brought his daughter and son-in-law with him to the luncheon as he shared his powerful and emotional experiences with our group.

Tony Capobianco shared his encyclopedic knowledge of the 8th AF by speaking about the role of the 8th during D-Day. Tony led an open forum during which the group shared their insights and experiences as to how and why the 8th AF prevailed in WWII against the Luftwaffe—the most advanced airforce in the world (at that time)—and the powerful German war machine.

Frank Ocello, of the Wounded Warrior Project, spoke concerning the high demand on our voluntary military service personnel who often face multiple combat deployments and the incredible physical and emotional stresses placed upon them. Our group responded by making a very generous donation to these veterans in need.

Following the successful June 8th gathering, an unprecedented third luncheon meeting was held at the same location on Sunday, November 2nd. Twenty-

eight people were in attendance. Several folks had been unable to attend previous luncheons, so they were happy to be able to participate at this one. Joe Zanzonico, our WWII ground troop veteran, returned with his son-in-law to join in the discussions once again. For this "Veterans Day" tribute, Pat Keeley emceed as veterans of ages spoke about their military experiences.

Pat spoke about some of the missions of the 8th during November, 1944. He showed a photo that had been taken 70 years to the day—November 2, 1944. The photo captures the exact moment as B-17s dropped bombs on their target and a bomber explodes from a direct hit from flak.

All in all, it has been a great year for the NYS Chapter! We've made several plans for exciting and inspirational meetings during 2015 and invite anyone in the area to please join us!

For the latest news and announcements of future events and activities, please check our website: blogs.ny8thswcafhs.org

Or contact Pat Keeley: fxe84@optonline.net or 516-674-7663.

You can also write to us:
8th AFHS—Southern NYS Wing Chapter
10 Arlington Lane
Bayville, NY 11709

Roanoke, VA Chapter

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Roanoke, VA 24018
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www.roanoke8thairforce.com

Wisconsin Chapter

Fly For Freedom III
By Cindy Drehmel, President
Tuesday, 9 September, marked the third annual Fly For Freedom event hosted by the 8th Air Force Historical Society, Wisconsin Chapter. Veterans from across the state gathered at the 128th Air Refueling Wing and I 43 Brown Deer Road exit to take a Badger Bus Freedom Ride to Manitowoc Wisconsin. Upon arrival at the museum, veterans were treated to

an honorary VIP tour of the USS Cobia Submarine and the Maritime Museum. Upon completion of the tour 17 WWII vets took part in a question and answer educational panel with Lincoln High School Students. Following the Q & A all members of the 8th Air Force Historical Society headed to the Court House Pub for an honorary dinner complete with mood setting 40s music and an honorary cake cutting ceremony. A two hour portion of the day's event deserves particular attention. Mid day all veterans, family and friends reconvened at the River Room of the museum. A panel consisting of 17 WWII vets, answered predetermined questions from local Lincoln High School students who were currently enrolled in American history courses.

Featured WWII Panel Veterans consisted of:

Bill Bergner, Buck Sergeant, Radar Operator / Technician, 8th Air Force, Milwaukee, WI
Robert Schuh, Sergeant, Gunner and Toggler, 8th Air Force, Chilton, WI
John Rosenberg, Staff Sergeant B24 Tail Gunner, 8th Air Force, Brookfield, WI
Edward Tyre, Lt. Col. Pilot, B26, 12th & 1st Tactical Air Force, Brookfield, WI
Robert Harter, Corporal, 8th Air Force, Menominee Falls, WI
Donald O'Reilly, Private First Class, 8th Air Force, Aurora, Illinois
Ralph Anderson, Lt. Colonel, B 24 Bombardier, 8th Air Force, Mt. Pleasant, WI
Merle Hayden, Corporal, 8th Air Force, Racine, WI
Art Grisa, Staff Sergeant, B 17 Gunner, 8th Air Force, Brookfield, WI
Harvin Abrahamson, Tech Sergeant, Radio Operator/Top Turret Gunner, 8th Air Force, Wauwatosa, WI
George Michel, Tech Sergeant, Radio Operator/Top Turret Gunner, 8th Air Force, New Berlin, WI
Henry Ratenski, Lt. Colonel, B29 Navigator, 20th Air Force, Brookfield, WI
Phil Tarpley, 1st Lt., B24 Navigator, 15th Air Force, Rio, WI
Ralph Windler, Private, 29th Infantry Division, Rifle Squad, Army, So. Milwaukee, WI
Paul "Butch" Tutas, Private, Occupational, Army, Port Washington, WI
Al Exner, Medical Corpsman, Surgical Tech, Navy, Waukesha, WI
Robert "Wink" Winklemann, Motor Machinist Mate 2/C, Submarine, Navy, Wauwatosa, WI

A special moment during the panel Q & A consisted of Bob Schuh announcing he was a 1942 graduate of Manitowoc Lincoln High School, the students gave their fellow graduate quite the cheer. Especially riveting was Art Grisa's recount of what it was like to fly in a B17 bomber. In his own words, "scary" as he recounted one mission when his plane was hit by anti aircraft flak over Berlin. Another, his 13th mission, a shell entered the plane and severed his throat and oxygen tube. Luckily the radio operator brought him a spare oxygen tank. The only way to communicate with his radio operator was through written word on the trek back to allied territory. Fortunately, he made it back to a UK hospital and was operated on. He reflected that until this day he has kept this written word between he and the radio operator, and the flak that the surgeon failed to remove from his arms and legs as reminder of that mission. He then finished by stating the surgeon advised him he could go home due to his injuries sustained. Grisa's reply, "Can I stay?" Grisa flew 16 additional missions thereafter.

Resounding themes were threaded though out the Q & A session:

Why did you enlist versus being drafted?
Bergner stated "At a time when truck drivers were becoming cooks and cooks, truck drivers, we chose our fate, the Army Air Corps, a.k.a. the Air Force, to protect our country.

Would we do it again?
To summarize the words of Anderson, Hayden, and Rosenberg, "Our belief in God got us through. We swore to protect our country from its enemies inside and out and would do it again."

What got you through the war?
In the words of Abrahamson and Tarpley, "As Christians, our faith in God saved them from certain death."

What is the impetus for life?
Michel, Exner and Winklemann recounted their stories of overcoming insurmountable odds as an impetus to

accomplish and overcome all struggles in life.

Do you have any regrets, how did you overcome the effects of the war? Ratenski, Harter, O'Reilly, Tyre, and Tutas suggest students learn through camaraderie the goals of taking care of each other and accomplishing a mission whatever one's purpose is in life.

When did you start talking about the war?

Some such as Anderson, whose sons also joined the military, never stopped talking about the war and price of freedom, others such as Schuh and Windler stated it was later in life when he realized the young kids of today must hear their stories to understand freedom. It's no one wonder our WWII vets are referred to as the "Greatest Generation," and in their words not mine, "the young people of today could learn a lot from us."

In summary, we can learn a lot from these gents who risked life and limb for our freedom to protect our great nation in air, land and sea. The next time you

speaking your mind, agree to disagree, go to church or board a plane for your favorite destination, remember the words of these brave heroes, who quite frankly considered themselves simply, Americans. "Know that freedom is not free. It was earned and needs to be protected."



Art Grisa, Sergeant, gunner



Bill Berger, Buck Sergeant



WWII B-24 navigator Phil Tarpley, B-29 pilot Ed Tyre and Fly for Freedom Chair and 8th AFHS president Cindy Drehmel aboard USS Cobia sub playing cards..

FLY FOR FREEDOM THANK YOUs

WI Chap 8AFHS would like to thank the following major sponsors who made this year's event a tremendous success: 128th ARW. Badger Coaches, Wisconsin Maritime Museum, Cousin Subs, Oak Creek Duncan Donuts, Court House Pub, Franklin Home Depot

Special thanks to Lincoln High School AP American History class students, Rachel George, Social Studies Department Chair & history instructor and Carl Sieracki, AP US history instructor.

Gratitude and Thanks to all FFF committee members who diligently worked with me (Cindy), to insure another successful outing: Harvin Abrahamson, Ralph Anderson, Bill Bergner, Chet Gardeski, Peter Gilbert, Dick Laske, Bill Krueger, Paul McCarty, Kathryn Ratenski, Henry Ratenski, Jeff Spritka, Tina Spritka, Bill Streicher, Paula Theisen,



For the past three years Fly For Freedom sponsored by the 8th Air Force Historical Society, State of Wisconsin Chapter reunites veterans of all conflicts and their families for a day of honoring it's vets and their families. 65 participants at the Maritime Museum in front of the USS Cobia submarine.

