



September 2015

8TH AF NEWS

Volume 15 Number 3 Voice of "The Mighty Eighth"



"One More Down"



8TH AF NEWS

Voice of "The Mighty Eighth"

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NEW

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From the President's Pen



Vision

A politician once spoke about "the vision thing." It is more than a "thing" though. Vision is an idea, a direction for progressing, a bold plan. It is what drives entrepreneurs to create new businesses and products. It is what causes politicians (the good ones anyway) to run for public office.

It was a vision that created the 8th Air Force Historical Society. A group of veterans who served in the greatest air armada the world will ever see wanted to preserve the memory of the Mighty Eighth. The men of the Eighth accomplished so much, and suffered so much. These visionaries wanted to make sure that the history of the Eighth would not be forgotten; that future generations would admire what they did in the fight for freedom in World War II.

The Eighth Air Force Historical Society is now 41 years old. It has changed considerably since its founding. Many of the original members have made their "final flights" and repose in the pages of history. They are being replaced by the descendants of these men, friends, and historians—the next generation.

The vision of the Society continues. In my column in the June magazine, I mentioned several initiatives that we are undertaking. We are continually exploring other opportunities. Of course, this magazine and our incomparable web site will be mainstays of our efforts. We are also making an effort to recognize the post-World War II accomplishments of the 8th Air Force, of which there are many.

Our membership is the key to continuing our efforts. We need your continued support. One way to

help is to recruit new members. If you, as a member, simply recruit one additional member each year, it would enable us to ensure the long term viability of the Society and its vision, for many years to come.

When it comes to vision, we cannot afford to be short-sighted.

See you in Omaha!

Dave Nowack
President/Treasurer



David Nowack
President

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JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

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



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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.

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Veterans' Lives Matter



just hung up the phone. Another one of those calls I truly dread receiving: a family member telling me of the passing of their father, grandfather, uncle, brother...husband. This has been an incredibly difficult time in the life of the Society. In the past few months I have received notices—largely through returned mail—that over 300 members of the Society have passed away. For some, it was 3 or 4 years ago, but for the vast majority, it has been very recent.

Remembering the names, faces, and accomplishments of these heroes matters. It is important to the families, of course, but ultimately, and even more importantly, it matters to our history as a nation.

Every single airman who has served from 1942 through and including those men and women who serve today, took an oath. They made a commitment to serve this country at all costs, even if it meant sacrificing their own life, which tens of thousands have done.

It was this very legacy of service and honor that was the hallmark—the birth of the 8th Air Force Historical Society in 1975. The reunions, dinners, get-togethers, continue to be important aspects of the Society, but the main focus which remains: *preserving the memories.*

All of our Veterans—regardless of when they served—deserve lasting honor and recognition. Their stories and memories should be preserved, need to be told, and must never be forgotten. These Veterans deserve our undying respect and gratitude, and we, as a nation could absolutely do a better job in that regard.

Too many of our heroes have slipped into anonymity over the years. The Historical Society is determined to make their information available, searchable, and shareable for as long as we are physically AND fiscally able. It was a promise made in 1975 and reaffirmed every day since then but, only because of your continued support.

Rest assured within the Society, we will definitely never lose sight of our ultimate purpose.

For truly, all Veterans' lives—and their legacies—matter.

See you in Omaha!!
Deb Managing Director/Editor 8th A F News



Debra Kujawa
Managing Director/Editor

A large B-25 Mitchell bomber is shown in flight over a desert landscape. A smaller P-51 Mustang is flying above it. The text "Buzzing the Bluffs" is written in large, stylized yellow letters across the top. Below the planes, the text reads: "Reserve a ride* in this spectacular B-25 vintage warbird! Sign up during Reunion registration". At the bottom, a small note says: "*Rides are \$450-\$595 depending on package selected."

ELEGY

When the map-makers reach the end of the world
They gaze into the great unknown.
A vast landscape spreads out before them,
Reflecting-pools and marble pavilions

The 8th Air Force cemetery, WWII.
Five thousand young men buried here,
Hundreds more names engraved on
The Wall Of The Missing,
bigger than a movie-screen.

A women places flowers on a grave,
The resting place of her father,
a man she never knew.
Born after he went overseas.
She's touching the grave-marker,
saying a prayer.

When the map-makers reach the end of the world
They gaze into the great unknown.
A vast landscape spreads out before them,
Reflecting-pools and marble pavilions

Where would you go
In the great mystery
If you didn't die
Over Germany

At the farthest corners
Of the end of the world
With no thought
Of ever leaving?

Marvin Silbersher
711th Squadron
447 Bomber Group
Lake Hopatcong,
N.J. 07849



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

Hello, friends!

We're excited about this fall issue! You will notice that the photos in this issue are top notch. Technology has come a long way! Thank you to all that contributed in this issue!

Page 34 has the registration & details for the 2015 Omaha reunion.

Check out the 'French Legion of Award Recipients' on page 23. If you or someone you know has received the French Legion of Honor, but is not on this list (page 23), or if you would like information, please contact: Dr. Nancy Toombs, (501) 681-3126 or Chase221@SWBell.net For those of you planning to attend the Gala Dinner in Omaha at the Reunion, PLEASE bring your medal with you and wear it!

Our front and back cover images were carefully chosen Illustrations donated by Roger Stuch. He has donated Illustrations to be included in this 8th AF News magazine for the last nine years. Read all about Roger on page 27. Rumor has it that Roger Stuch will be attending our reunion in Omaha, Nebraska. Make sure to thank Roger for sharing your story about the 'Greatest Generation' through his detailed Illustrations.

Looking forward to an amazing trip to Omaha!

Sincerely,

DONNA NEELY & TELISHA GAINES

PLEASE NOTE

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

We encourage you to send
digital images
WHEN possible.

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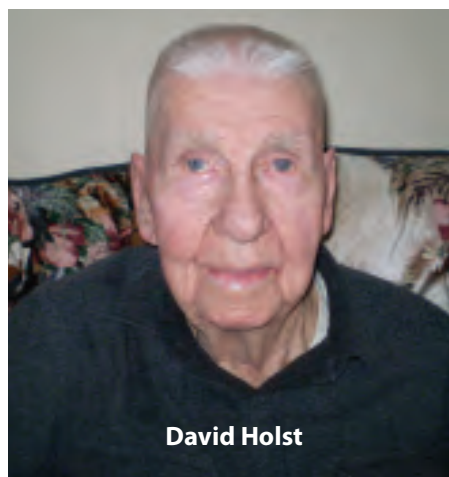
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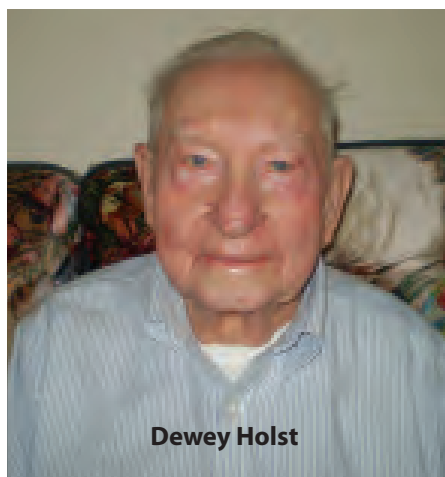
for the September 2015 8th AF News

The Story of David and Dewey Holst

Dr. Nancy J Toombs



David Holst



Dewey Holst

Throughout our history, there have been great battles and great wars, where the bond of brotherhood was forged with the fires of sacrifice and heroism. None will argue that no bond is greater than that between brothers by blood and brothers by battle. Thermopylae, Marathon, Lexington, Waterloo, Gettysburg and the Ardennes Forest produced these remarkable bonds. But those forged in 1942-1945 will live in the annals of history as a time of comradeship in its most pure form. A time when strangers came together, ties of trust emerged and a single-minded effort was born to fight for country, honor and freedom. A brotherhood that most cannot appreciate unless you were there to experience its birth. The Holst brothers entered this world with that special bond of family and then they would go on to experience what

develops when that bond is further tightened by the grip of war.

My association with the 8th Air Force Historical Society has put me in a unique position to meet and befriend many of the members of what is commonly referred to as the "Greatest Generation". I have had the honor of meeting these heroes who simply see themselves as "guys who were just doing their job." Over the past two years, I have worked on a

campaign where I have contacted many veterans of not just 8th Air Force but all branches of the military; helping these heroes make application for the French Legion of Honor medal. I have spoken with over three hundred 8th Air Force veterans alone as they call and request an application and/or assistance with the process. I met Mr. Dewey Holst when he called to request an application for both himself and his brother. As with all of these phone calls, I talk about the requirements for the medal and how to go about obtaining copies of specific documents that are needed to file with their application. Mr. Holst told me that he had a list of all of his missions and gave me a very brief overview of his time in the war. I told him that I would gladly send him an application and also one for his brother, but to be sure that his brother also include his own list of missions. Mr. Holst told me "Well, that's really not a problem because his [missions] were the same as mine." I agreed that he probably *did* fly many of the same missions, but that it still would

be a good idea for his brother to produce own mission list. It was then that Mr. Holst went on to explain to me that "No, that's really what I mean; we actually flew the same missions. You see, me and my brother flew the same missions because we were in the same bomb group." I had spoken with several individuals throughout the years who told me that they had a brother or a cousin that was in the same bomb group, it did happen, but rarely. Mr. Holst went on to explain further, "Yes, we were in the



same bomb group, but we were also on the *same airplane*.” Hearing that last remark, I knew I had to go and meet these two gentleman. I found this so remarkable and interesting that I asked Mr. Holst how he felt about me traveling to Missouri to interview both him and his brother for a story in the 8th Air Force news.

Needless to say, we all agreed on a road trip and on March 6th, once the snow and ice had dissipated, Dad and I took off for Fayette, Missouri, a wonderful little town that lies between St. Louis and Kansas City.

When we arrived, Dewey had been waiting on the bridge near David’s house for over two hours so he could escort us to his brother’s home where our interview would take place. We walked into a cozy home filled with photographs and memorabilia. Dewey had his A-2 jacket, his Class A uniform and a handful of medals that he had

been awarded during the war. We were greeted with warm smiles and great enthusiasm to share their story about a B-24 Liberator in the 448th Bomb Group.

What started off as a unique story of two brothers finding their way into the same bomb group and then on to the same bomber, went on to include a mission to Ludwigshafen, Germany where their bomb group was horrifically assaulted and they lost six of twelve planes, including their bomber that was shot down.

Not only did both of them bail out, but they both evaded the enemy and found their way back to each other. All of this I learned in the first five minutes of our meeting. As they were telling the story in a very matter-of-fact way, I was thinking to myself goodness gracious, what are the odds that these two fellows would be on the same bomber, shot out of the sky, bailed out and landed in enemy territory, evaded and made their way back to their base to fly more missions. I was also awestruck to find out that they were shot up over Ludwigshafen. When this city was mentioned, I looked at dad and smiled. Dad spoke up and said “Yep, I know that place, the skies were filled with flak and fighters, we took a hit on Sept, 13th ‘44 and were shot out of the sky, too. Yeah, I know that place.”

FROM THE BEGINNING

I asked them to back up as they had jumped right in the middle of the story and I had lots of questions about how these two fellows managed to find their way into the 448th Bomb Group. David, the oldest, told me that he enlisted in the cadets in 1942 in St. Louis and was put in the reserve program. He went to college through a training detachment at East Lansing at the University of Michigan and studied there until he was called up. David then went to basic and primary flight school and on to advanced. He finally found his way to San Antonio where decisions were made as to where these men would be placed: pilot, navigation or bombardier programs. David told me he easily qualified for all three, but emphatically said, “Pilots were throttle jockeys and it was nothing more than mechanization. But, you see, navigation includes math

and calculation and I was always good at those things. I figured that if I was going to find my way back to base from a mission, that how better to do that than being a navigator. I wanted to get back and I knew I could trust my navigation. I felt if I could find our way back that increased my chances of making it home after a mission.” He tells me that he told his superiors that he was not interested in flying planes or being a bombardier, but that navigation was his choice. He was sent to navigation school at San Marcos, Texas. By this time Dewey had also enlisted in the cadets. Dewey said by the time his cadet class was ready to start “...they announced that they had more than they needed, so our class was cancelled before it even got started. They asked if any of us wanted to be gunners or we could be sent to the infantry. I told them I wanted to go to gunner school, so they sent me to Harlingen, Texas for training.” After gunnery training, Dewey went to Omaha to meet what would become his first crew and they would begin their assignment learning to fly together on a B-24 bomber. Dewey tells me he does not remember the particulars, but he was sent to Boise, Idaho and by luck his brother David was already there. David had been to Casper, Wyoming and then was in Idaho preparing to meet his new crew. When he found out Dewey was there, he remembers, “I went to see everybody on that base trying to talk to them to see if they would agree to let Dewey accompany me with our new crew.” He said that everybody he talked to said “that can’t be done.” As David was rushing around trying to find someone who could sign orders, Dewey had received his orders and was to ship out the next morning. David told me, “The day my brother was to be shipped out, I went into the main office looking for the CO and a PFC was sitting there working behind the desk. He saluted me and stated ‘sir, what can I do for you?’ I asked him, ‘hey can you do a favor for me?’ The young PFC said, ‘sure thing sir, what do you need?’ I told him, ‘I want you to redline Dewey Holst and move him off that transfer list and put him on the list to Omaha.’ The PFC saluted me and stated ‘no problem, sir, it will be done.’” Dewey was



notified by letter. By the time he could get information, David found out that his family had already been sent a letter. David paused, "You know, I was able to get on the telephone and call Washington and try to stop the letter. But it was several days before I could get information about what happened to Dewey." He wasn't aware Dewey had been picked up and taken to safety and was waiting to be sent back to England. David sent a cable to his parents saying that he was safe and that he felt Dewey was safe, but at that time he did not have any further information. The family received official notification that Dewey was MIA.

David told me that first night he spent in Paris that he got sick, went to the doctor and the doctor concluded, "Well son, you're going home; you've had a complete nervous breakdown." David grinned. "I told him that I was not suffering from a nervous breakdown, that I was just sick as a dog. I didn't feel like the fellow knew what he was talking about, so I got my clothes and I left. Did I have a nervous breakdown? Well, I guess not, because I went on to fly 32 more missions."

David said he worried for more than a week as there was no news about Dewey. Finally, after eight or nine days, David learned Dewey was on a transport back to the base at Seething and the two brothers reunited. They went on to fly 32 more missions with the 448th Bomb Group and in completion of their 35th mission, both received news that they would be leaving for home.

Again, fate intervened with the Holst brothers. David said when the brothers received orders to leave and return home, Dewey was not returning on the same ship. David then placed a call to General Doolittle himself and explained to him that "...my brother and I trained together, were assigned to the same crew and airplane together, flew to England together, were shot down together, made our way back to base and flew 32 more missions together, so sir, do you think that we can have orders to go home together?" Apparently, General Doolittle agreed because orders were cut for the two of them to travel back to the U.S on

May 8th, 1945, the day Germany surrendered.

Arriving in the states, the two brothers caught a train and as luck would have it, the train was involved in a horrible accident, it derailed. Several cars overturned, several people were killed, but once again, the two brothers escaped without a scratch. Both smiled as they talked about escaping the hand of death yet once again.

