



DECEMBER 2018

# TH AF NEWS

Volume 18 Number 4 Voice of "The Mighty Eighth"





# 8th AF News

## Voice of "The Mighty Eighth"

December 2018

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### THE 8TH A F 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 in 1975, and Editor of the "News" 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.

Home offices are located at:

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# EDITOR'S NOTES

***"A true photograph need not be explained, nor can it be contained in words."*** ~Ansel Adams

I have always admired photographers—REAL photographers—the ones who have a remarkable talent to make even the most insignificant subject tell a story, and tell it intensely, with depth and emotion.

During the Dayton reunion a few weeks ago, we were blessed to have two exceptional photographers capturing not just random images, but moments...time stopping seconds within the realm of that unseen eternal clock that reminds us of our own mortality. Moments, that although 'frozen' by a camera lens, are still incredibly alive, brimming with emotion, stories...life.

In pulling together this issue of the 8<sup>th</sup> A F News—by far ALWAYS the MOST difficult issue every

year—I am so overwhelmed at times by every single photograph. Like asking a mother to choose a favorite child, I am torn with each photo—do I use it? What if this is the LAST reunion for the veteran in this pic? The 'what ifs' tear me apart. So I put more photos in this issue...and



I hope you all understand why. It would be far easier to use written content. There are still thousands of stories of the amazing and incomparable men and women of the 8<sup>th</sup> that have yet to be told. The material is definitely out there.

Please take a moment to look carefully at the faces in the photo-

graphs... the gray and thinning hair, the deep wrinkles, the eyes still holding onto a twinkle, or a faraway memory. The words are all there. Each photo has far more words than could ever be contained on a page. If I were to try and capture all of the feelings, emotion, and stories...it would be such an injustice. So inadequate.

I hope you all understand.

May you all experience profound joy and peace during the upcoming holidays. May we all be blessed with the promise of the New Year!

Hope to see you all in St. Louis!

*Deb*



***Please JOIN the Eighth Air Force Historical Society  
TODAY!!!***



First Name: \_\_\_\_\_ Middle Initial: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State/County: \_\_\_\_\_

Zip/Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_ Email: \_\_\_\_\_

Phone: \_\_\_\_\_ 8th Affiliation/Interest [optional]: \_\_\_\_\_

**Membership Annual Dues: \$40 or £30 GBP**

Payment: Check /Credit Card # \_\_\_\_\_ Exp. Date: \_\_\_\_\_ Amount: \_\_\_\_\_

*Visa, MasterCard, or American Express ONLY--A \$2.00 processing fee will be added to all credit card purchases!*

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**JOIN ONLINE: [www.8thAFHS.org](http://www.8thAFHS.org)**

# PRESIDENT'S PEN

**Benjamin J Jones**  
**President**

This year's reunion This year's reunion turned out to be a very successful event, with a good turnout to include 60+ veterans. I was honored once again to be in the company of such individuals who stood up 70+ years ago to answer their nations call. There was a lot of great feedback on the tours to the National Air Force Museum and the newly unveiled Memphis Belle exhibit. The museum is a place where one can spend days there and enjoy it, and still not see everything!

Uwe Benkel gave an amazing presentation on his recovery work in Europe to a packed room of attendees, with many family members of those recovered traveling across the States just for his presentation. I would like to personally thank Uwe for joining us at the reunion and his efforts over the decades to give those still MIA a proper burial and closure to their relatives.

Those members present voted two new members to the Board, Eleesa Faulkner, and Donna Lee. I'd like to welcome these two to the Board and look forward to their insight and working with them to keep *your* Society moving forward.

We also enjoyed the company of many who'd travelled from overseas to attend the reunion. For many, it was their first reunion with us, and we look forward to welcoming them back to future reunions.

Next year, the reunion will be held in St Louis once again, and Debra is already working on some great presentations that will appeal to many, so stay tuned...

I'd like you, the members, for feedback on a possible location for the 2020 reunion. We polled the members

in attendance at the Membership meeting and got a large choice of locations. It was also suggested multiple times, it might be an appropriate time for a trip back across the pond to England for an official reunion. Many members have never been to see where their family members were stationed for those war years. The Society has a strong base of members and supporters over there willing to organize and put together, what could be an incredible event. Obviously each year, travel becomes harder for those original veterans and this would be quite an undertaking for those of an age that are not up to traveling. A possible alternative maybe to have a scaled back US reunion in conjunction with an England main reunion. I'd greatly appreciate the members' feedback and thoughts on this.