Book Reviews

MY PRIVATE WAR

Liberated Body, Captive Mind: A World War II POW's Journey
Norman Bussel

1944: Norm Bussel, an introspective and happy-go-lucky teen from Memphis, finds himself bailing out of a burning B-17 bomber just months after his twentieth birthday. Touching-down in a field outside Berlin, Norm was immediately seized by local farmhands, who were in the process of lynching him when a passing German soldier put a stop to the execution. For the next year, Norm would struggle to survive at the hands of the Nazis as a prisoner of war.

And that is when the rage began. Rage that he and his fellow captives were cold and starving, their wounds and illnesses left untreated. Rage that men were shot without warning. The rage and emotional turmoil he suffered during that year of hell would follow him home, denying him the peace and stability he and his loved ones longed for.

This is one soldier's searing and honest story of his battle with post-traumatic stress disorder and how he has dedicated his life to helping others battle this crippling and little-understood consequence of war.

Available through Barnes and Noble and other booksellers

Paperback: 326 pages

Publisher: Pegasus Books

ISBN: 978-1-60598-067-6

SHOT DOWN

The true story of pilot Howard Snyder and the crew of the B-17 Susan Ruth
Steve Snyder

Belgium ... February 8, 1944 ... Shot Down and Alive

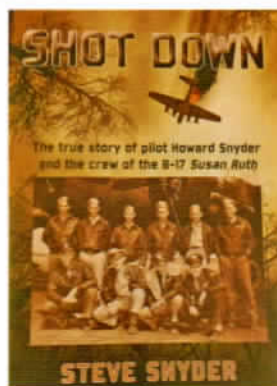
For the first time, the full and com-

plete story of the B-17 Flying Fortress Susan Ruth is shared in unbelievable detail. Author Steve Snyder's story of his father, Lieutenant Howard Snyder, and the Susan Ruth crew, provides in-depth details about many aspects of World War II few understand or know about including the:

- separation for young families as men went off to war;
- training before heading to foreign soil;
- military combat operations;
- underground and resistance and what Lt. Snyder did when he joined it;
- German atrocities toward captured crew and civilians;
- behind-the-scenes stories of the Belgium civilians who risked all to save American flyers who were in the air one moment, spiraling down in flames the next;
- creation and dedication of the monument to the Susan Ruth and its crew located in Macquenoise, Belgium in 1989

Shot Down was created from the vast number of letters and journals of Howard Snyder; diaries of men and women on the ground who rescued, sheltered and hid the crew; and interviews conducted by historians. Centered around the 306th Bomb Group in Thurleigh, England, it is informative, insightful and captivating.

For most, 70 years is a long time ago. World War II fades in importance as each year goes by. Shot Down moves history out of the footnotes into reality, keeping the stories of real people alive as they experience being shot down. You are there, almost holding



your breath as Lt. Snyder gets his crew out of his B-17 when bailing out over Nazi occupied Europe.

Available through various booksellers including Amazon.com or by contacting the publisher and author at:

Sea Breeze Publishing, LLC

601 Sea Breeze Dr.

Seal Beach, CA 90747

SteveSnyderAuthor.com

562-598-6902

Hardcover: 360 pages

Publisher: Sea Breeze Publishing

ISBN: 978-0-9860760-0-8

TO FIGHT FOR MY COUNTRY, SIR!

Memoirs of a 19 year old B-17 Navigator Shot Down in Nazi Germany
Donald E. Casey

Inspiring first person account of a then, 19 year old Don Casey, B-17 navigator in WWII, surviving a 23,000 foot free fall and parachute jump only to be captured and imprisoned at the famous "Great Escape" prison camp. The book is a must read for anyone who wants to know what it really felt like to fly combat missions, to be captured and to suffer the rigors of a winter death match under armed guard, to be on an overcrowded cattle car train and transported to the Hell Hole prison at

Moosburg, Germany along with 110,000 POW's, eating rancid "soup", fighting dysentery and swarming fleas, starving and finally being rescued by General Patton's Third Army at war's end (includes photo of the General at the camp). It is a riveting story that is hard to put down, written by a great story teller, now a Chicago trial lawyer for 52 years



Book Reviews

and full of cherished photos. Don Casey waited nearly 70 years to tell his story, now he shares with you. The book puts you there, on aerial combat missions, and inside the prison camp! Amazing narrative and vintage photos.

Available through Amazon.com
Paperback: 273 pages
Publisher: Sterling Cooper Publishing
ISBN: 978-1448669875

The Saint

Stories by the Navigator of a B-17
Stan Peterson

Stan Peterson was a 21 year old when he enlisted in the Army Air Corp. In the fall of 1943, he was stationed at Snetterton with the 96th Bomb Group of the 8th Air Force. The missions during this time came with incredible loss of planes and lives, but were instrumental in defeating Germany.

Stan is not an author by profession, but like many veterans of "The Greatest Generation" have done, he has written a compelling account of his personal experiences while serving as navigator of the B-17 known as "The Saint". Stan tells of the fears and the heroics he witnessed flying 25 missions over France and Germany helping to prepare the way for D-Day.

Available through Amazon.com
Paperback: 66 pages
Publisher: CreateSpace Independent
ISBN-10: 1500734462
ISBN-13: 978-1500734466

LEISNIG

Witness to Disaster

Sergeant Marlyn Bonacker's Short War Paperback – August 23, 2014
by Klaus Schumann (Author), Fred Preller (Editor), Inge Ellefson (Translator), Monika Holmes (Translator), Horst Ries (Contributor)



The authors relate an event from their childhood that happened right in their hometown of LEISNIG, Germany. On 6 April 1945, as the war in Europe drew to a close, two B-17 bombers collided overhead, raining debris from one B-17 over the area, and leaving the pilot of the other B-17 fighting desperately to save his barely flyable airplane and its crew. Narrowly avoiding a catastrophic crash into the populated area of the city, he nursed the crippled bomber past the city and across the river Mulde before his airspeed, altitude, and luck ran out. All seven remaining aboard his airplane perished in the ensuing crash into the side of a hill, leaving a solitary crewman who survived by parachuting to tell their tale. The other B-17 exploded in midair, flinging most of the crew to their doom.

The survivors' unlikely escapes are described by the authors, as well as their fates at the hands of the local populace. This book follows the crews on their bombing mission, through the circumstances of the accident, and describes how the Germans, into whose midst they were thrust, treated them with humanity. Follow the trail of their research as they discover and interview eyewitnesses and survivors. Learn how a widening circle of contacts with researchers and archivists on two continents finally lead to a full picture of the events of that day, when catastrophe passed close by LEISNIG.



Available through Amazon.com
Paperback: 78 pages
Publisher: CreateSpace Independent
ISBN-10: 1500824860
ISBN-13: 978-1500824860

The Last of "The Four R's"

Kenneth E. Rohde (Author)

Four army draftees, John Reck, Ken Rohde, Merel Roth and John Rush were joined together on induction day in October 1941 simply because their names were in alphabetical order. The US Army kept them together for 18 months of infantry training and service in the South Pacific. After Rohde and Roth returned stateside to begin flight training in the Army Air Force, they learned the two Johns had ben "Killed in Action." As a Second Lieutenant, Rohde when to England to fly B17's and was assigned to the 457th Bomb Group of the 8th Air Force. Often, flying with over 1000 other heavy bombers, their missions lasted up to 12 hours through heavy fighter attacks to reach Hitler's most prized industrial targets. On bombing runs designed to avoid POW camps the crews flew through exploding flak shells

that could be sent higher than any bomber stream. During his tour at Glatton England he received word that Roth had been killed in a dive bombing mission in Germany. In addition to being a pilot/copilot, the author flew tail gun position several times as observer in the mission's lead plane and was the first of his squadron to complete

35 missions. During the 4 war years he married his high school sweetheart Marge, fathered 2 sons and survived as the last of "The Four R's".

Available through Amazon.com
Publisher: Self-Published (2005)
ASIN: B000REJTAQ



8th Air Force Historical Society 40th Annual Reunion Nashville, TN

This year's reunion in Nashville will be remembered as one of the most well attended and perhaps most emotional experiences in the Society's recent history.

Attendees came from all across the US, Canada, Belgium, and the UK and included representatives from nearly every bomb group. Many of the vets were accompanied by their families and close friends which gave rise to "mini-reunions" taking place all over the hotel!