AFTER THE WAR

The Holst brothers found their way back to Fayette, Missouri. David stayed in the military in the reserves and was eventually called up during the Korean Conflict. Dewey left the Air Corp after receiving the air medal with five oak leaf clusters, the ETO ribbon with five battle stars, the World War II victory medal, the American Campaign Medal with battle star and a Certificate of Valor; and David with the *exact* same honors. Dewey returned home to marry his high school sweetheart and they went on to spend more than 68 years together.

So ended my day, listening to the stories of the Holst boys and their contributions to liberation. Each of them spoke about their love and respect for each other and how, even today, they make sure that if they do not visit every day, they at least call each other just to make sure that "all is okay."

During my visit, they showed me a family photograph of the Holst brothers in the military. All six brothers—all served during war time. Some in the Air Corps, others in the infantry, one brother was wounded three times and awarded the Purple Heart with clusters as well as the Bronze Star. David said he wasn't as lucky as Dewey, that he was not able to save his uniform and medals. They were all lost many years ago. But Dewey adds, "David got everything I got." Both were very quick to point out the heroism of the other. There certainly is no doubt today that these two gentlemen experienced that rare bond of brotherhood of both family and combat.

A few days after our visit, I received a letter from Dewey thanking me and my dad for making the trip to

Missouri; for spending time with him and his brother and showing an interest in "...the things that we did." He sent me a note:

*Dear Nancy,
Please look this stuff over. Keep what you can and mail the ones you can't back to me. I'll mail you postage stamps for whatever it cost to mail all that back to me. Thank you for the help that you've given me; you were so nice and so kind and so concerned. I feel as though I've known you for a long time. God bless you and all your endeavors. I love you and your dad.
Dewey*

Postscript:

*Dear Dewey and David,
Dad and I love the both of you too. It was an honor and a privilege to spend an afternoon in your home, to share the intimate details of your experiences during that horrific time in our history and how blessed I feel to call both of you my friends.
Nancy*

Author's personal note: Most all of my friends know of my association with the 8th Air Force Historical Society. Many times I have been asked about what is wrong with our country today and why it seems that we have so many problems and struggles. I have been asked what prescriptions would aid in healing the wounds of our country. I always had my usual responses, but now when I am asked that question, I simply reply, "We need more Davids and Deweys in this world and that would fix most of our problems."

Update: Dewey received his French Legion of Honor Medal and a date has been set for the formal award. Dewey tells me he will not be attending, as he is waiting for David to receive his award so they can attend the ceremony together. Brothers in Arms, forever.

"Welcome to a class in ancient history."

Lt Col Eddie Deerfield, 303rd BG.

That has been my opening remark over the last 25 years when I addressed high school students about World War II. I'm now battling Parkinson's, so at age 92 I don't get around much anymore. I often think back to those lively sessions with the teenagers. I tried to give them a sense of what life was like for American airmen in combat against Nazi Germany a half-century ago.

I was radio operator on a B-17, barely out of my own teens. My original crew was shot down and crashed in the North Sea on our sixth mission. On our 11th mission heavy flak damage forced an emergency landing at a British RAF base. We bailed out of a burning bomber over the south coast of England on what would have been our 14th mission. On my 20th mission, our flak-damaged tail wheel collapsed on landing. I was wounded by flak on my 30th mission. Of my original crew of 10 men, the ball turret gunner and I were the only two who survived a full tour, flying as replacements on numerous other crews.

A question from the students was often "What happened to the other eight men?" I explained that one was killed in action, three were grounded by injuries, one was shot down while flying with another crew and became a prisoner of war, and three said they couldn't take it anymore and asked to be relieved of combat duty. A follow-up question was, "Isn't that like desertion in facing the enemy? Were they sent to prison?"

I said that I didn't know of anyone in my 303rd Bombardment Group who stopped flying missions because of combat fatigue and faced a courts-martial. They were reduced in rank and assigned to ground duties at our base at Molesworth, England or transferred to another 8th Air Force base.

I said to my student audience, "No one knows how he'll react when facing death from enemy fire. Three of the men on our ten-man crew couldn't handle combat." After facing the enemy on eight missions, the left-side waist gunner went to the flight surgeon and said he was suffering from combat fatigue. In modern times, he might have said "traumatic stress." He was grounded, reduced in grade from sergeant to private, and transferred out. Our engineer, who was also the top turret gunner, declared himself unfit for combat after 14 missions. He was demoted, reassigned to a 303rd BG ground crew, and began using his skills to service and maintain the bombers. The waist gunner on the right side of the B-17 was the old man on the crew -- 28 years of age. We called him "Pappy." He was transferred to the same ground crew.

We never ridiculed those men who knew they couldn't take it anymore. We respected their decisions. A bomber crew consisted of 10 men linked together as one unit, each depending on the other. A single weak link breaking while under attack by German fighter planes could kill us all.

The bomber airmen of World War II, whether they flew one mission or 35 or more, left a legacy that remains timeless. Our crewmates who came through Hell with us and were transferred to non-combat duties at their request remained and continue to be our crewmates in heart.

Lt. Col. Eddie Deerfield lectures about aerial combat in World War II before an audience of students and adults at a Veterans Day event in 2009 at the Palm Harbor, FL, Public Library.





A Class in **Ancient History...**

Eddie Deerfield, 303rd BG
Lt. Col., US Army, Ret.

Cpl. Alvin “Pappy” Etheredge was a B-17 gunner who asked to be relieved of combat status and was transferred to ground duties in 1943. He died on May 22, 1945 at the 303rd Station Hospital after surgery to remove a tumor on his spine, and was buried at the Cambridge American Cemetery in England. On May 13, 2011, Eddie Deerfield, who flew combat missions with Pappy during WWII, visited the cemetery. Deerfield placed flags and flowers at the gravesite and saluted his former crewmate.

D-DAY REVISITED



Top Row (L to R): Lt. A.J. Schwarz, Navigator; Lt. L.J. Bondly, Co-Pilot; Maj. V.G. Aubry, Jr., Pilot; Lt. R. Ennis, Bombardier; T/Sgt. C.H. Hunley, Flight Engineer. Bottom Row (L to R): S/Sgt. C.H. Tucker, Radio Operator; S/Sgt. T.G. Strader, Tail Gunner; S/Sgt. S. Kans, Waist Gunner; S/Sgt. D.J. Gibbs, Ball Turret Gunner; Sgt. M.R. Wunschel, Upper Turret Gunner.



On June 6, 1944, Major Victor G. Aubry, Jr., 493rd BG, 863rd BS, and his crew of the B-24J, “*Old Sack*”, prepared for their afternoon mission from Debach, England, to bomb the coast of France. His account of the day follows:

“This is it... **D – Day**. We weren’t alerted for the first mission came back to barracks and got on radio – heard Ike Eisenhower and all the others. We have been alerted for afternoon mission. Afternoon raid was scrubbed – weather. Morning bunch got in – lost 3 planes – Russell ran into Cooper & both seen going down in flames – No fighters, no flak, bombs brought back. Old man pissed off. Boys say they saw thousands of airplanes. Complete undercast so didn’t see Invasion. I hope we get a glimpse tomorrow. Also hope we drop ‘em. Target will be French coast. *Old Sack* came back after her first. Hope I get her tomorrow.

We’re all very nervous although I slept for 2 hours this afternoon. Feels like sitting on the bench while the rest of the team plays the game. Everybody awfully eager including me. Will write a short note to my sweetie tonite before bed. Understand we’ll have to brief at 2 AM. Sure love my darling – hope I make it O.K.”

Seventy-one years later on June 6, 2015, Anne Aubry Marek and her husband, Rick, prepare for their afternoon mission of a ride on the B-24A, *Diamond Lil*, from Spaatz Field in Reading, PA. It turned out to be a very special ride on a very special day – the 71st anniversary of when the 493rd BG entered into combat and our men into harm’s way.

Because my dad was a B-24 pilot, the Commemorative Air Force Flight Crew

gave me the opportunity to stand behind the pilot and co-pilot during landing. What an experience! It was emotionally overwhelming for me and a memory that I will cherish and relive many times to come. Dad’s bomb group was only one of four BGs that flew both B-24s and B-17s. Having also flown on a B-17 (Memphis Belle, The Movie, Nashville Reunion, 2014) the flight on *Diamond Lil* gave me a unique perspective about these heavy bombers and the rolls they played in the air war. I finally understood what it took to do what he did, and I gained a huge respect and insight into the challenges he and all airmen faced. I am also very grateful to have had these experiences and am looking forward to more.

On June 20, 2015, *Diamond Lil* flew into the Dallas Executive Airport. It was her last flight before her restoration begins. It’s important that warbirds such as *Diamond Lil* be maintained and kept flying so future generations will be able to learn first-hand about the sacrifices and courage of our American veterans. If you would like to keep her flying, please go to www.DiamondLil.org to learn how you can help.

**Submitted by: Anne Aubry Marek
Treasurer/Membership Manager
Fighting 493rd Bomb Group
Memorial Assoc.**

THE PEOPLE OF LISSE REMEMBER



Submitted by James L. Bass
457th BG/Radio Operator Gunner

In September 1944 the war in Europe was far from over. Some early predictions that it “would be over by Christmas” had not generated support.

The Luftwaffe had regrouped and again was a threat. Anti-aircraft gunners were as plentiful as ever. Ground troops were still locked in Operation Market Garden. On 26 September the entire First Air Division of the Eighth Air Force was dispatched to destroy the railroad marshalling yards at Osnabruck, North of Munster, considered the gateway to northern Europe. The 457th Bomb Group contributed thirty-six craft to the endeavor. Lt. Carl H. Gooch and crew, flying the Jayhawk, flew no. 3 position in the lead box.

Over the target anti-aircraft flak was moderate but extremely accurate. Leaving the target area the formation returned over the Zuider Zee and the usual accurate flak was encountered. Four rounds were fired by anti-craft gunners. The Jayhawk took a direct hit in the cockpit, the top turret was blown off and nos. 3 and 4 engines disabled. Lt. Gooch retained control long enough for the

crew to bail out. The Jayhawk crashed near the Town of Lisse, population ten thousand. Four of the crew evaded, three were taken prisoners of war and two failed to survive.

Later a German communique dated 26 September 1944 was found which, among other things, stated “an American Flying Fortress was destroyed.”

Locals buried the two killed in action and became shepherds for the evaders. Over the years the Jayhawk became a continuing local legend among the town people and the crew became their crew.

In 2012 one of its citizens, Erwin de Mooij, determined a permanent memorial should be erected to honor and remember the American crew and set about to do so. With full community support a memorial was erected and unveiled in a ceremony on September 15, 2013, before thousands of town people, dignitaries, including the American Ambassador to the Netherlands and family members of the crew. Among those attending was one of the locals who assisted Lt. Gooch evade capture. Representing the 457th Bomb Group Association were Bill Siler, James Hanley and Bill Henson.

Bill Henson recalls events of the day:

The dedication of the memorial was set for September 15th. Members of the families arrived on September 12th. Bill, Jim and I arrived on the 13th. September 14th began with breakfast followed by a motor coach taking all the Americans to City Hall. There was a reception in the mayor's parlor followed by a presentation of what life was like in Lisse during the Nazi occupation. A tour followed showing the site of the crash, the homes where the evaders were hidden from the German and the general area.

We were instructed to be in the parking lot of the hotel for transportation to the Memorial dedication site. A large convoy of WWII vehicles, all drivers dressed in American Army WWII uniforms appeared. Leaving the hotel parking lot the convoy, with police escort, siren screaming and people waving the American and Netherlands flags weaved its way through the town to the church south of Lisse where the Memorial is located.

Before a packed church, with national news crews covering and cameras rolling, a dignified and reverent ceremony followed. Remarks were made by several speakers including those from America.

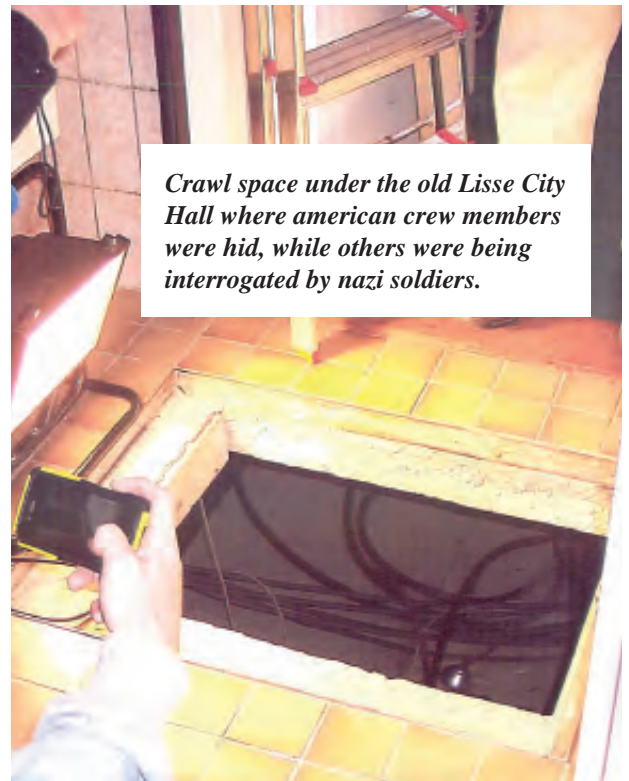
At the conclusion of the proceedings inside the church the group moved to the outside. The Americans, dignitaries and veterans of the Netherlands were seated. Citizens gathered all around. An orchestra played the respective national anthems. Boy scouts posted the colors. The Memorial, covered with an American flag, was unveiled by the Boy Scouts assisted by family members of Lt. John P. Quillin, one of the crew members who became a POW. Wreaths were placed at the memorial by locals, relatives of the crew and the 457th Bomb Group Association. As the services concluded looking skyward a flyby was performed by the Dutch Royal Air Force Vintage Squadron.

The activities concluded in the evening with a reception and dinner that continued into the late hours, all in keeping with the high traditions that have been established over the years by our Allied Friends.

The memorial will remain a lasting remembrance of the sacrifice of one crew of the Mighty Eighth.



The Memorial, covered with an American flag, was unveiled by the Boy Scouts assisted by family members of Lt. John P. Quillin, one of the crew members who became a POW.



Crawl space under the old Lisse City Hall where american crew members were hid, while others were being interrogated by nazi soldiers.



Pieces, Parts, and PLANES

*Article from the Original Interview,
Edited by Joan E. Hamilton,
Oregon Chapter 8th AFHS*

Recently, Bert Campbell interviewed Don Keller in reference to Don's B-17 cockpit instrument panel mockup. Don's interest in B-17s began in 1967 with a sound like nothing he'd heard before, two firefighting B-17s flying "low and slow" over the top of the Seminary school he was attending. Don said, "When the engines are in sync there's no sound like it. It's a symphony. I started my research of this airplane by reading Caidin's book about B-17s and by meeting crewmen."

In the 1970s, Don started dragging airplane parts home. He turned this collection into the business, *Air Depot*, a "source for B-17 parts and warbird collectibles". According to Don, "We worked with film companies on supplying much of their flight gear along with aircraft parts and props including 'Mae West' life preservers for the films *Memphis Belle*, *The Taken*, *Tuskegee Airmen*, and the P-38 series with Jeff Ethell."