Thanks again to each and every one of you, the members of the Society, for entrusting the Board to work in the best interest of the Society. We have had a successful year in starting to turn it around and with more partnerships with other organizations, museums, individuals etc., we can look forward to a bright future.

Merry Christmas to you all for a safe and happy holiday season.

*Ben*



## **384th BG Reunion** **September 2019 [TBD]** **Cambridge, England**

Activities include:

IWM Duxford "Battle of Britain" airshow, Grafton Underwood, Cambridge American Cemetery at Madingley, and much more.

Everyone invited!

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# TREASURER'S REPORT

Anne Marek  
Treasurer



As Treasurer I have completed the Society's Profit and Loss and Statement of Financial Position documents through the third quarter of 2018. As requested by the membership, they were included in the registration packets in Dayton to keep all members informed of our finances. As noted, we still maintain a profit balance of approximately \$14,000 which is primarily the result of cost-saving measures the Board has implemented. The most important being Debra's assump-

Directors are being encouraged to absorb as much of their expenses as possible to attend Reunion board meetings. Our last meeting was a "Skype" meeting.

Mr. Gary Brand of Brand Ferland Advisors submitted the Accountant's Review Report and Financial Statements for the year ending December 31, 2017. Further he completed and submitted our 2017 990EZ when it was due in May, 2018. The cost for his services remained at the 2017 level which again contributes to our continued profit balance.

The Society's investment portfolio has been trans-

The Eighth Air Force Historical Society Profit & Loss January through October 2018	
	Jan - Oct 18
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
4000 - Income	
4010 - Member Dues Annual	52,799.49
4019 - Donations	17,267.26
4057 - UK Account	185.00
<b>Total 4000 - Income</b>	<b>70,251.75</b>
4050 - Investment Income	
4058 - Portfolio Dividends & Interest	1,423.24
4059 - Realized Gain/(Loss) on Invest	6,970.86
4060 - Unrealized Gain/(Loss) on Invest	-4,296.90
4061 - Investment Management Fees	-2,033.72
<b>Total 4050 - Investment Income</b>	<b>2,063.48</b>
<b>Total Income</b>	<b>72,315.23</b>
<b>Expense</b>	
5100 - National Administration Expense	
5104 - Awards, Gifts & Grants	150.00
5111 - Corporation Charges	70.00
5121 - 8AF History Projects	2,173.06
<b>Total 5100 - National Administration Expense</b>	<b>2,393.06</b>
5200 - Magazine Expenses	
5210 - Printing Expenses	6,431.53
5220 - Postage Expenses	2,354.86
5240 - Layout/Design	865.00
<b>Total 5200 - Magazine Expenses</b>	<b>9,651.39</b>
5300 - National Office Expenses	
5303 - Telephone/DSL	500.00
5304 - Supplies	290.97
5305 - Abila Software/ Computer Exps	1,288.49
5306 - Accounting Support	2,820.00
5307 - Office Rent	1,000.00
5308 - Insurance	321.00
5312 - FICA-8AFHHS portion	2,773.11
5313 - Payroll/ Office Management	36,250.00
5314 - Local Travel/Miscellaneous	28.62
5315 - Postage & Shipping	1,520.56
5316 - Bank Charges/ Returned checks	125.91
5317 - Dues Collection Expense	0.00
5320 - Annual Fees	99.00
5323 - Merchant Account Usage Fees	932.87
5325 - Miscellaneous Expense	54.99
5326 - Payroll processing fees	1,059.83
<b>Total 5300 - National Office Expenses</b>	<b>49,065.35</b>
<b>Total Expense</b>	<b>61,109.80</b>
<b>Net Ordinary Income</b>	<b>11,205.43</b>