*Jeff Converse (918th BG) &
Yvonne Daley-Brusselmans*



Craig Dubishar (493rd BG)



*Cathy Duncan,
Stan Peterson
(96th BG) and
Nancy Severse*



Amelie deGaulle



Dr. Steve Feimer [speaker]



*Sharon Lee—Chief Justice,
State Supreme Court, TN*



*Edouard Reniere
[speaker]*



*Richard Shandor
[AFEES]*



*Jenny Cousins
[American Air
Museum at Dux-
ford]*



Norm Bussel (447th BG) & Sam Mastrogiacomo (445th BG)



Telisha Gaines, Yvonne Daley-Brusselmans & Donna Neely



Past President - Darrel Lowell (370th BG), Yvonne Daley-Brusselmans, Earl Wassom (466th BG) and Dennis Leadbetter



Ed Reniere & Debra Kujawa



Marla Maynard 390th BG & Steve Lewis (390th BG)



Linda Walter & Donna Archer (447th BG)



Cynthia Wassom (466th BG)
Performs at the Ryman Auditorium



Evelyn & Richard Lewis
(493rd BG)



Laura Edge (96th BG) & Candy Kyler Brown
(96th BG)



Yvonne Daley-Brusselmans and Bill
Toombs (493rd BG)



Gene McKee Craig Dubishar (493rd
BG) & Jack Rude



Clay Toombs (493rd BG) &
James Rasmussen (100th BG) 23

Over 60 Veterans in attendance during
Reunion, along with family and friends



the 2014 40th Annual 8th Air Force
ends for a total of 350 attendees





Joseph Garber & David Nowack



Cindy Baumann, Bill Toombs (493rd BG) & Clay Toombs



Carolyn & Marbury Councill (96th BG)



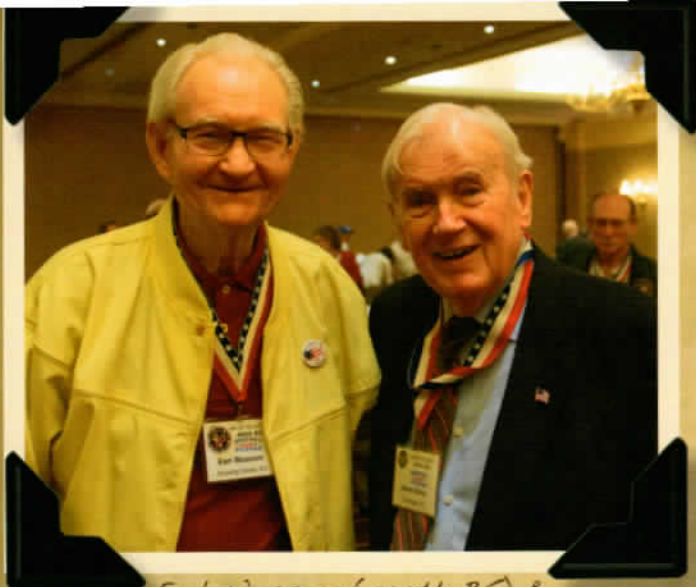
Carol & Bob Books (392nd)



Bob Moses & Darrel Lowell (370th BG)



Larry Goldstein (388th), Donna Neely & James Bass (457th BG)



Earl Wassom (466th BG) &
James Bass (457th BG)



Kitty Van Sickler (303rd BG)
& Jeff Neely



Craig Dubishar, Nancy, Bill, &
Clay Toombs, & Cindy Baumann
(493rd BG)



Cynthia & Earl Wassom



493rd BG - Veterans, Family & Friends



President Darrel Lowell



Earl Wassom receiving Roger Freeman award from Darrel Lowell



Robert "Bob" Moses



Ed Reniere



Candle Lighting Ceremony



*Ed Reniere receives
Roger Freeman award from Nancy Toombs*



*John Gilbert receives Roger
Freeman award from Bob Books*



*Yvonne Daley-Brusselmans receives Roger
Freeman award from Darrel Lowell*



*Mr. & Mrs. Bob Smothers
(452nd BG), with John Gilbert*



*John Gilbert with Yvonne Daley-
Brusselmans and Kim Laubach*



*Darrel Lowell & Nancy
Toombs*



Evelyn & Richard Lewis
(493rd BG)



Tony & Sandy Bezer



Joe Garber (96th BG)
& Bob Moses



Murray Codman
"Big Shorty" (447th BG)



Darrel & Becky Lowell
(370th BG)



Marlyn Bonacker (384th
BG) & Donna Neely



Bill
Thornes
(96th BG)



Mastrogiacomo &
Russ Chase (447th BG)



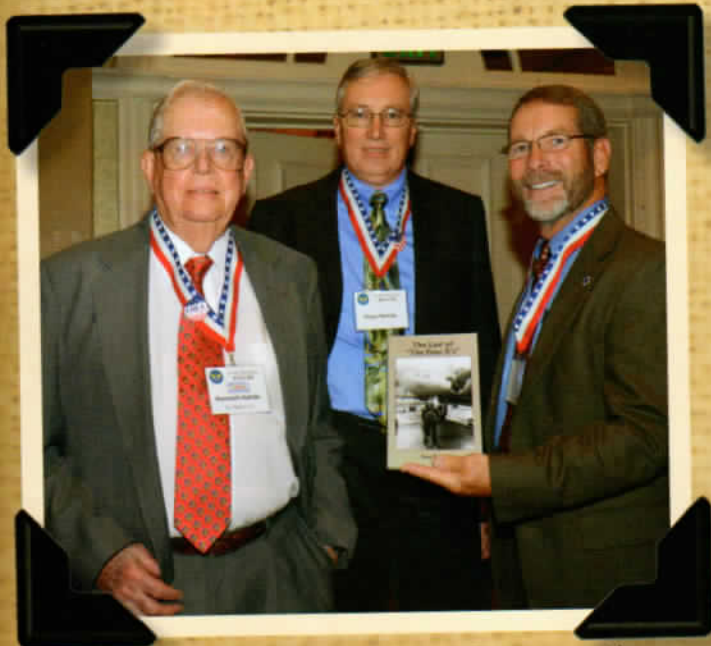
Earl Wassom (466th BG) &
Lionel Leblanc (381st BG)



Mr. & Mrs. Phil Hewitt
with Charles Huber



Managing Director/Editor of
the 8th AF News
Debra Kujawa



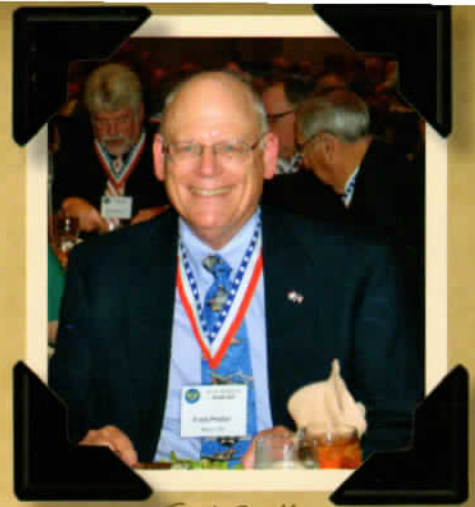
Kenneth & Peter Rohde (457th BG)
& Jeff Neely



Martha Curtis, Beverly Baynes-Tomb
& Cynthia Wassom



Bill & Nancy Toombs
(493rd BG)



Fred Preller
(384th BG)



Donna Neely, Telisha Gaines &
Jeff Neely



Dennis & Cookie Leadbetter



Ed Reniere, Jenny Cousins, Debra Kujawa
& Lucy Maxwell



Beverly Baynes Tomb (466th BG) &
Ivan McKinney (493rd BG)



Mike, Nancy & Robert
Hitchcock (303rd BG)



Kitty Van Sickler &
Carol Kyle Sage
(303rd BG)



Cynthia & Earl Wassom
(466th BG)



Joan & Joe Garber
(96th BG)



David & Lois Nowack
(392nd BG)



Ed Wexler & Catherine Hopkins

YOU ARE SAFE

His quiet demeanor is deceiving. When Edouard Renière stepped up to the podium in Nashville, he softly delivered a presentation addressing one of the most powerful and elaborate mechanisms for escape for airmen who found themselves trapped behind enemy lines in war torn Europe: Comète.

Born in March 1938 in Brussels, Belgium, Edouard Renière grew up in German-occupied Belgium. The war had a huge impact on him and his interest in the human stories of courage and sacrifice grew with the years. After early retirement working last for a Belgian building glass company and soon after being linked to the Internet at the end of 2001, he started research work from his home in Brussels. This

consisted in answering queries from families of mostly American servicemen, often of veterans themselves, in their search for information.

He specialized somewhat in the USAAF and particularly the 8th Air Force, slowly building a database that now includes thousands of aircraft and crew members. Many such email contacts developed into friendships between people who probably, except in very rare occasions, would never have the opportunity to meet each other.