When asked how and why he got into this business, Don emphasized, "I came because of the aircraft, but I stayed because of the people—many of whom have been incredible. One of my absolute all-time favorite people is Bob Sturges, founder of Columbia Airmotive, whose enthusiasm for aviation was undeniable and his knowledge unmatched. Bob took me under his wing and I learned about the business of aircraft parts and negotiation."

"After *Memphis Belle* was filmed,



Don Keller's B-17 Cockpit Instrument Panel Mockup
Photo courtesy of and taken by Bert Campbell

they contacted me with a list of parts from the movie and I purchased three panel blanks to do the main instrument panel of the B-17 and proceeded to fill the panels. In some cases, we took parts that we had that were good cores and traded them for run-out cores which were red tagged instruments that couldn't be rebuilt. This is how we gained many parts that came out of actual B-17s. We can basically track down most of the parts. For example, the quadrant came out of a Coast Guard B-17 out of Lake Washington. Of course, it came to the point where some parts just aren't available and we actually had to manufacture those. Veterans also made suggestions and we added items to our display such as a throttle quadrant. During WWII, many airfields had cockpit panels like ours that they used as training tools for the WASPs, for the flight engineers, for pilot and co-pilot trainees and all

without tying up a complete aircraft.

Around 1991 or 1992, we started displaying our B-17 cockpit instrument panel. We do this for our Veterans. It's just part of the debt that we owe them for their service. We've taken it to reunions where the Veterans have a ball sitting at the controls and reminiscing. The instrument panel is also educational for the younger generations and provides family members of Veterans with a connection to their relatives. We mounted it on a trailer for easier mobility and have displayed the instrument panel at the Pearson Air Museum, during 'open cockpit days', and at the Oregon International Air Show next to the 8th Air Force Historical Society of Oregon tent several times. Our future plans include enclosing the cockpit so that it actually does look like a B-17 fuselage and including bucket seats with the display."



In 1993, the formative year of the Oregon Chapter of the 8th AFHS, Don became a member and has continued his position as event and speaker coordinator to the present day. He continues to promote the B-17, an airplane which was designed to last six years. Those that are still airworthy and flying are over sixty years old and according to Don that is "...due to the quality that went into the aircraft, the tremendous designs, and the changes and constant developments that this airplane went through."

*"I came because
of the aircraft,
but I stayed
because of the people..."*

For more information about *Air Depot*, be sure and check out their website:

www.b-17airdepot.com

Don Keller's B-17 Throttle Quadrant
Photo courtesy of and taken by Bert Campbell

ANNUAL REMEMBRANCE CEREMONY

Honoring the Accomplishments of the

351st Bomb Group

Location

National Museum of the Mighty 8th Air Force

Pooler, Georgia

Wreath Ceremony in Memorial Garden

Saturday, November 7, 2015
12:00 NOON

For information contact Bruce Nocera

Phone 718-721-0924
Email bnocera@nyc.rr.com





8TH AFHS BOARD OF DIRECTORS NOMINEES



Voting for the 8th AFHS Board of Directors positions will take place at the General Membership Meeting during the 41th Annual 8th AFHS Reunion in Omaha, Nebraska

JONATHAN DELGADO-LEVIN-TURNER **Member #11729550**

Jonathan Delgado-Levin-Turner was born in South Euclid, Ohio in 1969 and raised in Los Angeles, California. He joined the Air Force in 1986 in North Hollywood, California and was assigned to the 8th Air Force with the 97th Services Squadron and augmented to the 97th Security Police Squadron at Blytheville AFB, Arkansas. The 97th SVS/SPS was part of the 340th Bomb Wing/97th Bomb Squadron and 42nd Air Division of the 8th. He was also a proud member of the "Prime RIBS" at BAFB, or "Readiness In Base Services."

Jonathan also supported Operation Desert Storm during his military career and was Honorably Discharged In 1992, where he joined the County of Los Angeles with the Los Angeles Sheriff's Department's Public Housing Security. He has most recently retired

as a Customs Officer with the Canadian Government where he spent his first 4 years as a K-9 Officer. Jonathan comes from a long line of military service: members of his family have served in every conflict since World War 1, within the militaries of 4 countries.

He is an advocate for the US Veteran community and allied vets in Ontario, Canada and has commanded and liaised for several US Veteran organizations related to the US Air Force, US Army, and Marine Corps. Jonathan is also the Ground Supply Crew Chief at the Toronto International Air Show for Canada's national aerobatic team, The Snowbirds. He is a member of the OSS Society, Roadrunners Internationale, F-4 Phantom II Society, and currently serves the 8th AFHS as Chapter/Unit Liaison. Jonathan is also a civilian recruiter for the Canadian Armed Forces and works very closely with Canada's military and veterans. He resides in the Toronto area with his wife Sandra, their 2 sons, Conner and Sean, retired Canada

Customs dog, Bobby, and PTSD dog, Beta.

Nominated by Dr. Nancy Toombs
Member #762550



BENJAMIN JONES **Member #38597**

Ben Jones grew up close to the former Wendling Air Base in England during the 1970's and 80's. He became known to the boys of the 392nd as 'the kid on the bike', because he would follow the group tour buses on his bike to meet the returning veterans as they toured the former base. He'd show them the items he had found and collected, as well as prepare many displays for them to view during their return.

He was elected to the 392nd BGMA board of directors in September, 2002 and has been actively involved with the group since the late 1980's. Ben attended several of the 392nd reunions, the very first one being in Hilton Head South Carolina in 1989. He has attended 8th AFHS reunions since the 392nd joined with 8th reunions.

Collecting has always been another hobby of Ben's, and he still displays his collections of memorabilia at the reunions

which always attract great interest. He is also the host of the 392nd Hospitality Room which is enjoyed by all during the reunions.

Now living and serving in the U.S. military in upstate New York, he continues his family military tradition and is preserving the memory of all those veterans gone before him with his research and education of others. He is the third generation of his family to enlist, which started with his Grandfather in the 1920's, his father in the 1950's. His sister also served having recently retired from the Royal Navy.

He has flown 200+ combat sorties, earned the Air Medal with 2 devices, the AF Achievement Medal, Meritorious Unit Award, Armed Forces Expeditionary Medal among other and continues to fly.

He also sits on the Board of Trustees for a local non-profit in upstate NY.

His military background and heritage as well as his years involved with the 392nd, the 8th AFHS, the 2nd ADA and the Heritage League make him an ideal candidate for a position on the 8th AFHS

Board of Directors.

Nominated by David Nowack
Member #36652





General Curtis LeMay
"Old Iron Pants"

Birthplace Chapter

The "Go To" Guy
Charles Sitrin

The annals of the 8th Air Force is filled with great leaders. General "Hap" Arnold, Carl Spaatz, Jimmy Doolittle and Ira Ecker are just a few of these men. One commander who was a capable leader and in my opinion its best problem solver, is today less well remembered. He is General Curtis LeMay or "Old Iron Pants".

Major LeMay organized and trained the 305th Bomb Group. This group was sent to England in October of 1942. As commander of the 305th he helped develop the combat box formation. This was important for protecting the bombers over Nazi territory. LeMay helped improve the bombing accuracy of the B17s and B-24s by developing the technique of toggliering. The group's best bombardier would fly in the lead plane. He would drop his bombs over the target. The other planes in the group would bomb when they saw the smoke bombs dropping from the lead bomber. Later as commander of the 3rd division of the 8th, General LeMay led the Regensburg section of the dual Schweinfurt-Regensburg mission on August 17, 1943.

In July 1944 he was transferred to the Pacific. Curtis LeMay was made commanding general of the 20th Air Force in the China-India-Burma theatre. He was later transferred to Guam to head the 21st Air Force when B-29 bases were completed. He quickly became convinced that high altitude day bombing was inef-

fective over Japan. This was mainly due to the powerful jet stream over the Japanese Islands. LeMay therefore switched to low altitude night bombing. Incendiary bombs were used because the Japanese cities were largely constructed of wood and paper. These new raids proved to be extremely effective. The March 9-10th raid over Tokyo was the most destructive of World War II.

In 1948, General LeMay took over the command of the Strategic Air Command. At the time it was ineffective and inefficient. He promptly made SAC a model of efficiency and readiness. The general was one of the chief proponents of the development of the B-52 bomber and later the B-70 Valkyrie.

In 1951, General Curtis LeMay at age 44 became the youngest four star general since U.S. Grant. He became the Air Force Chief of Staff and later, Chief of the Joint Chiefs. In that role he became famous for his advocacy of a preemptive bombing strike of the Russian missiles in Cuba.

The general was an early advocate of massive strategic bombing of North Vietnam. He retired because of repeated clashes with the Johnson administration and Secretary of Defense, McNamara. Unfortunately, after this illustrious career, what people today remember about this great leader was his vice-presidential candidacy in 1968. He ran as George Wallace's running mate on the American Independent Party ticket. A significant number of people wrote him off as a racist and segregationist. The general however had an excellent record implementing desegregation in the Air Force. LeMay ran with Wallace because of his belief that Nixon would follow the Johnson administration policies in Vietnam. This is the sad epitaph for such a great leader, innovator and American.

Check out our chapter activities:

Our August meeting saw a great turnout of folks enjoying grilled hot dogs and hamburgers in the Savannah summer heat!

October 20th we are looking forward to hearing Nick Moran speak on "The Myths of Armored Warfare in WWII."

On November 17th we will hear Ed Conant speak to us about guided missile submarines.

If you're ever in Savannah and would like to attend one of our dinners, the Birthplace Chapter of the 8th AFHS meets on the 3rd Tuesday of every month at the National Museum of the Mighty Eighth Air Force in Pooler, GA. Cocktails start at 5:30pm and dinner is served at 6:30pm [\$15 per person] Please join us!

Charles Sitrin
President, Birthplace Chapter

Oregon Chapter

Honoring Our Veterans
Presentation by Don Keller
with Tom Davis

In February of 1993, the Eighth Air Force Historical Society Chapter of Oregon, held its first meeting. The group members would encompass fighter pilots and aces, bomber pilots and ground crew, bomber crews, and support personnel. The support personnel would include factory representatives, mechanics, armorers, and weather, intelligence, and headquarters staff. These members did not start the organization to tell their stories but to preserve and tell the stories and heritage of their fellow Veterans. Our WWII Veterans in attendance told some of their experiences:

Corp. Ray D. Winters

371st Air Engineering Squadron,
Eighth Army Air Force, WWII,
Yontan Air Base, Okinawa

"April 1, 1945, the day that the president died, I got my greetings. I was drafted. The guy ahead of me went in the Navy. The guy behind me went in the Army. I went in the Air Force. I spent 8 months in the Eighth Army Air Force in Okinawa and then 3 years in the Reserve."

1st Lt. John Cooper

95th BG, 412th SQ, Eighth Army
Air Force, WWII, Navigator

"I was on the first Berlin bombing raid on March 4th, 1944. When we went out on that mission the weather was very bad. We got in the air and it went out on the radio that the mission was scrubbed and we should turn around and go home, but our little group didn't get that mission



WWII Veterans

[L-R] Corp. Ray Winters, 1st Lt. John Cooper, GM 2/c Frank LeSage, S/Sgt. Bob Schuberg, Sgt. Dan McAllaster, T/Sgt. George Keating, Col. Steve Memovich, and S/Sgt. Donald Millar. [Photo courtesy of Tom Philo]

news and so went on and were the first ones to bomb Berlin. The leader of our group received a Congressional Medal. After that, the German Air Force was incensed particularly with our group. Two days later, we went out on the first real major raid and they concentrated on our group and knocked down 8 of them and all but 2 of our low group, the so-called "Bloody Hundredth" one of whom was the famous leader Rosie Rosenthal. We used to listen to the German radio at night and Berlin Betty would say, 'Rosie, we're going to get you tomorrow', but they never did and he not only lasted out the war, but as a lawyer he came to represent the United States in the Nuremberg Trials."

GM 2/c Frank LeSage

PT Boater #205 Ron 15, U.S. Navy, WWII, Mediterranean

Frank LeSage was our August, 2013 8th AFHS Oregon Chapter speaker. "In 1941, I was sitting in a movie theater where the Movietone News was showing a squadron of PT boats going through the New York Harbor at warp speed. While that was intriguing, what really got to me was when they panned a whole bunch of young girls waving at those PT boats. That's why I enlisted."

S/Sgt. Bob Schuberg

306th BG, 368th SQ, Eighth Army Air Force, WWII, Tail Gunner

"As an eighteen year old, I was a senior in high school and I didn't want to get drafted. So, the obvious thing to do was to join the Army Air Force. To

my surprise, by February of that year I was called to duty, so I had to leave my high school basketball team and go off to war. After less than a year of training, our crew flew a B-24 from New York across the Atlantic and landed in England. We were assigned to the 306th Bomb Group and, shortly thereafter, began our missions. I went on 19 missions. Those were exciting days. As a tail gunner, I saw a lot of the tails of other planes and a lot of flak but no enemy aircraft.

Sgt. Dan McAllaster

30th Photo Reconnaissance SQ, Ninth Army Air Force, WWII

"I was in a P-38 Photo Reconnaissance Squadron. We were in England five months before D-Day and our squadron mapped all of Europe prior to D-Day.

We always met the planes when they came back because we wanted to find out if they were performing 100 percent. If not, we could fix them up. One pilot came back from a mission and said, 'I need my right engine checked. It's overheating badly.'

So we stripped all the cowling off of the engine. There were no leaks. The radiator was full, but the right engine was chuck about full of green tree leaves. We cleaned all the leaves out of it, started the engine up, and immediately the temperature came down to where it belonged. We met the pilot when he came out after he was debriefed on the mission and he said, 'Well, boys, what'd you find out?'

We told him we'd found the green tree leaves in the air intake. He stood there

straight faced and said, 'You better check the altimeters because I was never below 500 feet on the whole mission.'

We never let him forget it.

T/Sgt. George Keating

452nd BG, 731st SQ, Eighth Army Air Force, WWII, Ground Crew Chief

"The first part of the war, I was teaching school as an airplane mechanic. When they got tired of me going to school, they sent me overseas."

Col. Steve Memovich

452nd BG, Eighth Army Air Force, WWII, Navigator

Steve flew on 35 missions.

S/Sgt. Donald S. Millar, WWII

379th BG, 526th SQ, Eighth Army Air Force, Tail Gunner

"I had a ten-foot short snorter because every place you went you were supposed to add to your short snorter. I even had a Scottish [pound] short snorter signed by the Scottish secretary whose signature was on it. By signing, he was duplicating his signature. You were supposed to keep the short snorter with you. If you got caught without it, you had to buy a guy a drink." [A short snorter was a military person's currency on which the signatures of his comrades and significant acquaintances were written.]

For more information on the Oregon Chapter, please contact Joan Hamilton, JHami828@aol.com.



Lt Colonel Edward Tyre

Wisconsin Chapter Celebrations and Educating Future Generations by Cindy Drehmel, President

On May 25, Air Force Lt. Col Ed Tyre, WWII was honored by the city of Cedarburg as Grand Marshal of the Memorial Day parade. Ed also gave an enlightening speech on freedom and his WWII military experience with a



huge crowd attending.