The Eighth Air Force Historical Society Statement of Financial Position As of October 31, 2018	
	Oct 31, 18
<b>ASSETS</b>	
<b>Current Assets</b>	
Checking/Savings	
1017 - Morgan Stanley/Oppenheimer & Co	151,997.25
1040 - Bank of America Checking Acct.	1,514.10
1042 - Bank of America Savings Acct.	7,515.04
<b>Total Checking/Savings</b>	<b>161,026.39</b>
<b>Total Current Assets</b>	<b>161,026.39</b>
<b>TOTAL ASSETS</b>	<b>161,026.39</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Other Current Liabilities</b>	
2050 - Payroll & Taxes Payable	
2051 - Payroll payable	2,896.57
2052 - FICA & withhold taxes payable	3,707.35
2050 - Payroll & Taxes Payable - Other	(2,444.13)
<b>Total 2050 - Payroll &amp; Taxes Payable</b>	<b>4,159.79</b>
<b>Total Other Current Liabilities</b>	<b>4,159.79</b>
<b>Total Current Liabilities</b>	<b>4,159.79</b>
<b>Total Liabilities</b>	<b>4,159.79</b>
<b>Equity</b>	
3200 - *Unrestricted Net Assets	146,991.57
<b>Net Income</b>	<b>9,875.03</b>
<b>Total Equity</b>	<b>156,866.60</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>161,026.39</b>

ferred from Morgan Stanley to Oppenheimer & Co. This was finalized at the end of June. Our financial adviser, Mr. Gavin Natelli, continues to honor his agreement of a 1.5% investment advisory fee per transaction rather than the 2.5% we were paying on the total portfolio value with Morgan Stanley. Clearly, this is an additional cost-saving measure.

Respectfully submitted,

Anne

See you in St. Louis!

tion of the duties of layout and design of the Magazine, a position once held by Ms. Donna Neeley, and the reduction in rent and telephone expense for the National Office. In addition, while it has always been a voluntary choice, December 2018 (18-4)

## *Hail and Farewell*



Eleesa Faulkner



Donna Lee



Joseph 'Pat' Keeley



Dr. Nancy J Toombs

*Editor's note: Through the years there have been quite literally hundreds of dedicated men and women who have volunteered to serve either on the Board of Directors or in other vital capacities in the Society to keep everything running smoothly.*

*Below are a few words from our two incoming Board members: Eleesa Faulkner and Donna Lee, as well as some thoughts from our two outgoing Board members: Joseph "Pat" Keeley and Dr. Nancy Toombs. They are here to serve!*

I want to take this opportunity to thank the members of the 8<sup>th</sup> AFHS for electing me to serve on the Board of Directors. It is an honor and a privilege to work with the members of this organization in preserving the legacy of our veterans to which I am totally committed. Please feel free to contact me with positive ideas and suggestions for the 8<sup>th</sup> AFHS and our Reunions. My contact info is on p. 2 of this issue!

*Eleesa*

~ ~ ~

I'm honored that so many of

**"Do all the good you can,  
By all the means you can,  
In all the ways you can,  
In all the places you,  
At all the times you can,  
To all the people you can,  
As long as ever you can."**

**~ John Wesley**

you supported my decision to be on the board, and I will try to do what's best for the Society.

*Donna*

~ ~ ~

I am so honored and proud to have belonged to such an organization whose motto is "Keep the Memories

Alive!"

I have been a member of the New York Southern Wing Chapter since it's founding in 1990 and am the Chapter's President.

To be a small part of this country's "Greatest Generation" is humbling.

Again, thank you--the Mighty 8th Air Force Historical Society for letting me serve you.

Cheers!

*Pat*  
~ ~ ~

I want to thank the veterans and their families of this wonderful organization who have allowed me to serve them and to provide initiatives that helped recognize their service and sacrifice.

During these past 8 years it has been a tremendous honor to serve on your board as President and Vice President. I leave with so many fond memories...and a lifetime of friendships.