Starting in 2007, through contacts with a Comète-related association, his research began to focus more and more on evasion lines, most notably the Belgian Comète (Comet) evasion network, which helped nearly a thousand Allied airmen, including many



Americans, and among those a majority of 8th AF personnel. Not all succeeded in their evasion, however, as many were ultimately arrested, either through denunciation, German efficiency or just plain bad luck.

In 2011, Ed and three friends, all three descendants of families who were involved with the Comet Line, started their own website, which has dedicated pages for every man helped by Comet. Those pages continue to grow daily, with new information coming in from various sources (till now unexploited archives, details and photos sent by relatives of airmen or from descendants of their helpers, etc.). The team's website is www.evasioncomete.org

Through his research, Ed has been able to help hundreds of grateful families in their search for information about the wartime past of their husbands, fathers, grandfathers, uncles who took part in the conflict and who, together with the Allies, helped in their own way to win that war.

Ed is married to Helena and they have two daughters and five grandchildren.

YOU ARE NOT FORGOTTEN



Photographs have a way of telling a story far beyond what words can say. As Dr. Steve Feimer began his presentation to the group during the reunion's symposium, he used vivid, often disturbing images when discussing the harsh realities of life as a POW during WWII—a reality, all too familiar to several veterans in the audience. Dr. Feimer spoke about the physical challenges: lack of food, water, clothing, and medicine; as well as the mental and emotional hardships the men endured for months on end.

Food was scarce throughout war-torn Europe and the Germans were not overly concerned about handing it out to prisoners. Steve passed around a loaf of "bread." While it looked like regular loaf of brown bread, it weighed several pounds and had started to crack. The "bread" was made from a recipe used by many of the camps. While it did have some flour, it was mostly sawdust and was designed to fill an empty belly, not nourish it. Many POWs starved during captivity...many more developed health problems which have plagued them their entire lives.

The horrors of the war...captivity...executions, and ultimately, liberation. A very powerful and stirring presentation.

...about Dr. Steve Feimer

Steve Feimer, a native of Yankton, South Dakota, is an Associate Professor of Public Administration and formerly Director of the Government Research Bureau at the University of South Dakota. In May 2006, Dr. Feimer assumed the position of Director of Criminal Justice Studies at USD.

Dr. Feimer's interest in researching and re-telling the stories of missing U.S. Airmen and POWs began with a search for Liberator B-24D-130, S/N 42-41075. This aircraft was attached to the 5th Air Force, 43rd Bomb Group, 65th Bomb Squadron stationed at Port Moresby, New Guinea. On November 23, 1943 while returning from a bombing mission over Gasmata, off the southern coast of New Britain Island, Papua New Guinea the B-24D Liberator went missing. What drew Steve's interest to

December 2014 (14-4)



THIS IS REAL HAPPINESS!

the disappearance of 42-41075 was the fact that the 19-year-old waist gunner, S/Sgt. Henry J. Kaufmann, was his uncle.

For researchers and more importantly for family members, it is important to answer such questions as: what happened to the aircraft? Was the plane ever found? Did any of the crew survive? Were human remains recovered? Were any crew members captured? Where were they held prisoner?

Over the last 6 years, Dr. Feimer has interviewed scores of WWII and Vietnam War veterans and shared their stories of heroism and survival through the Witness to War Project and his own book *Vietnam Veterans: Still Coming Home*. In addition to presentations to veteran and civic groups, Dr. Feimer has also researched and provided documentation for securing the *Ordre national de la Légion d'honneur* (French Legion of Honor) for two U.S. Airmen attached to the 8th Air Force who were downed in France, captured, and became prisoners of war. For those who survived life in a POW camp, it is important to tell their stories, to know how they survived physically and emotionally, how they dealt with the fear and anxiety of not knowing their fate.

Steve Feimer has also worked as a mounted police officer, professional kayak guide (Missouri River Expeditions, LLC) chef, scuba diver, cold case investigator, and photographer. His hobbies include kayaking, military history research, and long distance bicycling.



TAKING OUR SHOW ON THE ROAD

Dr. Nancy J. Toombs

The Nashville reunion was a huge success by all measures and our Road Show was a big hit!! We brought uniforms, hats, A-2 jackets and numerous shirts depicting the different wings and rank insignia. Everyone asked lots of questions and the 2 big attractions was a 1929 Air Corps Cadet Tunic and a WASP summer flying jacket. Everyone really enjoyed seeing and hearing about the items and most of all, the stories of the people who wore them.

We are continuing to receive inquiries about donations and I hope that 2015 brings many, many more donations to our traveling collection. As always, PLEASE look in your attic and in the back of the garage for any memorabilia that you believe will be useful to our project.

We are trying to focus on obtaining a "winged boot", "Order of the Guppy patch", and any wings of any size. We would love to have a full collection of all types and variations of wings to display and tell the story of each man who wore the wings—so if any of you have more than one set of wings in your possession, please

think about a donation to share with our educational project.

We are very pleased to announce that the American Air Museum at Duxford England sent two of their project managers to our reunion in Nashville. Jenny and Lucy, whom many of you met, selected 3 uniforms, 3 hats, shirts and ties, and 2 A-2 jackets from our Road Show Collection to take back to England where these uniforms will be on permanent display. This is a real honor for the families of the veterans and for our "Road Show" to be selected for this project.

They selected the uniforms of Dr. B.P. Welby, Capt and flight surgeon of the 562nd SQ of the 379th BG. The uniform of Dr. V.G. Alexander, pilot/POW for the 861st SQ of the 493rd BG, and the uniform and A-2 jacket of T/Sgt W.C. Toombs, flight engineer of the 861st SQ of the 493rd BG. The 8th Air Force Historical Society takes great pride in knowing that these

uniforms and other memorabilia will have a place of honor for the world to see and appreciate and their stories of service and sacrifice will be secured for future generations.

The ultimate goal of the Road Show is to find, protect and preserve these artifacts for everyone. Please help us accomplish our goal by donating your memorabilia—securing your place in history.

Call me anytime to discuss options or to ask questions.
Nancy Toombs 501-681-3126.



FROM ACROSS *the Pond*

Brian Francis

Hello Everyone:

These notes cover a visit by a young lady by the name of Candy Kyler Brown which we have dubbed, "In her father's footsteps."

Brian Francis and Gordon Richards

Candy wrote a book titled, "What I Never Told You." She painstakingly researched her father's time with the 92nd BG stationed at Podington, England. Her father, John R. Kyler, was shot down, parachuted to safety, and was sheltered by a Belgian family, only to be given up by a collaborator with the Germans. Candy retraced her father's steps to the POW camps where he was held [during his time of captivity Staff Sergeant Kyler was imprisoned at Stalag Luft VI, Stalag Luft IV, and finally, Stalag Luft I] and then wrote about what he had to endure throughout his journey from that fateful day he was shot down, captured, and liberated, until he was returned home.

With the help of friends we attempted to recreate some of her father's footsteps whilst at Podington. Sunday morning Candy arrived at the old 92nd BG base at Podington, England. Over the years the landscape has changed; where once the mighty B-17s roared down the runway on maximum power to get lift off, has now been replaced with the sound of nitro powered drag racing machines of the Santa Pod Drag Raceway.



L-R Candy, Phil & SuZe de Lorimier (owners of Satan's Lady), their son, Joseph, and COL Arthur de Lorimier, Defense Medical Agency (son of LT John B. de Lorimier, 92nd BG pilot.

Candy was welcomed by the management of the Santa Pod team who provided facilities for her to do a book signing. The events of the day were then followed by a memorial service to the crews of two B-17s that collided on takeoff due to bad weather. Mr. Gerry Darnell of the 92nd BG Memorial Association UK was on hand to carry out the event. The story of that tragic morning was relayed to the thousands of race enthusiasts present, by calling out the names of the men who perished, a moment of silence was observed. Gerry Darnell then addressed the group.

From across the fields of golden wheat came the sound of engines—more powerful than those nitro powered engines racing on that sunny day—the sound came from four perfectly tuned Wright Cyclones. Out of the blue skies came the B-17 Sally B. The Sally B came in on the approach to the main runway with a steep turn to port showing her undercarriage and bomb bay doors then, at the end of the old runway, a steep climb and a 90 degree turn to port and round again. The crew of the Sally B gave the best display I have ever seen by this aircraft, in total the Sally B gave about 6 to 8 runs down the strip. The crowd stood and cheered, clapped, and waved as the spirit of the 8th Air Force and the home of the 92nd BG was once again in the blue skies over Podington.