Lt Colonel Edward Tyre enlisted in the United States Army Air Corps following his graduation from High School in 1942. Following basic training, he was accepted into the Army Air Corps, 3rd Air Force Training Command, where he completed basic, advanced and combat flight training. He was enrolled at Centenary College in Shreveport, Louisiana to complete his necessary college level course work for Commissioning as an Air Corp Officer in 1943. Lt Colonel Tyre was commissioned a 2nd Lieutenant (O-1) at the Army Air Corps Training Field at Lubbock, Texas on 12 March, 1944. Then 2nd Lt Tyre was assigned to 12th

Air Force and transitioned into combat training in the Martin Marauder B-26. The B-26 Marauder was a very challenging to fly, high performance, multi-engine attack bomber. From the 12th Air Force he was assigned to the 9th Air Force, 1st Tactical Command, 432nd Bomb Squadron and 17th Bomb Group. He was deployed to the European Theatre of Operations, flying combat sorties from Corsica and then reassigned to Dijon, France for the completion of his combat tour in World War II. Lt Colonel Tyre completed 50 combat missions with heavily opposed FLAK sorties through the Poe Valley in Northern Italy and very difficult tactical missions over Northern France and Germany where his group encountered the deadly German ME-262 jet fighters. After the liberation of Europe, he awaited transfer to the Pacific theatre until the Japanese surrendered unconditionally. On Lt Colonel Tyre's return to the United States he affiliated with the United States Air Force, Reserve Component, transitioning to both C-46 and C-119 aircraft. Lt Colonel Tyre continued in flying status until his retirement from 26 years of commissioned service on 12 March 1972.

Lt Colonel Edward Tyre is a decorated combat veteran with award of the Air Medal with 9 Oak Leaf Clusters, The European Theatre Campaign Medal (with 4 battle stars), and a distinguished Unit Citation. He was formally awarded the prestigious French Legion of Honor Medal, Chevalier, on 6 April 2013. Congrats Ed!



June 2 was a great meeting with over 50 members in attendance featuring recently retired 8th Air Force vets Senior M Sgt. Edmond Bates and MSgt Robert Segreti Both spoke on their time in the Mighty Eighth and their part during the 911 Crisis at Barksdale.

MSgt Segreti worked with the 26th Operational Weather Squadron as a TSgt and performed weather briefings for Ellington Field as the scrambled F16s to protect Texas cities and Air Force One as it diverted to Barksdale. Segreti will speak about the unusual reason why President Bush was diverted to Barksdale

Senior MSgt Bates was also stationed at Barksdale during 911 will discuss his time there as well as his 28 years of service to the Mighty Eighth, including Lackland AFB, TX (1980 - 1982); Stuttgart, Germany (1982-1984); Mountain Home AFB, ID (1984-1986); MacDill AFB, FL (1986-1990); Osan Air Base, Korea (1990-1991); Ramstein Air Base, Germany (1992-1999); Andersen Air Force Base, Guam (1999-2000); Barksdale Air Force Base (8th



Senior MSgt. Edmond Bates



MSgt Robert Segreti

AF), Louisiana (2000-2005); Great Lakes Naval Station, Illinois (2005-2007).

Upcoming Events:

Please mark your calendars for the following events taking place over the Next few months. These are the events the members voted on to take place this year.

Calendar of Events

September 5, 1:00pm
FOOTBALL GAME AT CONCORDIA UNIVERSITY:

Concordia University has extended an invitation to all of our member Veterans and families to attend their first home football game at Concordia

University football stadium in Mequon. All vets in attendance will be honored with game and meal. Cost is FREE

September 15, 8:30am-6:30pm **FLY FOR FREEDOM IV:** Our annual event for all Wisconsin Chapter 8th AFHS members, friends and family will occur

Tuesday September 15 during our normal Sept meeting time extended.

Events include a Badger Bus Freedom Ride, Veterans Memorial Gallery, 360 Cinema Film, Civil War Museum in

Kenosha and Honorary Dinner and Cake Cutting Ceremony at Hob Knob Restaurant in Racine. Current Members are Free, Family members \$15.00 each. Pick up points will include Goerke's Corners Park & Ride in Brookfield and Ryan Road Park & Ride in Oak Creek.

December 1, **EDUCATING OUR LOCAL STUDENTS...**As working with Manitowoc students was a big hit, we will again work with high school AP history students under the direction of their instructor Mr. Thome, during our December meeting time. Oak Creek High School AP History students will be part of a Question and Answer panel similar to last year. Any Veteran interested in being a part of the Question & Answer panel should prepare & mail to Cindy Drehmel at PO Box 370765 Milwaukee WI 53237 no later than October 30, 2015, 1 to 2 pages answering the following questions:

1. Summarize your time in the military inclusive of military rank, conflict type, battles, experience and medals earned, etc. This should include unique experiences specific to your time in service.
2. Explain your life after the military. Jobs, family, travel and where lived.

As a reminder, former Illinois Chapter members are welcome to join our Wisconsin Chapter and join in on all activities.

Thank you for your service. See you soon!

Cindy Drehmel, President



Memorial Day Madingley, Cambridge England

For all members of the American Forces that never returned home from fighting in Europe. **Gordon Richards (UK 8th AFHS contact) & Robert 'Bob' Moses (8th AFHS Board of Directors)**, presented the wreath on behalf of the 8th AFHS and all its members. The wreath was red, white & blue with the 8th Air Force logo in the center. It was laid at the *Wall of The Missing*, followed by a moment of silence and bowed heads in respect to those who paid the ultimate sacrifice.

FRENCH LEGION OF HONOR RECIPIENTS*

Ed Anderson 453rd BG
 Richard Andrews 379th BG
 Albert Audette 385th BG
 William Becker 492nd BG
 Richard L "Dick" Bedford 353rd FG
 Caesar J Benigno 452nd BG
 Leo S Bielinski 44th BG
 Carl F Brown, Jr 4th FG
 William D Bodiford 87th BG
 Donald Casey 379th BG
 Clarence F Cherry 100th BG
 John Chopelas 452nd BG
 Myron Cohen 91st BG
 Marbury L Councell, Jr 96th BG
 Thomas L Creekmore 305th BG
 John F Curcio 458th BG
 Harold L Dietz 466th BG
 Norman R Dunphe 448th BG
 Joel Friedman 34th BG
 James E Frolking 479th FG
 Eddie Deerfield 303rd BG
 Joseph Garber 96th BG
 Hewitt B Gomez 492nd BG
 Charles J Greenough 379th BG
 Percival L Hanson 305th BG
 Haas M Hargrave 493rd BG
 Alfred B Harris 390th BG
 Robert B Hastie 95th BG
 Walter Hendricks 452nd BG
 Robert H Hitchcock 303rd BG
 Dewey A Holst 448th BG
 Theodore C "Ted" Hood 306th BG
 Jack C Hubbard 306th BG

Albion Kenneth Hutcherson 95th BG
 Bennie L Jefferies 306th BG
 Perry Kerr 466th BG
 Michael D Kindya 385th BG
 Herbert J Kwart 381st BG
 Mathias J Leupold 385th BG
 Donald D Levine 453rd BG
 Richard B "Dick" Lewis 493rd BG



George R Leyva 351st BG
 Robert M Littlefield 55th FG
 Robert Livingston 351st BG
 Hugh McGinty 379th BG
 David Marshall 381st BG
 Walter M "Boots" Mayberry 388th BG
 Julius M Micek 381st BG
 E E Mischler 94th BG
 Kenneth Moulden 448th BG
 Clayton A Nattier 306th BG

William J O'Leary 384th BG
 Allen G Ostrom 398th BG
 Frank D Perez 401st BG
 Anthony W Pircio 7th PRG
 Vincent J "Bill" Purple 379th BG
 William L "Bill" Roche 452nd BG
 J Warren Roundhill 379th BG
 Bradford Saivetz 305th BG
 Horace Shankwiler 445th BG
 Carmen Schiavoni 447th BG
 Marvin Silbersher 447th BG
 Taffe Simon 445th BG
 Heber H Smith 94th BG
 Samuel W Smith 303rd BG
 Colin D Storey 94th BG
 William M "Bill" Thorns 96th BG
 William C "Bill" Toombs, Sr 493rd BG
 William "Bill" Varnedoe 385th BG
 Jay Walker 384th BG
 James H Walston, Jr 466th BG
 Douglas J Ward 305th BG
 Earl E Wassom 466th BG

*** LIST CURRENT AS OF PRESS TIME**

If you or someone you know has received the French Legion of Honor, but is not on this list, or if you would like information, please contact:

Dr. Nancy Toombs
(501) 681-3126 or
Chase221@SWBell.net

For those of you planning to attend the Gala Dinner in Omaha at the Reunion, PLEASE bring your medal with you and wear it!

Memories of a “Forgotten War”

Donald Sutherland

“Korea is often called, ‘the forgotten war,’ but I was there, and I have never forgotten. It was very much a war.” Donald Sutherland

Editor’s note: Donald Sutherland was only 16 years old when he reported to the 305th Bomb Group during the final months of WWII in Europe. Flying combat missions as a ball turret gunner he was told to ‘go back to high school and graduate...then think about serving in the military.’ At 17, Sutherland was discharged and went back to high school, graduated, and six years later found himself in Korea as an Army MP. This is his story.

The Chinese had already entered the war. The retreats from Chosen Reservoir and other battles were horrendous.

As an MP, I saw the Inchon invasion in September 1950, and Seoul recaptured on September 29, 1950. Around the middle of December, 1951, our unit of combat MPs was assigned a place on the line near Kumwha. Our job...just to hold the line. We were stretched thin, just two men to a position, which made for one hour on and one hour off all night.



Don at 24—in Korea as an MP

Someone up the chain of command decided to send out a company-sized patrol to capture prisoners—in enemy territory. So, at midnight, January 12, 1952, this ill-fated patrol was launched through our minefield. (A path had

been marked by our engineers earlier in the day.) The problems were many. First, it was very dark and very cold. Also, there was a lot of snow and we had to cover a long distance over hilly, completely unfamiliar terrain.

At the first hint of daylight, our company—which was strung out over a large area—was greeted with rifle fire. I was entrenched in a five foot snow bank with four of my nine man squad. Where the other five had gone, I had no idea. Over the next few hours, after suffering numerous losses, we began to crawl up a steep hill. The only targets we could see were puffs of smoke, but in contrast, we were nice dark spots on white snow for the enemy to shoot at.

Sometime around midday, a small group of our guys had ascended to the top of the hill. We had come upon their rear. The enemy had fallen back to their bunker on the next hill. Everyone was really exhausted. I didn’t know until later that another group had split off and were going



**At the face of Old Baldy – with the mud in Korea
(Old Baldy is mountain in the background)**



Korea 52...More mud on patrol

after a second bunkered hill a short distance away.

The captain was on the radio, but he got off long enough to tell me to form a squad to assault the bunker in front of us. I crawled up the hill and peeked over the ridge to see the lay of the land. The ridge was covered with snow and there were some scrawny shrubs scattered here and there. Most of the route was completely exposed to the enemy's circular trench and bunker. I came back down the hill and formed a small group consisting of my assistant squad leader and four riflemen. I told them we would run over the top of the ridge and then drop to the ground. When everyone was over, we would (one-at-a-time) dash short distances until we got to the enemy trench.

I ran over first and dropped down behind a leafless bush that offered no cover. The second guy came over and dropped to my right. A burp gun let go ahead of us and bullets flicked snow just in front of my face. The third man came over, then the fourth. I don't know what happened to the other two men. With a machine gun chattering just to our rear and burp guns spewing to our front, the four of us jumped up and ran back over the top of the ridge to the other side, a distance of only about 50 feet.

The squad members and I just waited for what we knew was coming. The enemy. As we ran back toward shelter, one guy—I don't remember his name—was hit in the shoulder. He stopped and sat down in the snow. The second guy got hit right between the eyes. Mercifully, he never knew what hit him. I was never more scared in my life.

The third man and I moved on. The two of us got to within 50 or 60 feet from the circular trench. The air was full of potato mashers (hand grenades). I paused in mid-stride, as an artillery round passed so close to my head I could feel the breeze as it whizzed past. I moved on up and

jumped into the trench—right on top of dead Chinese soldier. The noise from exploding grenades was incessant.

The other guy didn't make it to the trench. A grenade got him directly in the head. I was in the trench alone and plenty scared. I panicked and threw all of my hand grenades—a waste of time since they were totally ineffective.

I remember turning to my right and taking a couple of steps when a grenade suddenly exploded at my feet. I grabbed the top of the trench walls for an instant, then the second grenade exploded. I fell into the trench and screamed. I couldn't hear my own screams. My entire body was in agony. I was lying in the snow, both legs broken, and a helluva lot of holes leaking blood. My body was going

“My entire body was in agony. I was lying in the snow, both legs broken, and a helluva lot of holes leaking blood.”

into shock and I was freezing. Just then a Chinese soldier came at me with a dagger. Fortunately for me, a 45 caliber bullet traveled faster than he could run. I took his dagger and scabbard—still have them today.

I pulled my M1 rifle up and nestled it against my body, with the trigger housing near my crotch and the barrel end beneath my chin. I didn't think much of my chances if I had been abandoned and would soon fall into enemy hands. In the midst of being engaged in my morbid end game, I passed out from the pain before I was able to pull the trigger.

Coming to I saw the captain. He looked down at me, crawled out of the trench, and headed back and away. I never saw him again. I could hear grenades still going off. My head was

bare, now, as my helmet had fallen off. One grenade landed real close. Cold snow and dirt stung my eyes and landed in my ears and hair.

Then, I saw Howard Marter and a soldier from another squad (Hollis) looking down at me. Howard said, “Just hang on.” He and Hollis were going to pull me out of the trench and drag me back with them. Marter grabbed my jacket collar. Hollis got hold of me by my pistol belt, and they hauled me out of the trench. I was still holding on to the dagger.

The two guys were running as fast as they could. They took off toward the hill where we had just been. The agony of being dragged across rough ground with two broken legs that seemed to snag on everything was nearly unbearable. Dragging a dead weight like me was no picnic for

Marter and Hollis, either. I was face down so I didn't see much except the ground. I did happen to see—much to my surprise—the guy with the shoulder wound was still sitting up in the same place: cold, wet, and dead. (Shock, I guess.)

By now, Marter and Hollis were both completely winded. They stopped to catch their breath. I was about to be choked by my armored vest, which had ridden up and was cutting off my air. I was on my

elbows pulling the vest down when a burp gun let go. Marter, who was standing up and bent over to catch his breath, caught two slugs instead. One went through his thigh just inches from my face. Marter screamed, fell, and rolled down the side of the ridge a few feet into some small pine trees. Almost immediately, a 1st Lt. came running over the hill to drag Marter with him, leaving Hollis and me alone. Hollis told me he could not possibly drag me by himself, but he would go for help. I pleaded for him not to leave me alone, but he took off over the hill anyway.

“Now what?” I thought to myself...Before I got too far into thought, two more guys rushed up and plopped down in the snow beside me. One of them said, “Hang on!”

We're going to grab you and run like hell!" Man, did they! They snatched my clothes, ran a short distance and dropped me in a shell crater on the far side of the hill. I don't know how long I was in that hole, but the entire situation was really something.

Next thing I remember is six chogi (Korean) bearers rolling me onto a litter. They lifted the litter and took off running down this steep hill. They had gone only a few strides when I slid off the litter feet first. Hearing my screams, they stopped, slid me back on the litter and off we started down the hill again, just as fast as they could stumble. In retrospect, those six Koreans had amazing endurance as the trip back was long and I was a substantial load.

As soon as we neared the valley floor, American tanks showed up for cover fire. The tanks fired cannons directly over our heads at the top of the hill where we had just been.

My litter bearers had to stop and rest briefly every so often. At each stop, the little guy by the right rear would rub my hands—which had turned white and gone numb from the cold. I'm sure he saved me from frostbite. The trip back to the lines took the better part of two hours. My six guys set me down in an outdoor temporary aid station. I gave them my last pack of cigarettes—other than my dagger it was the only thing of value I had. I wish I'd had more...I owed them my life.

The field where they left me was covered with litters. A medic finally got to me. He cut off my boots and part of my three layers of pants, then wrapped splints around both legs. I was loaded onto a litter jeep with three others and driven over rough terrain to the Battalion Aid Station where I was placed on the floor in a tent surrounded by other injured soldiers. I didn't really get any medical care at the station—other than someone moved my feet closer to the fire when I told them they were frozen.

After several rides in various crackerboxes (military ambulances), a brief stay in a M.A.S.H. unit, one night in a Seoul hospital, I finally ended up

at Tokyo General via a C-47. Most of my rehab time was spent at Camp Sakai 279th General Hospital in Osaka. I received good medical care from dedicated doctors and nurses during my seven months there.

In August of '52, the Army sent me back to Korea—much to my disappointment. I worked first as a typist—PMI – CID. Then, on to Taegu at USAK where I wore fancy clothes, patrolled Taegu, and worked in CID.

Finally, on April 30, 1953, the Army let me loose on society. My odds of being alive went from damn near zero in Korea to 100% pretty quick.

Forget about Korea? I don't think so.



Still fits...Don in his WWII uniform



Don next to his "post" the ball turret

Roger Stuch:

Getting Personal...

Roger Stuch has been putting pen and pencil to paper for a long, long time...His illustrations have graced the pages of the 8th A F News magazine on multiple occasions during the past several years. Here are a few things you may or may not know about this talented artist:

Graduate of Kendall School of Design, Grand Rapids, MI where he majored in fine arts and illustration, with a minor in advertising design.

Illustrator with Hallmark Cards in Kansas City, MO where he worked with a variety of ad agencies and full—service design studios for over 30 years.

He has been doing free-lance designs and illustrations since 2004.

Has been drawing, "...since I was a teenager basically self-taught, but still enjoying putting pencil to paper. Each drawing brings with it new challenges and pleasant surprises."

Says he was introduced to the 8th AFHS "family" back in 2003 when he was presented with an opportunity to connect with an old wartime buddy of his father [Lafayette Stuch]. "He actually paid for my 1st year membership of this outstanding organization!"

"I started illustrating for the 8th A F News back in 2006, and it has been an exciting and humbling excursion, if you will. It has been an honor and privilege to illustrate for the 8th Air Force Historical Society."

Roger says his love for the B-17 goes "...way back having read numerous books and articles on them, built models of them, toured them," and he "...hopes to fly on one—soon!"



He says, "Meanwhile, the next best thing, is to illustrate them, and their crews." Roger adds, "This journey will continue!"

Roger was so excited to learn the Society was holding the 41st Annual Reunion in Omaha, he had extra copies made of his illustration, "One More Down," which we selected as the cover for this [September 2015] issue of the 8th Air Force News, so that everyone who attends the reunion will receive one!

Thanks, Roger!

Footsteps in THE PAST...

Dr. Nancy Toombs

I have, over the course of the past several years, been fortunate to make many trips to the UK. Each one, becomes more special, more memorable than the last, and my last trip was truly exceptional!

My father, Bill Toombs [493rd BG] was able to go with me and we joined with Craig Dubishar—our personal photographer for our adventure—just outside of London. We were extremely fortunate to have two Society members who live and work in the UK as our personal guides for the trip. Jeff Hawley, founder of the 1st Air Division Headquarters Heritage Society, and Paul Bellamy [whom I liken to Indiana Jones], along with Jeff, is also part of the 1st Air Division HHS, and is the archive and collections officer for Airfield Research Group, Ltd. These two gentlemen arranged an incredible experience for all of us!

We stayed in the town of Thrapston as our home base; here is just a sampling of some of the places we visited:

Alconbury, Bassingbourn, Chelveston, Deenethorpe, Grafton

Underwood, Kimbolton, Molesworth, Nuthampstead, Brampton Grange, Polebrook, Ridgewell, Podington, Thurleigh, Glatton, and Harrington.

One of the most moving experiences came near the end of our epic journey—the visit to Grafton Underwood.

Kevin Flecknor, one of the first people we met there, is an amazing gentleman. He volunteers hours upon hours

back to the Royal Air Force.

The Ceremony commenced at 11:00 am with a service of remembrance, and was followed by a flypast at 11:50am of the last airworthy B-17 Flying fortress bomber in the UK, the Sally B, from Duxford.

Grafton Underwood's place in history is an important one. The first raid of the war by 8th Air Force bombers took off from Grafton Underwood on August 17, 1942 and the last raid of the war, against the tank factories in Pilsen, took off from Grafton on April 25, 1945. The County Council felt it was fitting that, seventy years on, the sacrifices of the men and women who served at Grafton should be remembered. Records show 316 missions were flown from the base and 1652 personnel lost their lives.

Many residents of Grafton Underwood, Geddington, and the surrounding villages attended this emotional and moving event. We ran into long time Society member Fred Preller, whose father, Robert "Bob" Preller, was a pilot with the 384th BG at Grafton. We met so many fascinating folks during our visit it would be impossible to name them all. So please enjoy some of the many photos Craig and I took during our adventure—our way of bringing a little piece of England home with us!

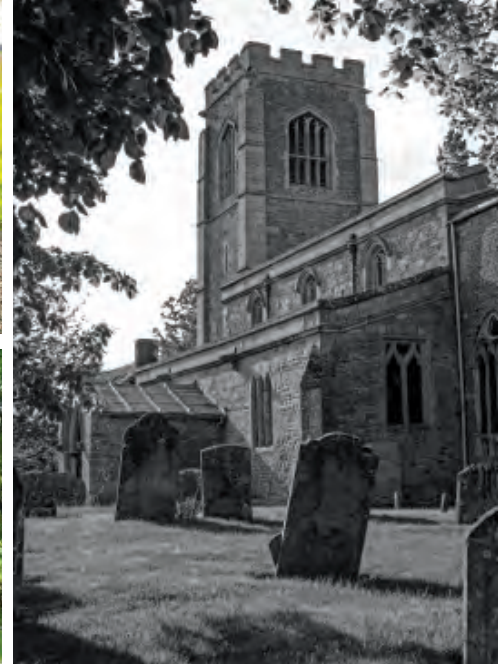


of his time each week tending to the grounds, cutting grass, trimming shrubs, even placing flags—all strictly volunteer because of his love for the history and significance of the area.

On Friday, May 22nd, Northamptonshire County Council held a ceremony at Grafton Underwood Aerodrome to commemorate the handing over, seventy years ago, of the base from the 384th Bomb Group, USAAF



L-R: Brian Francis, Bill Toombs 493rd BG & Nancy Toombs (Bill's daughter).
Photos by Craig Dubishar





The Arkansas state capitol rotunda in Little Rock, was the site chosen to celebrate the 70th anniversary of the end of WWII recently as part of the nationwide Spirit of 45 initiative. All WWII veterans throughout the state were invited to gather and be honored by the by both citizens and state leaders.

Beatrice Moore, Arkansas' Honorary Consul for France, offered words of gratitude to those who fought and sacrificed for her country's liberation. Arkansas Governor, Asa Hutchinson, praised both men and women who served in all branches of our military and reminded us of the unparalleled task of our state and nation fighting a two front war.

Due to the tremendous turn-out of both veterans and members of the community, I had planned to try and identify the air corps veterans, but quickly found this to be impossible. The five gentlemen pictured here are all decorated veterans representing the 8th Air Force (First, Second and Third Air Divisions), the 15th Air Force, Marine Corps aviation and both European and Pacific theaters of war.

While it was difficult to know how many veterans of WWII were in attendance, whatever the numbers, their presence reminded us that freedom is bought by the blood of patriots and that America is willing to bear any burden and overcome any hardship in preserving the light of liberty.

Editor: If you have participated in or plan to attend Spirit of 45 celebrations in your state, please let us know! We would love to share your photos as well!



*William "Bill" Toombs with wife Faye.
Distinguished Flying Cross recipient, 493rd Bomb Group, 8th Air Force, 3rd Air Division.*



Harry Canham DFC 15th BG



Robert P Jones 91st BG



USMC Charles Allen fighter pilot DFC



Wilmer Will Plate 489th BG DFC



Beatrice Moore, Honorable Consul for France. The gentleman seated to her right (left in the photo) is Gov. Asa Hutchinson.

Reunions Chapter Meetings

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

306TH BG HISTORICAL ASSN & SECOND SCHWEINFURT

Memorial Assn
Salt Lake City, UT
Sept 17-20, 2015
Contact: Barbara Neal
(435) 655-1500
barb306neal@gmail.com
306bg.org

447TH BG

October 8-11-2015
Crowne Plaza-Dulles Airport
(IAD)
2200 Centerville Road
Herndon, VA 20170
Ph# 703-471-6700
Contact George Hoidra
301-953-2813
ghoidra@yahoo.com

384TH BG SECOND ANNUAL "FINAL"

Tucson, Arizona,
October 29, - November 1, 2015
Information at 384thBomb-Group.com

Please list the following info in
8th AF News for the 384th Bomb
Group Reunion:
Tucson, AZ
29 Oct - 1 Nov 2015
Contact: Armed Forces Re-
unions, Inc., (757) 625-6401,
www.afr-reg.com/384BG2015

486TH & 487TH BG

September 29 to October 4,
Sacramento, CA
487thbg.org & 486thbg.org

100THBG FOUNDATION

New Orleans, LA
Sept 24-27, 2015
Contact: Nancy Putnam
Nputnam51@gmail.com
Visit www.100thbg.com

93RD BG

October 1 thru October 5, 2015
Omaha, Nebraska
Askarben Suites
Contact: John Marx
(724) 843-3897
109clearview@verizon.net

www.93bg.com
(All Bomb Groups of the 2nd
Air Division welcome to join us)

401ST BG

May 11-14, 2016
San Antonio, Texas.
Josie Navarro 253-988-0966
401bg.org
The 401st will be holding a
mini-reunion during the 41st
Annual Reunion of the 8th
AFHS in Omaha, NE October
14-18, 2015. We will have a
dedicated hospitality room so
please make plans to join us!

490TH BG (H) MEMORIAL DEDICATION

Station 134 Eye, Suffolk.
England
May 28-29, 2016
Keep an eye on Facebook Pages
490th Memorial Project or
490th BG (H)
<http://www.490th.co.uk/>.
We have now raised the initial
funds needed to erect the long

over due memorial to the 490th
Bomb Group (H) and we wish
to tell anybody who is interested
in it what is happening.
I am the current 490th BG
(H) Historian / Archivist
eric.490thbg@btinternet.com

41ST 8TH AFHS ANNUAL REUNION DOUBLETREE DOWNTOWN OMAHA OCTOBER 14-18, 2015

Stalag Luft III Reunion

Oct. 21-25
New Orleans at the Best West-
ern Hotel
Contact: Marilyn Walton
waltonk9@gmail.com
(614) 855-4161

A Note from Joe Joe Garber, Secretary

Fellow members, I would like to
share some of the amazing past
several months with you!

I have been contacted by col-
leges, Rotary clubs, TV stations, and
newspapers requesting a biography
of my World War II experiences and
invitations for me to speak at dozens
of various groups. Their reason for con-
tacting me was, due to the advancing
ages of World War II men and women,
they wanted to capture and record our
experiences in order to preserve and
educate future generations.

I would encourage you all, if con-
tacted by your local networks, news
media, and civic organizations, to will-
ingly offer your story for historic preser-
vation.

Currently, I am involved in putting

together a veterans' educational muse-
um to be located on the second floor
of the Daytona Beach International
Airport terminal. It will serve as a
memorial to all those who have served
in all branches of the US Armed Forces.
The museum will be a space to collect
and exhibit items related to American
veterans in a leased space of approxi-
mately two thousand square feet.

The cost to build out the museum
space is estimated at \$60,000, and
local businesses are being solicited
to donate toward this very important
work. Contributions and donations of
memorabilia and other artifacts related
to US veterans are also being sought
that would be added to the collection
and placed on display for the public.

If you have any items from any era
or branch of service that you feel might
be of interest and would like to donate
them, please contact me!



Thanks for your help!

Joe Garber
386-672-5359
paljoe2@aol.com

FROM ACROSS *the Pond*

By John Gilbert

Outreach in England!

John Gilbert is one of several members of the Society living in the UK who volunteer countless hours promoting the Society and the 8th Air Force through community and educational outreach. Here are some recent photos along with notes from John highlighting some of his great work!

My visit to Litcham School: I was invited back to the school a few weeks ago to show my memorabilia of the 392nd BG along with a talk and film show on Wendling Base for the school childrens 40's wartime history curriculum. There were over 100 children in attendance!

They were very pleased with my visit and have asked me back later in the year to show other children who will be doing their 40's WWII history of

the American Army Air Force stationed here during the war.

I also was privileged to present a commemorative plaque to John Rupp with the 392nd Bomb Group Memorial Association.

As a boy, I lived in Beeston during the war. My father helped build the airbase in 1942/3. I kept in touch with several of the American Air Force men after the war and I continue to stay in touch with those veterans as much as possible.

A bit of history on the 392nd Bomb Group: it existed between January 1943 and September 1945. The current offices and stores operate from the original headquarters with the airfield and control tower a few hundred yards to the south. The plaque shows one of the actual Liberator B-24 bombers that was part of over 70 that were based at Wendling during the war. Around 3,800 combat airmen and 4,000 ground personnel served at Wendling. During the 22 months the base was operational, 869 airmen lost their lives.



The AAM will be at Omaha reunion:

Help us put names to faces and faces to names!

The American Air Museum from IWM Duxford, England, will again be present at the 8th Air Force Historical Society reunion and will be eager to hear from as many of you as possible while they're there.

Here's an update on the project from one of the AAM team members you might remember from the last couple of years who will also be with us in Omaha, Lucy May Maxwell:

Hello! It's been an exciting year for the American Air Museum project since Jenny Cousins, the AAM project leader, announced the launch of the AAM website in Nashville last October. It has been a real privilege to see the number of images on the website growing and to see the scope and depth of the life stories recorded expanding as well. The AAM team has enjoyed answering the queries that members of the 8th Air Force Historical Society have sent our way about the website and we hope that we have played a part in our collective mission of preserving and promoting this important chapter of Anglo-American history.

One of the AAM's core beliefs is that by sharing photos online we can work together to identify more of the servicemen and aircraft depicted that we could ever do alone. This helps ensure that the stories of these people and planes remain at the heart of what both Brits and Americans remember about World War II as fought from the United Kingdom. We really hope that you'll find the time to go onto the website (www.americanairmuseum.com), look at the photos for



your unit, type in your own name and add to the information already available on the website.