Candy was accompanied on her visit by Col Dan Simmons, USAF (Retired), pilot on KC130s 92nd Air Refueling Wing, pilot on B-52s also with the Special Ops Group stationed at Fairchild AFB. Vice President of the 92nd BG Memorial Association, Dan now lives in Spokane. Also with Candy was Daniele, the daughter of the Belgian family who helped Candy's father to evade capture at the risk of their own lives.

After the B-17 Fly past, Candy and Danielle embarked in the two WWII Jeeps on a tour of the airfield in her father's footsteps. We introduced her to the owner of the airfield, Mr. Ernest Braddock, who has made his home in the control tower, we then took Candy and her friends to the old 325th Squadron's



Candy Brown with Tony Coleman and David Head

Officers Club where we pointed out the 8th AF insignia on the wall.

This was a step back in time for Candy, her memory of her father dressed in uniform could be pictured there amidst his friends wondering what tomorrow would bring. After the tour of the airfield we headed back along the perimeter track and we heard the sound of a Rolls Royce Merlin engine. In the blue sky above came a Spitfire in all its glory, it seemed to be a parting salute to Candy and her father. Candy stood in the Jeep and waved to the pilot and he appeared to acknowledge her. As he passed over the jeep he wagged his wings as if to say farewell and thanks to you and your father. It was a very emotional return: to meet friends, make friends, and most of all, for Candy to walk in her father's footsteps...

photos courtesy of Brian Francis
Until next time,
Brian Francis



Taps

Allison, Robert B., 94, passed away November 4, 2014 in Grass Valley, California. He enlisted in the Army Air Corps on May 25, 1942. Following a year of flight training, Bob was stationed at Rougham Field, Bury St. Edmunds, England with the 94th Bomb Group as a B-17 pilot. Bob Flew 26 missions.



Robert Allison

On his 26th mission he was badly wounded by anti-aircraft fire. He returned to the states serving as a B-17 flight instructor and flight test pilot. Bob was awarded the Purple Heart, the Air Medal with three oak leaf clusters, and the European African, Middle Eastern Service Medal with 4 bronze stars. Bob remained in the Air Force Reserve for 16 years, attaining the rank of Major. He attended the 94th Bomb Group reunions and remained in contact with his surviving crew members. He was preceded in death by his wife Helen, in 2014, after 73 years of marriage.

Anderson, Edward James Jr. dies at 94. A native of Boston. He was a B-24 pilot with the 453rd BG. He would go on to fly 30 missions over Europe, including participating in the D-Day invasion. A few weeks prior to his death, Anderson joined other D-Day survivors in Houston where they were honored with French Legion of Honor medals from the French government. He remained in the reserves and retired after 26 years with the rank of Lieutenant Colonel. After the war, Anderson graduated from Siena College in New York, and from there began his federal career as an FBI special agent in Washington, D.C. Focusing on anti-espionage, the job also introduced him to his future wife, Mary, who was an FBI secretary, they were married for 57 years.

Ater, William "Ray", Louisville Kentucky, 381st BG Ridgewell, passed away on Friday, September 26th at the age of 93. He was a member of the 381st BG at Ridgewell. He was preceded in death by his wife, Norma. Ray

visited his old airbase on many occasions meeting up with friends in the UK. He also made them welcome on their visits to America.

Booher, Doreen "Derry", passed away on June 25, 2014. She was a subscriber to the 8th AF News, as well as a con-



Derry Booher in her R.O.C. uniform. 1944

tributor to your magazine. Her article, "Forewarned is Forearmed" appeared in the December 2012 issue on page 16. Born in Byfleet, Surrey, England in 1927. She came to the United States

to wed William J. Booher in 1946. The two met while Major Booher was stationed in England with the U.S. Eighth Air Force during WWII. They were married for 56 years. During WWII, Derry served in the Royal Observer Corps as part of the team that tracked allied and enemy aircraft over Great Britain. She became a U.S. citizen in 1954.

Brice, Lt. George, (October 16, 1921 - August 1, 2014) 457 BG, 751 BS, navigator. Lt. Col. George Brice was born in Ferndale, California and was a grandson of prominent resident George Mount Brice. He flew 32 missions as a navigator during WWII and received the Distinguished Flying Cross and several Oak Leaves. He met and married Grace Curry in 1945 and they bore three children.

Casey, Capt. Frank L., 93 of Cedartown, GA passed away on November 3, 2013. He was a decorated World War II bomber pilot with the 487th BG, 837 Bomb Squadron

completing 54 combat missions (26 in B-24's and 28 in B-17's) from Lavenham, England in January 1945. He then transferred to the ATC and flew C-54's in the Pacific until the end of 1946. Frank received numerous medals including the Air Medal, Distinguished Flying Cross and Silver Star. He was preceded in death by his beloved wife of 58 years, Betty Ann.

Craig, William E., Sr., passed away September 9, 2014, formerly of Avalon. Husband of the late Kathleen M. (Sonnett) Craig. Bill served as a pilot and 1st Lt. in the Air Force, 493rd BG, member of the PA Chapter of the 8th Air Force Historical Society.



William E. Craig Sr.

Dvorak, John A., 89, passed away October 29, 2014, a 41 year resident of Washington Township. He married the former Adelyne C. "Ade" Horn in Cleveland and she preceded him in death on September 21, 2013. John proudly served his country in World War II. During the war, he was a navigator/radar operator where he had the nickname "Mickey Man" on a B-17, 379th BG. After the War, he was involved in many reunions of the 379th and attended their last reunion this year in Nashville, TN. Awards earned during the War included Air Medal w/1 OLC, American Campaign Service Medal, European-African-Middle Eastern Service Medal, & WW II Victory Medal.

Enoch, Martin, William (Bill), after 94 eventful years Bill passed away on May 19, 2014. He was a great husband and father, a kind, generous and funny man who will be missed by all. Survived by his wife of nearly 70 years. Bill was a veteran of WWII and received the



John A. Dvorak



George Brice



Capt. Frank L. Casey

Please send all obituaries to ManagingDirector@8thAFHS.org and/or dommajneely@gmail.com to be included in the next 8th AF News issue

William Craig's Crew



Purple Heart after *Patches*, the B-17 he helped crew, was shot down over France on Black Thursday (14 October 1943). In time, he and other members of the *Patches* crew made their way to safety in Switzerland. He never forgot those who assisted them in France and was fortunate enough to return decades later to thank them in person. The small farm community who harbored the *Patches* crew during the war remembered them in a memorial at the local church in Neubecourt, France on 12 May 2001.

Finch Alan Edwin, Sr., 91, died Sept 7, 2014 at St. Joseph Hospital. He was a 1st Lieutenant and flew B17's and B24's as a bomber pilot with the 34th Bomb Group. He flew 35 missions, including flying back across the English Channel on one engine. He was awarded the Distinguished Flying Cross. He is survived by his wife of 67 years, Dorothy C. Finch.



Alan E. Finch Sr.

Gibson, Dr. Henry Wright, died April 12, 2014 in Columbia, South Carolina at the age of 89. Dr. Gibson's studies at Wofford College were interrupted as he

joined the United States Army Air Force and became a B-24 bomber pilot with the 446th Bomber Group and flew 25 missions. Dr. Gibson felt called to care for those with no access to health care. This began a long history of medical mission trips which culminated in his founding the Carolina Honduras Health Foundation. After much prayer, hard work and the generous support of others, a medical/dental clinic was built in Limon, Honduras in 1997. A satellite clinic was built in Icoleos, Honduras in 2000. In March 2014 Dr. Gibson participated in his 49th medical mission trip. Dr. Gibson is survived by his wife of 60 years, Evie Gilliland Gibson.

Goedde, R. L. (Dick), 87 served as a tail gunner during World War II, flying a B-17 bomber named "Ticket Home." On Tuesday evening, April 23, 2013, Dick punched his final 'ticket home' when he died of complications from bacterial pneumonia. He enlisted in the Air Force where officers quickly saw his potential as a tail gunner. Not only was he a superb marksman, he could slide his slender frame into the plane's tight tail quarters to man twin, .50-caliber machine guns. Three times he completed the required number of sorties, flying for six to eight hours at a stretch, but each time the



Dick Goedde

commander raised the limit. After flying 34 missions over Germany and France, Dick was ordered to fly a 35th mission with a new crew. Dick declined. When his commanding officer threatened to demote him, Dick said, "Go ahead and bust me. I don't need my stripes in the hereafter." Dick met Maxine (Kambitsch) at Couer d'Alene Lake, and they married in 1951.

Halm, Colonel Frank Niles, died in Corvallis, OR on September 19, 2014 at the age of 92. He is preceded in death by his wife, Dorothy E. Halm. He had a lengthy career in the Air Force which ranged from being a lead B-17 pilot with the 94th BG, earning an MBA at Georgetown University, appointment as a missile site commander in Colorado and concluded in 1972 as a ROTC instructor at Oregon State University.

Hanson, Percival "Percy" Leland, 91, passed away suddenly on Thursday, July 3, 2014 in Jacksonville. He married Elaine Becker in 1952 and treasured his 62 year marriage. He was a proud World War II veteran who served in the European, Pacific and American theaters as a Technical Sergeant completing 27 missions in B-17's in the European theater before joining a B-29 crew and flying in the Pacific theater through the end of the war with the 305th BG. He earned the Distinguished Flying Cross and numerous campaign medals and was recently awarded France's highest honor—Knight of the Legion of Honor—for his service contributions that led to the liberation of France.



Percy L. Hanson

Holl, Alfred O. (Al), died July 17, 2014, at the age of 93. During World War II, he served as a navigator, flying 36 missions over Germany in B-24's and B-17's with the 388th BG. For his service he was awarded the Air Medal with 5 clusters and the European Theater ribbon with 4 battle stars. He remained in the Air Force Reserve and retired as a Lt. Colonel. He and Louise were married on

Taps

March 8, 1944 and were married for 60 years before her passing in 2004.

Iuni, Peter, passed away at his home in Leawood, Kansas on September 4, 2013, at age 87. Pete was born and raised

in Jackson, Michigan and entered the U.S. Army Air Force shortly after his eighteenth birthday. He served as a B-17 bombardier with the 365th Squadron, 305th Bomb Group stationed in Chelveston, England, completing 27 missions over Germany. Preceded in death by his son, he is survived by his wife of 67 years JoAnn.



Peter Iuni

Johnson, B. Ben, 90,

Cambridge, died peacefully, Aug. 23, 2014. Ben served in the US Air Force, 388th BG during World War II and the Korean War. He was also in the Illinois Air National Guard and retired as lieutenant colonel. Survivors include his wife of 63 years, Trudy.

Johnson, Dr. Randolph "Randy"

I. age 92, of Cloquet, passed away August 11, 2012. Randolph served his country as a pilot with the 95th BG and flew 35 combat missions earning the Distinguished Flying Cross Award. He was united in marriage to Pauline Goodwin on January 4, 1945 in Sioux City, IA.

Jones, Carlton C. 92, of Pottsville, Pa., passed away Aug. 25, 2014, Tunkhannock, Pa. Carlton was a fine baseball player and pitcher. He was well known through-out Northern Pennsylvania and New York. He proudly served as a radioman on a bomber and on July 30, 1943 his plane "Wing and a Prayer" was shot down and he was a prisoner of war for 18 months in Germany. He was a life member of the 388th Bomb Group Association. Carlton is survived by his wife of 68 years, Maxine Jones.

Joseph, Raymond, East Lansing, MI. Raymond went to be with the Lord on August 7th, after a brief illness. Raymond is survived by his beloved wife, Mary Elizabeth. Ray was born in Lansing on January 21, 1924. Upon losing his mother at age six, he and his

little brother, Harry, were placed in a Lansing Children's Home. At 12, he moved to Flint to live with his sister, Helen Shaheen. Ray graduated from Flint Northern High School in 1943 and

was drafted into the infantry at the height of World War II. His test scores placed him into Officer Training for the Army Air Corps at 18, where he trained as a bombardier. Lieutenant Joseph flew 35 missions over Germany on B-17's and B-24's with the 13th Wing Headquarters in Framlingham, England, first as an aide and later as Assistant Bombing Officer

to U.S. Brigadier General Harold Q. Huglin, Deputy Commander of the Eighth Air Force. Joseph kept in touch with his entire crew over the years and attended several 8th Air Force Historical Society reunions with the 493rd BG. He will be forever missed by his wife, Mary.

Lansing, John Y. 'Jack', 94, passed away Oct. 28, 2014. He was a moving force in Oregon's corporate, civic, athletic, and political scene in the post-World War II period. Jack was the pilot of a B-17 with the 458th BG and was a pioneer in drone warfare. John commanded the top secret mission, Operation Aphrodite in 1944. Also in that year he roomed with President Kennedy's older brother Joe, and was flying in the same formation with him when Joe's plane exploded over the English Channel. Jack was awarded two Distinguished Flying



John Y. 'Jack' Lansing

Crosses, four Air Medals, several battle stars, Theater Ribbons, and numerous citations for his exploits in air combat. He retired as a major.

Leopold, Herb, passed away peacefully October 31st, 2014 surrounded by his family. Herb was a Bombardier on the Robert Harrington/R. C. Greenwood crew #739 and also with the David I. Bridgers crew #765 in the 787th Bomb Squadron of the 466th Bomb Group out of Attlebridge, England. He regularly

attended the 8th AF Historical Society Reunions, the 2nd Air Division of Southern California annual luncheons, and 466th Bomb Group reunions. He and his wife Rhoda organized the last stand-alone reunion for the 466th BGA in San Diego, CA in 2004.

Miller, Lt. Col. Robert "Bob", (June 24, 1936 - February 11, 2014) served in Vietnam and also worked on the U.S. nuclear weapons program. He was one of our 8th AFHS members.

Pace, Joseph D., passed away August 12, 2014. After Japan attacked Pearl Harbor, he joined the military and served in the Air Force with the 96th BG as a B-17 radio operator/gunner. He achieved the rank of T/Sgt. Forced to bail out on his 11th mission he landed in a recently re-captured German mine field just inside Holland. Rescued by British soldiers, he was transported to a hospital, where his fractured ankle was treated and transferred to an American hospital in



Joe Pace

Oxford, England. While there he learned of the birth of his first son, Raymond. Later placed on the Queen Elizabeth for transport to New York, he was awarded the Purple Heart and eventually sent to Governor Dewey's mansion in New York for recuperation. He was honorably discharged at the end of World War II. Joe is survived by Thelma, his wife of 58 years.

Rogers, Gardiner, passed away March 30, 2012. A resident of White Horse Village in Newtown Square, PA, Gardiner suffered a major stroke. The retired insurance and financial services executive was born in Merion, PA, and graduated from The Episcopal Academy in 1941. World War II interrupted his college career. He served in the USAAF as a pilot with the 385th Bomb Group and flew mainly in the B-17, Maiden America [43-38736] and held the rank of Captain. Gardiner was awarded the Distinguished Flying Cross and the Air Medal during his tenure with the 385th. Upon leaving the military, he graduated

from Washington University in St. Louis, MO, before beginning his business career—first, in the aerospace industry followed by lengthy service with Penn Mutual Life Insurance Company, and subsequently, with smaller financial organizations. A member of the Navy League, Mr. Rogers devoted his post-retirement energies to lobbying in Washington, DC, as well as volunteer leadership of the Military Order of the World Wars, rising to the rank of Chapter Commander. Mr. Rogers is survived by his wife of 61 years.

Schulz, Delmar Dean, 90, of Fremont, OH passed away on September 28, 2014. He was called to active duty in January of 1943 and served until 1948. Del earned his wings at the age of 19 and was assigned to the 95th Bomb Group. He was stationed in Horam, England completing 23 missions piloting as lead crew of the "Flying Fortress" B-17's. Del's last flight was on April 25, 2012 when he flew on the Honor Flight with other WWII veterans to Washington D.C. Del married the love of his life Beverly Anne McKinley on August 1, 1945 in Iowa City, IA and she survives.



Delmar Schulz

Scruggs, Bill, 381st BG pilot. Passed away August 2014. One of two survivors from crash near airfield. He donated his uniform to The Ridgewell Airfield Memorial Museum.



Smith, Judge Benjamin H. Jr.

Waycross, GA. - 91, died October 4, 2014 at Waycross Health and Rehabilitation Center after a long, wonderful life. He was a native of Lakeland, but he has lived most of his life in Waycross.

He served in the United States 8th Air Force during World War II and received the Purple Heart for a combat wound. Because of his service, Judge Smith was very instrumental in the Museum of the Mighty Eighth Air Force in Savannah, GA. Judge Smith retired as a State Court Judge of Ware County. Ben is a published writer, an accomplished artist, and avid fisherman. He loved helping people, especially with his law practice and also in the field of alcoholism/addiction recovery. He was an old timer in Alcoholics Anonymous since 1973. He is preceded in death by his wife, Evelyn Woodall Lynn Smith.



Judge Benjamin H. Smith, Jr.