At last year's reunion, we showed you this photograph of three girls at Attlebridge airfield in Norfolk celebrating the 100th mission of the 466th Bomb Group.

Handwritten on the back of the print copy are the words 'wouldn't it be something if we could identify these girls? How could I do it?'

Pauline Souther, attending the reunion with the 466th Bomb Group Association, was able to do just that. She told us that her mother had attended the very same party and she identified the girls as Janet

Townshend, Tess and Gloria Grant. Then, in May this year, Janet's son, Darren Hopton, came onto the website and added this comment: 'I am Janet Townshend's son. I have corrected the spelling of her maiden name. What a lovely surprise to find this!' We loved this moment and we know that there are many more moments like this to come if only we're able to reach out to as many of you as possible.

We need the help of 8th Air Force Historical Society members with our new Roll of Honor, soon to go on display in the redeveloped American Air Museum. We intend to display the photographs of airmen from the website in the museum gallery, so that the new Roll of Honor consists of faces as well as names. The more photographs we can get on the website of airmen, the more powerful a memorial we can collectively create.

Please help us with this undertaking and do come and ask me or my colleague Emily Charles any and all of the questions you have about the American

Air Museum project and the website. We will have a table with laptops in the Memorabilia Room throughout the reunion and can show you the website and add your stories and information to the site then and there. To those of you we haven't met, we look forward to meeting you there. To those we have met before, it'll be a joy and a privilege to see you again! See you in October.

Lucy May



Omaha Bound!



DOUBLETREE HOTEL OMAHA DOWNTOWN – OMAHA, NE
(800) 222-8733 or (402) 346-7600

www.doubletree3.hilton.com/en/hotels/nebraska/doubletree-by-hilton-hotel-omaha-downtown-OMAH-DT/index.html

LOCATION: 1616 Dodge Street, Omaha, NE 68102

**Located in the heart of downtown Omaha
and just ten minutes from the Eppley Airport.**

RESERVATION INFORMATION

Call the number above and reference the 8th Air Force Historical Society Reunion or please visit www.afr-reg.com/8afhs2015 and click on the hotel reservation link at the top of the page to make reservations and receive the discounted group rate.

Group Name: 8th Air Force Historical Society Reunion

Reunion Dates: October 14-18, 2015

Rate: \$105 + tax (currently 18.16%). Rates are offered 3 days before and 3 days after reunion dates, based on group block availability.

Cut off Date: 09/11/15. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations have a 48 hour cancellation policy, or the attendee will be charged one night's room rate plus tax. All early departures are subject to an early departure penalty \$25 and late check-outs are subject to a penalty of \$75.

UNIT HOSPITALITY SUITES

Hospitality Suites for individual groups will be available on the guest room floors for \$125/night, payable to the Society. This fee includes ice service and daily housekeeping. "Suites" will be two connecting sleeping

rooms (with beds removed). All suites will be located in close proximity to each other so visiting between groups will be easy! To reserve a suite, please contact Donna at DonnaLee@afri.com with your name, unit name, and nights needed for hospitality suites. These rooms follow the same check-in/out pattern as normal sleeping rooms

PARKING & SHUTTLE INFORMATION

The Doubletree Hotel is offering complimentary self parking to all overnight guests. The hotel also offers complimentary shuttle service to and from the Omaha Eppley Airfield. Upon arrival at the airport you will need to call the hotel and then proceed outside to the shared ride/taxi pickup/drop off stand outside baggage claim.

WHEELCHAIR RENTAL

ScootAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scootaround.com for details and to make reservations.

8th AFHS Activity Registration Form October 14-18, 2015

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each even and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. You may also register online and pay by credit card at www.afr-reg.com/8afhs2015 (3% will be added to total). If a valid email address is provided, an electronic receipt will be sent. Otherwise, your cancelled check will serve as your confirmation. All registration forms and payments must be received on or before September 11, 2015. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with other reunion attendees.

Armed Forces Reunions, Inc.

322 Madison Mews

Norfolk, VA 23510

ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____

Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/11/2015

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
MEAL PACKAGES			
<i>Package #1 includes 7 hotel meals beginning with breakfast on Thursday</i>	\$212		\$
<i>Package #2 includes 5 hotel meals beginning with breakfast on Friday</i>	\$148		\$
Please select your entrée choice(s) for the Banquet:			
10oz. Grilled NY Strip		#	
Roasted Salmon with a lemon-herb sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Thursday, 10/15: Dinner Buffet	\$44		\$
Friday, 10/16: Rendezvous Dinner (Pan Roasted Chicken)	\$45		\$
Saturday, 10/17: Banquet (please select your entrée)			
10oz. Grilled NY Strip	\$45		\$
Roasted Salmon with a lemon-herb sauce	\$45		\$
TOURS			
Please choose one of the following two tours:			
Thursday, 10/15: City Tour / Old Market	\$37		\$
Thursday, 10/15: Briefing at the Bunker	\$28		\$
Friday, 10/16: Buzzing at the Bluffs Mini Air Show	\$29		\$
Please choose one of the following two tours:			
Saturday, 10/17: Durham Museum / City Tour	\$47		\$
Saturday, 10/17: Strategic Air and Space Museum	\$41		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please Print

MEMBER NAME (for nametag) _____

☐ VETERAN ☐ NEXT GEN ☐ OTHER WWII GROUP AFFILIATION (please list BG, not BS) _____

IF A VETERAN, PLEASE CIRCLE ERA: WWII POW Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ ☐ NEXT GEN

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

ADDRESS _____ CITY _____ STATE _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

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

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



41st 8TH AFHS ANNUAL REUNION

DOUBLETREE DOWNTOWN OMAHA

OCTOBER 14-18, 2015



WEDNESDAY, OCTOBER 14

1:00pm	-	6:00pm	Reunion Registration open
1:00pm			Memorabilia and Gathering Room open throughout the reunion.
1:00pm	-	4:00pm	8AFHS Board Meeting
6:00pm	-	7:00pm	Welcome Reception, followed by dinner on your own.

THURSDAY, OCTOBER 15

7:30am	-	8:30am	Continental Breakfast for Package #1 participants
8:00am	-	11:00am	Reunion Registration open
9:00am	-	1:30pm	CITY TOUR / OLD MARKET
9:30am	-	12:30pm	BRIEFING AT THE BUNKER (STRATCOM HQ)
1:00pm	-	6:00pm	Reunion Registration open
2:00pm	-	3:30pm	Q&A WWII Vets
3:45pm	-	5:00pm	Q&A Cold War Vets
6:00pm	-	9:00pm	Cash Bar Reception
7:00pm	-	9:00pm	Dinner Buffet – Bill Beigel WWII Researcher and Author

FRIDAY, OCTOBER 16

7:30am	-	8:30am	Full Breakfast Buffet for Meal Package participants
8:00am	-	10:00am	Reunion Registration open
8:30am	-	10:00am	Individual Group Meetings
10:00am	-	11:20am	Chapter & Unit Development Meeting
11:30am	-	4:00pm	BUZZING AT THE BLUFFS MINI AIR SHOW
2:00pm	-	6:00pm	Reunion Registration open
6:00pm	-	9:00pm	8AFHS Cash Bar Reception
7:00pm	-	9:00pm	Rendezvous Dinners

SATURDAY, OCTOBER 17

7:30am	-	8:30am	Continental Breakfast for Meal Package participants
8:45am	-	10:15am	General Membership Meeting
11:00am	-	4:30pm	DURHAM MUSEUM / CITY TOUR
12:00pm	-	4:00pm	8AFHS Board Meeting
12:30pm	-	4:00pm	STRATEGIC AIR AND SPACE MUSEUM
5:30pm	-	6:00pm	Reunion Registration open
6:00pm	-	9:00pm	8AFHS Cash Bar Reception
7:00pm	-	10:00pm	Banquet Dinner & Entertainment

SUNDAY, OCTOBER 18

7:00am	-	8:30am	Full Breakfast Buffet for Meal Package participants
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Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.
All trips require a minimum of thirty-five people, unless otherwise stated.
Driver and Staff gratuities are not included in the tour prices.

BUZZING AT THE BLUFFS WITH *B-25 Miss Mitchell*



**Reserve a ride in this spectacular
B-25 Vintage Warbird!**

11:30 am—4 pm Friday, October 16th, 2015 Council Bluffs Airport
As part of the 41st Annual 8th Air Force Historical Society Reunion
Sign up during the Reunion Registration
Rides are \$450-\$595 depending on package selected



2015 March Cover

First, I would like to thank you for including my father's picture on the cover of the March issue. What a pleasant surprise!

Second, I want to thank you for running Theodore Finck's account of Stalag 17B in the June issue. My dad was also in that camp, in Barracks 35B. It was the barracks hit by bullets in Mr. Finck's story. My dad was hit by one of those bullets. He was not expected to survive so Mr. Lavoie, who received extensive wounds to his legs was operated on first. They both did survive and they recuperated together and became friends for life. They stayed in touch and I also had the pleasure of exchanging emails with Mr. Lavoie. A footnote to the story, Mr. Lavoie's friend, Jim Proakis did not survive the escape attempt.

My dad was also on the forced march that Mr. Finck describes but he never talked about the details so I am indebted to the sharing of this story in that I learned a little more about my dad's experience.

Again, thank you,
Betty Binnebose Lewis
 Daughter of
Staff Sgt William H. Binnebose, Jr.
335th SQ 95th BG
bttj149@aol.com

Dear Editor,

We live in England and have written several books about U.S. military hospitals in the U.K. during World War 2 for which you have published appeals

for information before which have been very successful and we were wondering if your organisation would be able to help us with our current research.

We are researching five U.S. Army general hospitals in the Shropshire/Flintshire area of the U.K. These were at: Halston Hall (68th General Hospital), Oteley Deer Park (15th General Hospital and 137th General Hospital), Iscoyd Park (82nd General Hospital), Penley (16th General Hospital and 129th General Hospital). We would also like to contact G.I.s who were at the temporary camps in this area which were set up for troops awaiting shipping to the Continent.

We are looking for information, personal stories and photographs from medical staff and their patients and other G.I.s based in the area.

If you can help please reply to:

Martin and Fran Collins
3, Ipswich crescent,
Great Barr,
Birmingham B42 1LY
England
Ph# 441213571818
Email address:
francollins@mail.com

Burtonwood and the End of World War Two

70th anniversary of the end of World War Two. I thought I would just describe what was happening at BAD#1, RAF Burtonwood in Warrington, England at that time.

After VE-Day the base had started to run down and much of its equipment

and production capacity was moved to Compiègne in France, but as you will see in the attach extract from my first book, the base was still very active, especially absorbing bases which were closing down around the country. Burtonwood was actually the last US base in the UK to close - on 9 June 1946.

Jack McMichael sent the link below which describes in detail the USAAF B-29 bombing of Japan, the fighter protection provided but the P-51 Mustangs and ends with the Atomic (not nuclear) bombs that were dropped bringing a swift end and Japan's total surrender.

This was a day to celebrate the end of the War but also to remember those who died, not only at Hiroshima and Nagasaki, but across the world.

Let us never forget the British, American and Commonwealth service and civilian personnel who perished to give us freedom.

One final thought is that I was born on 8 August 1945; right between the dropping of the two Atomic bombs!! Some may say 'That explains quite a lot!!!!'

With kind regards

Aldon

AldonPF@aol.com

<http://www.archive.org/details/TheLastBomb1945>

In Search of...

I am looking for any information on my uncle, Maj Claude H. Selby. He served with the 91st BG, 401st BS, as a pilot. His serial # 0-424725. If anyone remembers serving with my uncle, or has any information about his time with the 91st, I would really appreciate hearing from you.

Thank you and Semper Fi
Cpt Martin Selby, USMC (ret)
605 Sunny Meadow Dr.
Locust Fork, AL 35097
(205) 681-7441

490th Memorial Update

Make A Date 490th Bomb Group (H) Memorial Dedication. We have an update having raised the funds for the Memorial £15,000 we raised a further £5,000 for a Roll of Honour to be made and this will be displayed in the Eye Town Hall and will be dedicated on the 9th August 2015. The story of the

American Air Force's 490th Bomb Group (H) stationed on the wartime airfield at Eye, Suffolk will be shared with a much wider audience thanks to a community project led by students at Hartismere School assisted by local volunteers. The research, in support of the 490th Memorial Project, has been made possible by a £39,100 grant from the Heritage Lottery Fund (HLF). It is hoped the project will be completed by May 2016.

**Eric Swain 490th Bomb Group (H)
Historian / Archivist**

Aerial Photos From B-17 Plexiglas Nose

Here are a few good photos of downtown Cincinnati taken from the bombardier's seat in the Plexiglas nose of the B-17 G "Aluminum Overcast".

Great American Ballpark, home of the Cinci Reds is at the upper right. Last photo is of the Bengals stadium.

One of our architects, Gary P. Spangler AIA, was presented with a flight on Aluminum Overcast as a birthday present from his two sons.

What a nice present !

**Henry G Wulbeck
AIA Ruetschle
222 Linwood St.
Dayton, OH 45405
henry@ruetschle.com**



World War II photo of B-17 crew

I am currently writing the memoirs of POW James E. Hunter, 305th Bomber Group, 8th Air Force.

Mr. Hunter is currently living in Purcell, Oklahoma. His B-17 bomber



went down over Cologne, Germany on October 17, 1944. Mr. Hunter and his waist gunner, Joe Sutter were the only survivors. Seeking family of seven crew members who perished. I only have last names: **Bierman, Skeen, McCallen, Potucek, Peters, Lockrem. one unknown.** If you have any information please contact:

**Melynna Hewitt
18055 100th St., Lindsay, OK 73052
(405) 756-7302
melynna_hewitt@yahoo.com**

TROOPSHIP QUEEN ELIZABETH

On page 40 of June 2015 8t AF News there is a great picture of the Queen Elizabeth loaded with homecoming troops. The caption says cruise ship. The Queen Elizabeth was never a cruise ship.

She and the Queen Mary were passenger liners. In their day the only way to cross an ocean was by ship. One boarded a ship to reach a destination. Today's cruise ship is itself a destination.

Both the Mary and Elizabeth were converted to troopships in WWII. The Mary was in service as a passenger liner before being converted. The Elizabeth never was - her first career was as a

troopship. The ill-fated Normandie was to be converted to a troopship before being destroyed by the NY Fire Dept in attempting to put out a fire with so much water that she capsized at the pier.

I crossed the Atlantic from New York to Scotland in December of 1944. There were many of us on board, around 15000!

Their great speed allowed the big ships to travel alone rather than in convoy. They crossed the Atlantic in 5 days. A few times we experienced abrupt course changes.

What made the voyage memorable was that there was

about an equal number of Army nurses on board as we air corps officers. We dined together in the main dining and were allowed to work the seating out among ourselves. At tables of six or eight there were equal numbers of us and girls. Cunard, the ship's owner, wanted to impress us with its high standards. Thus, we were served by Cunard personnel, full-course meals, starting with soup and ending with dessert.