Please send all obituaries to ManagingDirector@8thAFHS.org and/or donnajneely@gmail.com to be included in the next 8th AF News issue

NATIONAL MUSEUM OF THE MIGHTY EIGHTH AIR FORCE

Garden of Folded Wings Columbarium

The Garden of Folded Wings Columbarium at the National Museum of the Mighty Eighth Air Force is located adjacent to the Chapel of Fallen Eagles in the museum's Memorial Gardens.

A niche in the Garden of Folded Wings provides a beautiful, secure setting for you or your loved one. Just as the museum provides an enduring repository for the artifacts and stories of the brave Mighty Eighth, the Columbarium provides a permanent resting place befitting our heroes and their family.

Please contact Peggy Harden for more information: pharden@mightyeighth.org or 912-988-1833



Uncle Gene's

The above photo was taken in the spring of 1944 of my Mom Opal. Mom is sitting on her brother Gene's stake truck. Gene returned from his 25 mission B-17 combat tour in the 8th Air Force in December 1943. In a sense it was a homecoming photo.



She was happy when he came home safe and sound for good. She said after Gene returned, he was "raccoon

eyed", nervous and tired and didn't talk much. He had been in the first two Schweinfurt raids as well as Munster and others in 1943.

Shortly after he returned to the USA, Gene bought the stake truck to deliver groceries, coal and other goods to local families living around Beckley, West Virginia. In the "Stupefier Combat Crew" photo, Gene is in the lower row, 3rd from the right.

Henry G. Wulbeck
ruetschle.com
Dayton, Ohio

Sgt. Gene Hall
379 BG



Stupefier
Combat Crew
1943

(GPR-44-13-379)(3-9-43)(COMBAT CREWS)

2014 September Magazine

The current edition of the 8th Air Force Magazine should surely receive an award for its outstanding content and look.

Be proud.
Jack Rotzien 392nd
jrotzien@sbcglobal.net



Florida Chapter Event

2014 Stuart Air Show - Stuart, FL

Several members of the Florida Chapter of the 8th AFHS were on hand for the annual Stuart Air Show in October. Warren Klein ready to sign up some new members while Florida Chapter President Bill Uphoff chats with an event attendee.



490th Bomb Group Memorial

I am writing to you to ask if you would be kind enough to put a request for help in raising funds for a 490th Bomb Group (H) Memorial on the airfield at Eye, England where they flew combat from, in the 8th AF News.

In May 2014 a small group of people from the Eye area of Suffolk, UK came together to discuss the idea of a permanent memorial to the 490th Bombardment Group. There are a couple of plaques in the nearby village of Brome but it is about time something was put in place on the airfield.

We have now started and have at the time

490th Memorial Project

Upcoming events



- 1st November -- Nearly New Toys & More -- Town Hall, Eye 11-1pm
- 15th November -- Christmas Fayre -- Alburgh Village Hall
- 6th December -- Christmas Fayre -- Eye Town Hall 1-4pm
- 5th January -- Military Vehicle -- Frost Bite Run
- 17th January -- Cheese and Film Night, Hoxne Village Hall 7pm
- 14th February -- 1940's Valentine Dance -- Permastore Hall Eye 7pm



www.490th.co.uk



*Aircraft of the 490th BG
42-94840 "Flyer's Fancy" of the
849th Bomb Squadron*

of this email collected £2,573.53 towards £15,000 needed for the memorial. We have a web site <http://www.490th.uk.co/> also a 490th BG Memorial Project Facebook page and a 490th Bomb Group (H) Facebook page.

We hope to have it in place and a dedication ceremony in the summer of 2016 and would welcome any one connected with the 490th at the ceremony, to remember these men who gave their all. I am the current 490th BG Historian / Archivist and we need help to get this much overdue monument to the 490th Bomb Group.

Thanking you in advance
Eric Swain
490thbg@btinternet.com

Smoke'em if you got'em

**B-17 Restoration at Grimes Field
Urbana Ohio**

You might have heard the expression "smoke'em if you got'em"?

That expression includes B-17 pilots. In spite of all the high octane gasoline, Boeing purchased cigarette ashtrays from Ford and then installed them on each side of the throttle control pedestals for our American pilots and copilots.

A fellow from England and I visited the Champaign Aviation museum in Urbana Ohio last week. In the attached photos of the restoration of B -17 G "Champaign Lady", you can see a small beige colored disc with an ivory colored knob on the side of the pedestal. That's the ashtray!

The Germans installed cigar ashtrays in the aircraft for German fighter pilot Adolf Galland

At the time of the photos, the control pedestal had been removed in order to rebuild each of the 4 throttle pulleys and cables. Now they're very smooth and articulate.

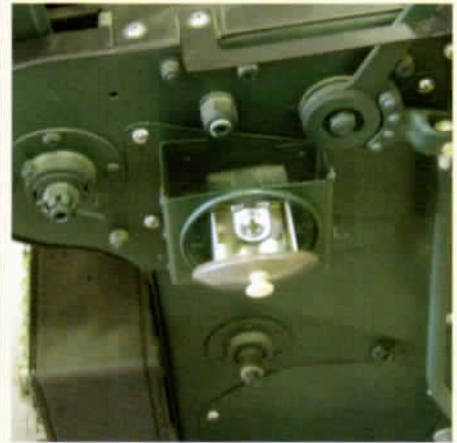
This a/c is being restored to active flight status. They, (I believe the Schiffer family) also own a number of a/c including an active flight worthy B-25, a static B -26, C-47 & a Stinson.

The women in the photos are WASPS &

are honored for their service with a nice display in the museum.

Henry Wulbeck

henry@ruetschle.com



Mail Call

34th Bomb Group Memorial

Mendlesham, England

Many years ago, a memorial dedicated to the 34th Bomb Group was constructed near their airfield in Mendlesham, England. Four years ago, a large brass plaque on the memorial was stolen. The current memorial site is close to a busy highway. It is difficult for volunteers to maintain the memorial's beauty. After much discussion, the citizens of Mendlesham and members of the 34th Bomb Group have decided to construct a new memorial on the grounds of St.



RAF
Station
Manston



Marys Church, in Mendlesham. A fundraising campaign is currently under way. For more information on the new memorial or the fundraising campaign, please call Jack Steffen at 513-574-1171 or jsteffen@cincinnati.rr.com or visit mendlesham.onesuffolk.net.

RAF Station Manston

A note from Paul Medwell, RAF, (Ret) former Meteorological Officer RAF Manston:

"It is with sad heart I inform you of the demise of the former RAF Station Manston, which is being demolished and all traces of the buildings and runways erased. This station served as an emergency runway and base for many U.S. air crews during the war. RAF Manston was a very welcome site for those fighter and bomber crews that could just limp home across the Channel after raids and sorties against occupied Europe. This station has played a big part in history. While it opened in 1916, it was during WWII that Manston formed a backbone for the Battle of Britain where many Spitfires and Hurricanes fought off the Luftwaffe. Barnes Wallace came here to carry out trials of his invention, the "Bouncing Bomb" that was dropped by the Lancaster Dambuster Squadron crews to destroy the dams in the heart of Germany. The Typhoon fighter and tank/railway transport destroyer was tested here, as were night fighters against the Luftwaffe as they followed the River

Thames on moonlit nights to the docks of London and the city.

The dismantling of this iconic airfield that played such a great part in the return of battle damaged aircraft and injured crews is truly significant. Manston will be gone and with it, the history and memories that made it so important to so many people—not only the veterans of all nationalities—but all of the locals who held it close to their hearts."

Paul Medwell, RAF former Meteorological Officer, RAF Manston.

Daughter of 305th BG B-17 Gunner

Has Incredible Meeting at UK
Airshow.

On 24th August 2014 thousands from all over the world came to Little Gransden, Cambridgeshire 'BBC Children In Need' Charity Airshow to see the BBMF and CWHM Lancaster bombers flying together. A once in a lifetime event was soon to be followed by another! After the Lancasters graceful four circuits and a ceremony for Lanc vets, Americans Lowrie Kuhn and husband Lance wandered into a model display inside a hangar. They spotted Dan Whitelock's model of 'Stag Party' a 1/32 scale B-17 - Lowrie's father's beloved B-17G! What an amazing chance to find a model of the plane he served in during WW2! Dan very generously presented it to Lowrie & Lance. Lowrie's father was L. Glenn Simms (1919 - 2010). In September 1943 he



Dan (left) presenting Lowry Kuhn with her father's plane 'Stag Party' along with her husband, Lance (centre).

entered the Army Air Corps as Private. September 1944 he arrived in the UK in US 8th AF 1st Air Division 422 Bomb Squadron. Then onto the 305th BG at Chelveston, Northamptonshire & became a Staff Sergeant. 14 February 1945 - he completed his 35th and final mission and in March left England. Glenn was ball turret gunner and most missions were flown in 'Stag Party' until she was shot down on her 68th mission 1 January 1945. She was flying ahead of the main bomber stream dropping chaff, when she and several other B-17s were jumped by 20 Fw-190 fighters. 'Stag Party' had a make-up crew that day. Glenn was flying in another ship in the main bomber stream. 'Stag Party' crashed outside the village of Croechern, Germany. Six of the crew were killed in the crash. The remaining three, bailed out and became PoW's for the rest of the war.