Between meals we socialized with the girls in the main lounge. We played a lot of cards. Vigilance by Cunard personnel made hanky-panky difficult. However, on the last night I was enterprising enough to persuade an elevator operator to park me and Ella Mae between floors for a while. We smooched and I gave her a pair of my wings.

Not all the living aboard was so fancy. There were a dozen of us in a small stateroom sleeping in pipe berths. Even with our 20 year-old slenderness, turning over was barely possible. Bath-tub water was seawater - we didn't do much bathing.

Within a week of getting off the ship our crew was at Great Ashfield in the 385th Bomb Group, 549th Sqdn. I was the navigator.

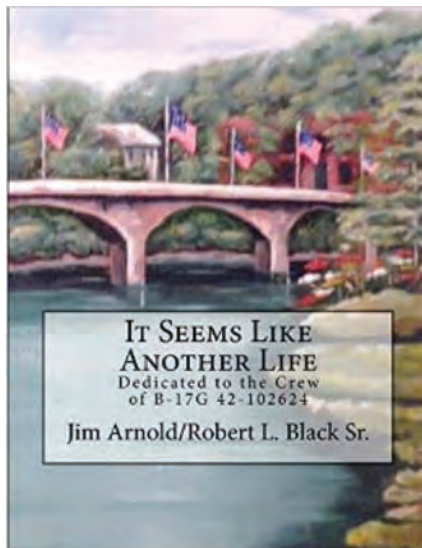
**Mathias Leupold
matleup@comcast.net**

It Seems Like Another Life:

**Dedicated to the Crew of
B-17G 42-102624**
Jim Arnold/Robert L Black, Sr

Available from Amazon.com
ISBN-10: 1515240517
ISBN-13: 978-1515240518

Bobby Black graduated from Alderson HS in 1941. In 1942 he found himself in the Army Air Force training to become a Radio Operator/Gunner. In 1943 he was assigned to Lt. Clarke Johnson's crew on a B-17 in the 349th Bomb Squadron in the 100th Bomb Group of the US 8th Army Air Force. Their first mission from Thorpe Abbots airfield was to Berlin. After a savage attack from Luftwaffe fighters, their bomber went down before reaching the target. Sgt. Black and 2 other crew members



made it out and parachuted to safety. Bobby spent the next 360 days as a kriegie in Dulag Luft, Stalag Luft IV, Stalag XIIIId and Stalag VIIb before being liberated by elements of General Patton's 3rd Army. He was transported to the coast of France to Camp Lucky Strike, where he met General Eisenhower before being returned to the States. This is the true story of real American heroes - Sgt. Robert Black and the Crew of B-17 42-102624.

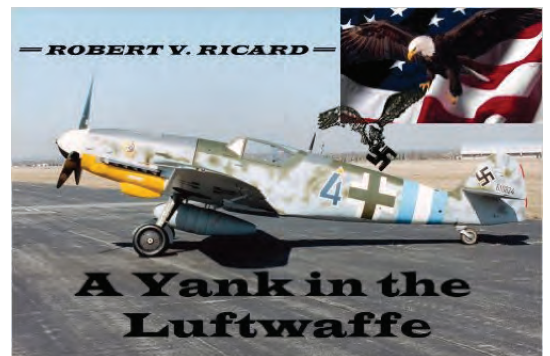
A Yank in the Luftwaffe

**A World War 2 suspenseful thriller in
France Kindle Edition**
**by Robert V. Ricard (Author),
Stephen Ricard (Illustrator)**

Available from Amazon.com
Format: Kindle Edition

Entitled A Yank in the Luftwaffe, the book is a fictional novel, a suspenseful thriller, that takes place in German-occupied France during World War Two. It begins with fighter pilot Major Erich Berger, U. S. Army Air Corps, in a dog fight with a German fighter plane. Both planes are damaged by gun fire and make a forced landing in the same field. Berger gets out of his plane and walks to the German plane where he sees the pilot slumped over the instrument panel with a head injury. Berger pushes the pilot back in his seat and is shocked to see his identical twin brother Hans. They were born and raised in Germany, but their parents

were anti-Nazi and emigrated to the U. S. before Hitler took complete power. But Hans had been brain washed by the Hitler Youth Movement and refused to go with his parents and Erich. He went to live with an aunt and uncle who were pro-Nazi. Hans dies of his injuries while Erich is watching him. A member of the French Resistance and an American OSS agent walk up to the plane. The OSS agent talks Erich into impersonating his brother in the German Air Force, the Luftwaffe. But Erich comes under the watchful eye of the Gestapo, Hitler's dreaded secret police, for Hans having recently written a letter to his girl friend severely criticizing the Luftwaffe high command, the letter considered anti-Nazi. But the Gestapo is not the only peril Erich faces because Hans is hated by another Luftwaffe pilot for being responsible for the death of the pilot's father at the hands of the Gestapo. And Erich is also in danger working with the French Resistance to defeat Germany. In his early stages of working with the Resistance, he falls in love with a beautiful female member of the Resistance who saves his life one night. The book is a nail biter with no boring segments.



Ed Wexler [pictured far right], current member of the Board of Directors, and Darrel Lowell [far left], immediate past president of the Society, presented Lynette Stoudt, the Georgia Historical Society Research Center Director, with a collection of 8th A F News magazines dating from 1990 to the most current issue. This was in support of the history of the 8th Air Force within the Georgia community from its establishment on January 28th, 1942 in Savannah.

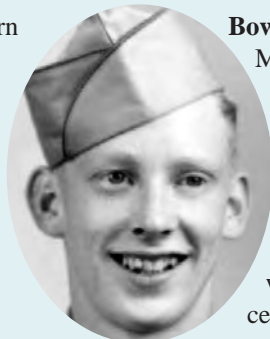
Aman, Lloyd Dean, was born June 3, 1924, in Gresham, Ore.. He completed one semester at the University of Idaho before enlisting in the U.S. Army Air Forces in 1943. Because he had grown up with guns and hunting, Dean trained as a Ball Turret Gunner on B-17s and was assigned to the 8th Air Force, 381st BG. On his first bombing run to Germany his plane was shot down. Most of the crew parachuted into Belgium, where they were rescued and returned to England. After one week, Dean and the other survivors were back in the air, flying 34 more bombing missions.

When the war ended in 1945, Dean came home to Avery, Idaho, to visit his parents. There he met Ginny, a pretty redheaded schoolteacher and his lifelong love. He and Virginia Buell were married in June 1946.

Achterberg, Herbert K., died peacefully at the age of 93 in Spokane, WA on May 9, 2015. Born to immigrant parents, he was one of six children who survived to adulthood.

A native of SW Michigan, Herb graduated from St. Joseph High School in 1939 and married his childhood sweetheart, Alice V. Maier, in 1942. He was assigned to the 466th BG at RAF Attlebridge Field, England during the height of World War II. There he performed a variety of administrative jobs, including draftsman duties. At the end of the war, SSgt Achterberg separated from the military and returned home to Michigan to pursue a career in hydraulic engineering.

Herb is survived by his wife of over 72 years, Alice. When he died, Herb was still wearing one of his most prized possessions...a wristwatch with the Mighty 8th Air Force emblem on the dial.



Lloyd Dean Aman



Lloyd Dean Aman



Herbert Achterberg



Herbert Achterberg

Bower, Philip C. "Phil", 93, of Milton, went to be with the Lord on Wednesday, April 22, 2015. He was born Aug. 30, 1921, in Hepburn Township, Williamport. On Feb. 1, 1950, Phil married the former Lillian M. Welch, who survives, and they celebrated 65 years of marriage together this year. Phil worked on family farms until joining the 8th Air Force with the 491st BG.

Fouss, Howard E., 93, of Beverly, OH passed away, April 1, 2015. Howard served in the Army Air Corp during WWII. He is survived by his wife, Marilyn Gartrell Carman Fouss whom he married on August 17, 1990 in Beverly, OH. He was preceded in death by his first wife, Juanita J. Fouss (7/26/1987).

Dunaway, John (Jack) William, 93
Our beloved father and husband, Jack Dunaway, passed away peacefully surrounded by the love of his family in Coeur d'Alene, Idaho, on March 3, 2015, at the age of 93. He interrupted his years at the College of Idaho to enter the service as a pilot in the Army Air Force as a Lieutenant and was stationed in England with the 8th Air Force piloting a B-17 Flying Fortress. He returned home on leave to marry Barbara Young (Fruitland, Idaho) on July 1, 1945. He is survived by his wife Barbara, a love affair of 69 years.

Hedrick, Rev. Warren L., 90, of Yarmouth, Maine, passed away Tuesday, July 21, 2015. He was born in Middletown, Conn. Warren served with the 303rd BG (Triangle C), which was

known as the "Hell's Angels," serving as a tail gunner in a B-17 Flying Fortress bomber, successfully flying 35 missions and earning several medals of honor. After the war, he married the love of his life, Alma Ann Lang, on Nov. 23, 1946. They were married 68 years until his passing.

Heller, Robert C., 94, of West Chester, PA passed away July 1st, 2015. During World War II, Bob was a pilot with the 91st BG, 401st Squadron, flying a B-17 Fortress. His plane was shot down on August 12, 1943 over Germany, and he was taken to Dulag Luft, Frankfurt, Stalag Luft III, Sagan, as a POW. In January 1945 he endured a long march to Stalag VII A, Moosburg, where the POW's were liberated by General Patton. He left active duty in September



Robert Heller



Howard E Fouss

1945 and remained in the Air Force Reserve until 1953. He received a Unit Award, three Air Medals, and a POW medal. Bob formerly lived in Chatham, NJ for 25 years, but has lived at Hershey's Mill in West Chester, PA since 1989. His wife of 55 years, Ruth R. Heller, passed away in December of 2000.

Horan, John J., 92, a resident of Ingleside since 1982, passed away June 8, 2015. John was a WWII heavy bomber pilot in the Mighty Eighth Air Force, serving in the 466th BG, based in Attlebridge England and flew many B-24 combat missions over Germany and the rest of Europe. He was preceded in death by his beloved wife, Irene (nee Swiatecki) in 2012.



John Horan

Kravetz, Francis "Frank" A.

Passed away August 7, 2015 at the age of 91. Frank was a proud WW II combat veteran serving honorably as a Staff Sgt., as a B-17 gunner, with the 457th BG. He was severely wounded in action on November 2, 1944 becoming a prisoner of war. Interred at Nuremberg, Stalag XIII D, Frank was liberated from Moosburg, Stalag VIIA on April 29, 1945. Frank was a Purple Heart Recipient, which he was awarded on June 21, 1949. His wife, Anne, of 68 years, passed away only 4 months ago.

He was a Charter Member & Past Commander, East Pittsburgh VFW Post 5008 and served as the National Director Service Officer of the American Ex-Prisoners of War.

Frank was also a Past President of the Pittsburgh Chapter of the American Ex-Prisoners of War.

He was inducted to the Southwestern Veteran Center Hall of Fame in May 2006 and was a Jefferson Award Nominee in September, 2012

Frank told his amazing life story as the author of 'Eleven Two; One WWII Airman's Story of Capture, Survival and Freedom' which was released in 2010.

Frank's life passions were twofold: his family and his service to his fellow Veterans. Frank was well known for his many efforts to secure benefits for veterans which they rightfully deserved.

Keeffe, Lt. Col. James H. Jr. (Jim), 92, with the 389th BG, long-time Bellevue resident, passed away peacefully May 26, 2015. At the age of ten Jim went for his first ride in an airplane, a small bi-plane piloted by his father. This led Jim to acquire a life-long love for flying that shaped his life. Early in 1941 Jim joined the National Guard. Later that summer he entered the Civilian Pilot Training program learning to fly at a small, grassy air field in Issaquah.

In 1942 Jim joined the United States Army Air Force, became a B-24 heavy bomber pilot and transferred to England as a 2nd Lieutenant to fly combat missions against the Germans. On his fourth bombing mission, over Berlin, his aircraft lost two engines to enemy fighters and flak forcing bail out over Holland. During the next five months, Lt. Keeffe evaded the Germans with the help of the Dutch Resistance in

Rotterdam. Eventually he was betrayed, captured, and transferred to the notorious German prisoner-of-war camp, Stalag Luft III - site of the Great Escape. On the 29th of April, 1945, Lt. Keeffe, along with 130,000 other allied POWs, was liberated by elements of the 14th Armored Division under General George Patton and returned home to his family. Following a short period of employment with United Airlines, Jim joined the newly formed United States Air Force and became a fighter pilot and weather officer. He was commander of several combat weather detachments serving in Korea during the Korean War and throughout the Cold War. Jim retired from military life in 1966 as a Lieutenant Colonel and Command Pilot. Jim earned many awards including the Bronze Star, the Purple Heart, the Air Medal, the POW Medal, the Air Force Outstanding Unit Award, and the Presidential Unit Citation with oak leaf. He logged over 6,000 hours military flying time. He continued to fly at every opportunity, in every form of aircraft imaginable, from balloons and ultralights to jet fighter aircraft.

He is survived by his wife Sandy.

Kolstoe, Oliver "Bud", passed away April 22, 2015, at age 95, of Laguna Woods Village, Calif.

He was a veteran of the 8th Air Force, earned Three Oak Leaf Clusters, three Battle Stars and for the 33 bombing missions he successfully completed.

Lorentz, Arthur, passed away on February 9th 2015 in Modesto, CA. Art and his identical twin brother, Bob, were born on September 7th 1922. Bob was born at



Oliver "Bud" Kolstoe



Arthur Lorentz

10:00, and Art at 10:10. Art would always say of his identical twin, "he may be older, but I got all the looks." He put off his education, and joined the US Army Air Force in September 1942. In his four years of active duty, he became a Captain of a B-17 Bomber in the 303rd Bomb Group, and lead his crew to 35 combat missions over Germany. He remained in the Air Force reserves until 1958. After WWII, Art completed his college with a degree from San Jose State. From 1951 to 1981, Art enjoyed a successful career as a pilot for TWA stationed in New York. Art never married, but was a big brother to all who met him. "Uncle Artie" lived a great life and he always wanted to do one thing: fly airplanes. He loved telling the story of when he flew the 'Beatles' from London to New York for their second visit to the US in the summer of 1965.

McKenzie, Homer L., of Germantown, TN, 92, passed away on Monday, June 8, 2015. He is survived by his wife, Wilma P. McKenzie. They were married for 67 years. Homer served in the Army Air Force, flying in 35 missions. He was with the 96th Bomb Group.

Moebius, Lt. Colonel William

"Bill," U.S.A.F. Ret., 89, passed away peacefully with his family by his side on Thursday, Nov. 20, 2014. After graduation he enlisted in the 8th Army Air Corps serving with the 385th BG stationed in England. Bill flew 28 missions over Europe including one mission to feed the citizens of Holland in a Humanitarian Food Drop. While serving as a navigator and bombardier on a B-17, Bill was awarded the Distinguished Flying Cross for saving his crew in England. After returning from active duty he continued serving in the Air Force Reserves for over 40 years until his retirement in 1993.

Bill was united in marriage to Jeanette Lamberton in Racine on July 17, 1948, and they celebrated 65 years together. He also was a member of the Distinguished Flying Cross Assoc., 385th Bomb Group, American Legion Drum & Bugle Corps, the Air Force Navigators Assoc., and a longtime member of the Military Officers Assoc. of America. **Modlinski, Leonard T.**, of St. Francis, passed away July 12, 2015 at the age of 95 years. Beloved husband of the late

Marian A. Modlinski. Len was an assistant crew chief of the B-17's. He was a member of the Charles E. Fidler Memorial Post 9469, Van Eimeren Kolonka Post 27, and the 303rd Bomb Group Association.