Lowrie Kuhn's parents returned to the crash site in Germany in 1994 and were able to retrieve some wreckage from 'Stag Party'.

The chance events then unfolded at Little Gransden airshow. Dan Whitelock who built the 'Stag Party' model grew up in Shelton, a mile away from USAAF Station 105 Chelveston. Dan always had an interest of 'what went on up there' so as he grew up he started to read the books and learn all about STN 105. As a consequence he developed an interest in the 8th AF especially the 305th and 92nd Bomb Groups.

Five years ago Dan started building B-17 models from local airfields, most

of which he builds once he learns a story about a particular crew or aircraft that he finds interesting. He loves telling stories about the men and B17s to the general public at airshows around the UK. About 18 months ago, a new company Hong Kong Models released a giant 1/32 scale B-17. To Dan, this was the ultimate model kit and despite the very high price he just had to build it! He spent a while deliberating on which particular aircraft to build from the 305th or 92nd before settling on 'Stag Party'. Partly because it was one of the few 305th aircraft that he had photographic reference of for the build. Also he has a wonderful painting of the aircraft from local aviation artist Keith Hill. Included in the frame is a piece of anti radar chaff from the crash site of 'Stag Party' in Germany! As it turns out, the man who found the wreckage pieces and brought them back to the UK was the ball turret gunner L. Glenn Simms, who visited the site in 1994! It really is an incredible story that Dan's model now has the perfect home - there is no better place for it!

Friends and airshow enthusiasts gathered around, proudly tearful at the poignance of this event. Then the airshow commentator interviewed Dan and Lowrie for all to learn of this amazing chance meeting. A day we will all remember for ever! Someone was looking down on us all - "thank you".

Heda Kootz
Photo by Chas Jellis

Lesson

Last call within the Briefing Hall
Outside the doors
Falling wet
On the snow

Over marbles
Over jacks
Over hopscotch
Over stick-ball

Cheeks with tears
Over the moon
Male and
Female

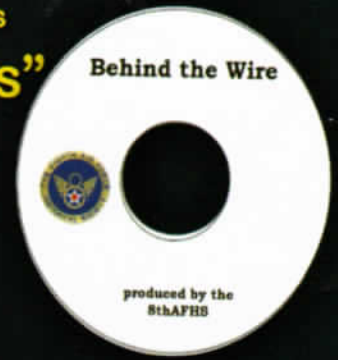
War made the rules
Heaven and earth were going to pieces.
No more realm of angels
No more Merserburg

Marvin Silbersher
Crew #80 ("Blithe Spirit")
Radio-Operator-Gunner
711th Squadron/447th BG
3rd Division 8th Air Force





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Reunions Chapter Meetings



PLEASE SEND ALL REUNION UPDATES TO:
ManagingDirector@8thAFHS.org and/or donnajneely@gmail.com

398th BOMB GROUP
New Orleans
 August 12-15, 2015
 Westin Canal Place
 Ken Howard (309) 742-8546
 KenHoward@Hotmail.com

**306th BG Historical Assn &
 Second Schweinfurt Memorial
 Assn**
 Reunion in Salt Lake City, UT
 Sept 17-20, 2015
 Contact: Barbara Neal
 (435) 655-1500
 barb306neal@gmail.com
 website: 306bg.org

**41ST ANNUAL 8TH AFHS
 REUNION**
OMAHA, NEBRASKA
 October 13-18th, 2015
 Look for details in
March 2015 8th AF News
magazine!!!!

DON'T CAVE IN

In a small countryside 17th Century church in Sussex, England, a word of advice is given to all who enter. The framed parchment reads, "A vision without a task is but a dream; a task without a vision is drudgery; a vision and task are the hope of the world".

Anyone reading or hearing of this saying displayed in this little church in England face the inescapable fact that in claiming the 'hope of the world', the most challenging mystery of our journey, we don't know when our last stop will be. Neither do we know when our traveling companions will make their last stop, not even those sitting on the seat next to us. Knowing this fact let us ask the question, "what have I done with my vision and what have I done with the abilities God has given me to achieve this goal?"

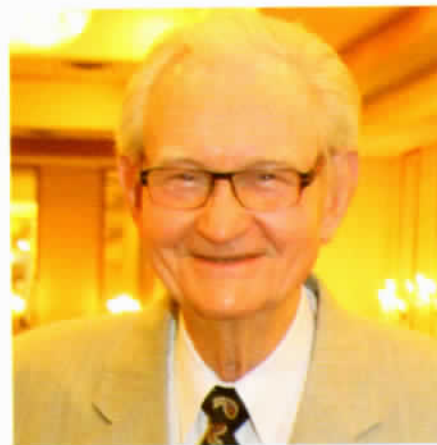
Millions of young Americans, during the generation of the early 1940's, suddenly had their vision of a care-free and secure life challenged. This generation of people was called upon to defend their freedom and their country when it was attacked by hostile nations in Europe and the Orient. They left the security of their family. They surrendered themselves to carry out that which they were called upon and instructed to do. They did not know all of the nuances of the politics or the battle plans their superiors drew up. There was always the possibility of danger and even death. They did not know the answer to "the mystery", who would be the one to make the last stop? But the survivors kept the challenge by keeping a vision and finishing the task.

Hundreds of thousands in that conflict made their last stop. Millions more came home and continued to travel a meaningful and productive life. The journey has been interesting. Someone has referred to the present time in the history of our country as the 2014 Fall Blues. Some would call it politics, others look at it as 'business as usual', still others feel as if we are under the influences of the architects of destruction. There is no question that we are in a world-wide conflict but we Americans also have plenty of issues to solve. We

have just held elections. There were the winners who garnered 51 percent of the vote, the losers, a hefty 49 percent. The election process has been carried out but the race for the next Presidency has already begun. Campaigning will intensify as we begin the process of filling the office in the White House which will be vacated in two years. There are many debatable issues: global warming, pollution, unemployment, deficit spending, immigration, terrorism, health-care challenges, flooding, drought, fires, foreclosures, earthquakes, shaky manufacturing giants, credit card abuse, student loan defaults, drug abuse, crime, decay of moral values and overall integrity at every level of government and society. But we, the so-called **'greatest generation'**, are survivors. In our lifetime, we have had seventeen presidents of the United States from Woodrow Wilson to Barack Obama. Soon we will have another! Without question, there have been shenanigans and many questionable deals. These actions have affected our lives. But we have survived and we will live on. We have a dream. Let us continue to work toward it and keep a healthy outlook on life. Today is the beginning of our future.

Listed are some thoughts, some 'Be Attitudes' for you to consider.

- **Find cheerful friends:** (Negative people will pull you down.)
- **Keep on learning:** (Idleness may lead to Alzheimer's or even worse, boredom.)
- **Laugh a lot:** (even at your own antics.)
- **Shed some tears:** (They will refresh you...then move on!)
- **Do what you love to do:** (Be proud of the results.)
- **Do simple things:** (Let them be your specialty.)
- **Cherish your health:** (if it is good, thank God. If not, seek help.)
- **Don't make guilt trips:** (Leave them off of your travel itinerary.)
- **Tell those you love that you do:** (Over and over again.)
- **Greet God every day:** He is always anxious to have a conversation with you. (Don't forget it).



Earl Wassom

Each new day is a gift of God. Cherish it and thank Him for it. Sure, there will be some struggles and conflicts. Perhaps there will be some pain and loneliness. More than likely, this will happen but we are called and we are nurtured by the Almighty.

"...your enemy, the Devil prowls around like a roaring lion looking for someone to devour. Resist him, standing firm in the faith...And the God who called you to his eternal glory in Christ, after you have suffered a little while will himself restore you and make you strong, firm and steadfast. To him be the power forever and ever, Amen." (1 Peter 5-9-10)

Earl Wassom 466th Bomb Group Chaplain, 8th AFHS



Earl & Cindy Wassom
April 19, 2014 - 68th Anniversary