Mollmann, Charles A., beloved husband for 62 yrs to Marilyn D. (nee Inderhees) Mollmann. Passed away, June 26, 2013, age 89. 303rd Bomb Group/359th Bomb Squadron Navigator.

Powell, Norman F., age 95 formerly of Canton and S. Yarmouth, passed away peacefully August 10th at the Charlwell House in Norwood. He was a proud Veteran serving as a ball turret gunner in the 8th AF, 388th BG during WW II flying 35 missions from Knettishall in 1944. Beloved husband of the late Vincenza (DiModica).

Pullen, Cecil, passed away June 18, 2015, Vern, "Big Daddy" Pullen, 91 years of age. At the age of 19, he served in the FBI under J. Edgar Hoover. At the age of 20, he joined the United States Army Air Force at the onset of World War II. He was a Navigator on a B-24 Liberator with the 448th BG, helping the United States and our Allies defeat the Axis Powers. He was based in Seething, England, obtaining the rank of 1st lieutenant. In 1950, he moved to Seminole, Oklahoma, where he met and married his wife, Anita.

Rowntree, Clarence (Rance), Sergeant Kimbolton served as nose gunner/toggler B-17 with the 379th BG/525th SQ. Crashed and evaded, captured returned to Kimbolton, 2nd crash on return to base B-17 Maisezy Doats, his original ship. Flew with pilot Henry Bengis. Survived B-17 crashing through sleeping quarters. Completed missions then signed on for second tour. Years later he returned to the U.K. and married Olive a nurse he met on a train during his leave from the war. He always attended the Memorial day services at



Charles A. Mollmann



William David "Bill" Shimanek,



Cecil Pullen

Madingley Cambridge to honor his friends and comrades, he continued to do this honor until his passing March 10th 2015.

Sawyer, Robert Brooks Jr., 89, a resident of Mobile, AL, passed away November 5, 2013, at his home. He served as a gunner and radio operator on a B-17 bomber aircraft with the 303rd Bomb Group. Preceding him in death are his wife, Nyra Turbeville Sawyer.

Shimanek, William David "Bill", 91, of Billings passed peacefully from this life on Thursday, Oct. 23, 2014. Sgt. Shimanek was a member of the Robert P. Bliss crew. 427th of the 303rd Bomb Group.

Col. Richard C. Snyder USAF Pilot; WWII Prisoner of War Retired Col. Richard C.

Snyder, 92, of Lively, VA died Monday, December 22nd at his home surrounded by his loving wife Mary, other family, and friends.

Dr. Snyder had a distinguished career in medicine, culminating in being personal physician to General and President Eisenhower from 1946 until Eisenhower's death. Col. Snyder was a 1943 graduate of the US Military Academy at

West Point, NY and served initially as a P-47 instructor pilot at Ft. Dix, NJ. In World War II, he was a fighter pilot assigned to the 78th Fighter Group, 82nd Squadron, of the 8th Air Force stationed in Duxford, England. In September, 1944, while piloting a P-47 as part of Operation Market Garden, he was shot down over Holland. He was captured, and as a POW spent the next nine months in prison camp Stalag Luft 1, Barth, Germany. Following his release from prison camp, Col. Snyder served three years as an academic instructor at West Point. In latter 1948, as the Soviet Union blockaded Berlin, he volunteered for duty as part of "Operation Vittles"

and the Berlin Airlift where he piloted a C-54 hauling loads of coal and steel rebar. He subsequently became Aircraft Commander in the USAF's Strategic Air Command flying B-29's. In 1950, Col. Snyder was one of the early officers to earn the additional aeronautical ratings of Navigator, Bombardier, and Radar Observer, allowing him to fly the first swept-wing intercontinental bomber, the B-47 Stratojet. From 1952 to 1954 he was an aircraft commander and squadron operations officer. He then became Aide to the Chairman of the Joint Chiefs of Staff, Admiral Arthur W. Radford. That assignment was followed by service with the Air Force Ballistic Missile Division (AFBMD) in Inglewood, California where he worked closely with Major General Bernard A. Schriever, commander of AFBMD. He retired from the Air Force in 1965.

He is survived by his wife, Mary.

Taylor, Robert Lee, 91, of Welsh, passed away Sunday, March 1, 2015. Robert was born in Iowa, La. on Sept. 9, 1923. After high school, Robert joined the Army Air Corps - (now Air Force) in September. After gunnery school he was promoted to the rank of Sergeant. He completed two phases of training in a B-17 Bomber earning the rank of Staff Sergeant. He then was assigned to the 8th Air Force in Thurleigh, England flying with the 306th Bomb Group (H). They were the first bomber penetration over Germany January 27, 1943. He was awarded the Air Medal for the first five missions and an additional Oak Leaf Cluster for each additional five missions thereafter. After 25 missions he was awarded the Distinguished Flying Cross.



Robert Lee Taylor

Tibbets takes command of 509th Bomb Wing

by Staff Sgt. Brigitte N. Brantley – 509th Bomb Wing Public Affairs

During a historical ceremony June 5, Brig. Gen. Paul W. Tibbets IV took command of the 509th Bomb Wing at Whiteman Air Force Base, Missouri.

Tibbets' grandfather, Brig. Gen. Paul W. Tibbets Jr., was the pilot of "Enola Gay," the B-29 Superfortress known for dropping the "Little Boy" atomic bomb Aug. 6, 1945, on Hiroshima, Japan.

At the time, the then-colonel was assigned to the 509th Composite Group, a predecessor unit to the 509th Bomb Wing.

Now, his grandson is in command of the world's only fleet of B-2 Spirits and the 5,500 Airmen who make the stealth bomber mission possible.

The outgoing commander, Brig. Gen. Glen VanHerck, is headed to be the Air Force Global Strike Command director of operations at Barksdale Air Force Base, Louisiana.

During his final farewell, VanHerck focused his speech on thanking those in attendance: the chaplain for the invocation, his family for their support and finally, the men and women of the 509th for their hard work during his tenure.

"Stay razor sharp and ready to go," said VanHerck in the final farewell to his Airmen. "It's a matter of when, not if, you will be called upon again. Keep leading and own it every day."

Tibbets is coming from an assign-



Brig. Gen. Paul W. Tibbets IV, 509th Bomb Wing commander, speaks to the guests during the 509th BW Change of Command Ceremony at Whiteman Air Force Base, Mo., June 5, 2015. More than 300 guests attended the ceremony to welcome Tibbets as the new commander. (U.S. Air Force photo by Staff Sgt. Alexandra M. Longfellow/Released)

ment as the deputy director for nuclear operations, Global Operations Directorate, U.S. Strategic Command at Offutt Air Force Base, Nebraska. He has been stationed at Whiteman twice before in multiple roles including a B-2 pilot, deputy chief of wing standardization and evaluation, director of operations, and commander of the 393rd Bomb Squadron.

Like VanHerck, Tibbets' speech focused largely on thanking people: the Lord for making all things possible, the state and federal officials for their attendance and finally, the men and women of Whiteman.

family to Whiteman for the third time," said Tibbets, who in past interviews has credited his father with helping inspire him to join the Air Force.

Tibbets said he hopes for three things from the base's Airmen: that they take care of themselves, that they take care of their families and to be excellent in their duties.

"If my grandfather was here today, he would tell all of you how proud he is of the great things you do for our nation," he added. "Each one of you is a source of power for the mission - you make it happen each and every day. I will serve with passion, humility, courage and respect every day, and I ask the same of you."




Air Force Maj. Gen. Richard Clark, Eighth Air Force commander, hands over the wing guidon to Brig. Gen. Paul W. Tibbets IV, 509th Bomb Wing commander, during the change of command at Whiteman Air Force Base, Mo., June 5, 2015. Presentation of the guidon to Tibbets symbolizes the official change of command from the old commander to the new commander. (U.S. Air Force photo by Staff Sgt. Alexandra M. Longfellow/Released)



"Thank you for the time, energy, passion and devotion you have dedicated to welcoming my

Bob Wood, 394th Combat Training Squadron T-38 Talon Crew Chief, unveils the name of the 509th Bomb Wing commander, Air Force Brig. Gen. Paul W. Tibbets IV, on a T-38 aircraft during the change of command ceremony at Whiteman Air Force Base, Mo., June 5, 2015. As part of an Air Force tradition, one aircraft is painted with the new commander's name. (U.S. Air Force photo by Staff Sgt. Alexandra M. Longfellow/Released)




Left – Bucky Walters
1942-45
Baritone Sax

BLOCK BUSTER BAND

England

James E. "Bucky" Walters
Submitted by
Sherry Ferguson (Bucky's
daughter)

They played all around
the England area and also
played for General Doolittle.



First soldier with Bugle around his neck. Bucky played the trumpet and was
ordered to wear the bugle all the time and practice for a visiting General
from England coming over to see how things were in training.



Stationed at Rattlesden, England
Bucky Walters is on front row
– left last Baritone Sax

Proclamation designating August 11th as Bill and Louise Varnedoe Day!

World War II veteran and Alabama's first certified volunteer firefighter retires

After serving as Chief for 30 years, and Senior Safety Officer for 20, World War II veteran Bill Varnedoe is retiring from the Green Mountain Volunteer Fire Department.



Varnedoe, a World War II veteran, received Alabama's first certification as a volunteer firefighter on August 19, 1981. His wife Louise has the second certification.

Their class, which they completed on June 16, 1980 was the Huntsville rookie school and consisted of 240 classroom hours.

MADISON COUNTY, Ala. – A man and wife who served as a volunteer firefighters at Green Mountain Volunteer Fire Department for 50 years are retiring.

W.W. (Bill) Varnedoe served as chief of the department for 30 years and as Senior Safety Officer for the last 20. Louise Varnedoe served at the department alongside him.

He says the best part about reflecting on their 50 years is knowing "We could do it together. There's two of us."

He is credited for being instrumental in founding of the county association and the Madison County 3-mil tax for the fire service. Varnedoe holds Alabama Volunteer Fire Fighter certificate #1; and his wife, Louise, holds certificate #2– the first ever AL state-certified volunteer firefighters. They both completed the class on June 16, 1980.

Firefighters say the Varnedoes are "icons." Huntsville Mayor Tommy Battle joined officials from HEMS, Green Mountain Volunteer Fire Department, Huntsville Fire Rescue, the Alabama Fire College, and several other organizations honored them at their retirement ceremony.

B-17 License plate

Robert McCall of Ewa Beach Hawaii, was the lead Navigator on the Bereman Crew 486th BG/832nd BS. Robert displays his Hawaiian WWII B-17 License plate, that he transferred onto his four-wheel HOV cart. His squadron motto, "Bat Out Of Hell," is also included on his personalized tag.



Framed Awards

Allen Ostrom, 398th B-17 Tail Gunner, had his French Legion of Honor Medal framed along with his many pins and badges collected during his five years of service



490th BG Roll Of Honour & 490th BG Memorial

Ceremony with a permanent display in Eye Town Hall

Two US servicemen who performed the folding of the flag
L-R: TSgt Jamie Sherwood & SSgt Scott Weeks from RAF Lakenheath who unveiled Roll of Honour

We will be dedicating a permanent memorial to the 490th Bomb Group (H) in Eye Suffolk on the 29th May 2016

Submitted by, Eric Swain
eric.490thbg@btinternet.com

490th BG Memorial Project
490th Bomb Group (H)
Making sure the 490th live on,
Never Forgotten



SERENDIPITY

Serendipity you say? Sounds like an event coming right out of a story-book fairy tale, the account of a fictitious hero finding a valuable gift he had not sought. You can call this event serendipity or anything else you want but in reality, it is a condition of the mind or heart which always comes following a strong personal struggle. These are things happening which we never anticipated happening in our lives..... but they do.

Most of us are acquainted with Tom Brokaw, the well known journalist who has written six best-sellers, one of which was *The Greatest Generation*. He has added another title to his list of his well deserved accomplishments, This new title is called *A Lucky Life Interrupted*. It is based on the reality that bad things happen to others, which is true. Then, bad things began to happen to him. Unexpected and uninvited, Brokaw was diagnosed with cancer, something he never expected appeared in his life. His diagnoses was cancerous plasma cells in his bone marrow. Bad things do happen, to Tom and all of us. He was a fighter. After many months of treatment, his cancer was in remission. First, there was a struggle to accept and receive his healing. After remission, a peace came upon him. He declares, "cancer gave me a dose of humility, Now, I am much more empathetic." One's life-time is made up of "things" or "events" which have aligned themselves in wonderful ways or not so wonderful ways for our benefit. In a lifetime, everyone experiences both wonderful or not so wonderful circumstances, but these are the fabric of which life is made.

The more years we have under our belt, the more experiences we can draw upon and share together as a result of our eight or nine decades of living. People of all ages have similar experiences to share. Some have taken the attitude that "well, I am old and I only wish to live out my days the without being in the way of those

who still have much to do." That is just a "feeling" and who are we to let the numbers of our age dictate how we feel? If we take that attitude, the world would surely have missed out on some great things. History records instances where people have refused to write their own obituary.

Remember Harlan Sanders? I am from Kentucky and remember him very well, but many of you will only remember him as Colonel Sanders, the southern gentleman dressed in a white suit, black string tie, gray hair and goatee. At the age of 65, he took a family receipt and started a fried chicken empire. The franchise now boasts a kingdom of hundreds of restaurants located around the world. People love his "finger-lick'in" crispy fried chicken. Benjamin Franklin invented a lot of things but he didn't invent bifocal reading glasses until he was 78. After years spent in the prisons of South Africa, Nelson Mandela was elected and inaugurated President of his country when he was 75. Grandma Moses, the artist, did not sell her first painting until she was 90.

Where are you? What are you doing? I paraphrase what one philosopher who declared: "If you are still breathing, you are still alive! If you are still here, then you have not completed what you were put on earth to do...that means that your purpose has not been fulfilled....the most important part of your life has not yet been lived." During the darkest days in the history of the British Empire, when England was under siege by German aggression, Winston Churchill stood almost alone in offering strategies for victory rather than surrender to the German hordes attacking the Empire around the clock in the air and on the seas. He declared:

"To each there comes in their lifetime a special moment when they are figuratively tapped on the shoulder and offered the chance to do a very special thing, unique to them and fitted to their talents"

Churchill certainly enjoyed a few moments of serendipity but each was



Earl Wassom

followed by "blood, sweat and tears" experiences. During his war-time leadership, he lead his country to victory but almost immediately by a vote, his tenure and influence as Prime Minister was stripped from him. But in spite of set-backs, he had strategies that made good things happen. He was seventy-eight and had finished multiple careers when he wrote a book that won him the Nobel Prize for Literature.

What is in your wallet? One thing is your driver's license which includes your birth-date. It may read, 1920 or 1930 or later.....but what does it matter how many years you have been around? You are still here! You are still breathing and God has a plan for you. Use your days and influence wisely! Don't give up!

Earl Wassom
466th Bomb Group
Chaplain, 8th AFHS





8th AF News

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