*Nancy*  
~ ~ ~

# News from Across the Pond...



## “...far from home...”

by Suzie Harrison  
Interpretive Guide

Cambridge American Cemetery and Memorial

**A**t Cambridge American Cemetery there is a beautiful Memorial. This building has an exceptional mosaic ceiling showing the Archangels in Heaven, with arms outstretched to receive the souls of the dead airmen. Around it is an inscription, which reads:

***‘In proud and grateful memory of those men of the United States Army Air Force who from these friendly Isles flew their final flight and met their God. They knew not the hour the day nor the manner of their passing. When far from home they were called to join that heroic band of airmen who had gone before. May they rest in peace.’***

The phrase, ‘...far from home...’ always seems to be particularly poignant. Many of the young American men and women who fought and died in Great Britain are commemorated here. Some are buried

forever in British soil, alongside their comrades in arms; in a country that their families did not know. It is the role of the cemetery staff to care for them, as if they were our own. Indeed, in some ways they are. They will always be here. There will always be someone at Cambridge to care for them down the generations.

Some people call Madingley the 8<sup>th</sup> Air Force Cemetery, and though many young men who belonged to the 8<sup>th</sup> are buried here, they are not the only ones commemorated. We remember all of the young Americans by telling their story; men, women, military and civilian.

During World War II, England was to become the largest logistical supply base in the history of warfare. At Cambridge American Cemetery, only one third of burials are combat related; training incidents, accidents and illness making up the remaining two thirds.

I’ve been asked to start off what

we hope will be a regular section by looking at the role played by women in the US military, and in particular that of the Postal Services, for, in the words of a popular Disney song:

*‘Well, the mail must go through. The mail must go through. No matter if it rains or snows, the mail must go through.’*

The Women’s Army Auxiliary Corps (WAAC) was created by President Franklin D Roosevelt on 15 May 1942, as part of the United States Army. Initially, as auxiliaries, WAACs deployed without the same benefits as their male counterparts. If injured, they might not receive the same care. If captured, they could not expect the same rights and protections. However, when the WAAC was converted to full status on 1 July 1943, as the Women’s Army Corps (WAC), the women were to serve with equal the rights



# News from Across the Pond...

and benefits.

Training was strict, and these women were to prove themselves over and over. Soon after invading North Africa in November 1942, Lt. Gen. Dwight D. Eisenhower requested five WAACs, who would serve as executive secretaries. Their ship was torpedoed *en route*. A British destroyer rescued two of the women from the sinking ship. The other three escaped in a lifeboat, rescuing several seamen along the way.

At Cambridge American Cemetery, when we take tours for school age children, we often talk about the importance of maintaining morale. I ask them how they communicate and they talk about Facebook, texts and Twitter – it is immediate. Do they send post cards when on holiday – No! Do they like to get birthday cards through the mail – Yes! Then we can explain how lovely it is to receive letters, and during the war years, in an era of no instant electronic access, how vital for morale.

While overseas, the average soldier wrote six letters a week, which took between one and four weeks to cross the North Atlantic. The pure logistical nightmare was bad enough when soldiers, sailors and airmen were deployed all over the UK, but after D-Day it got worse as letters trailed their way across Europe, and there was a huge backlog.

These letters were essential for morale. For lonely soldiers and sailors, sent far away, letters described the day to day happenings back home ... *the cow had a calf; Pop's truck broke down*. This evidence of a 'normal' existence was what they were fighting for! By return,

military personnel couldn't say very much about what they were doing.



All letters had to be passed by the censor, with detail considered useful to the enemy being cut out. They were not even allowed to say where they were stationed, which is why so many letters stated baldly that they were '*... somewhere in England ...*'. Their messages simply served to reassure families that they were still alive.



Items of mail were heavy and bulky, considering the vast quantity

– 2 billion pieces of mail in 1945. So, the V-mail (Victory Mail) was created, where pre-printed forms were photographed and replicated on microfilm. The very restricted blank form only allowed a short letter, no enclosures, no perfume and certainly no lipstick prints which gummed up the machinery – 'Scarlet Scourge'!

*From The Nancy Thompson World War II Scrapbook Collection*

Mary Schuyler (C-4-51) grew up in Pennsylvania with her two brothers and sister, working as an Elementary School teacher.

She enlisted, in the newly formed Women's Army Corps in August 1943. Women had to be well educated and not fibbertigibbets! As Elizabeth Richardson (buried in our Normandy Cemetery A-21-5) stated in her diary, it seems strange that they needed degrees just to sling donuts. Coming to England in March 1944, Mary was assigned the 1st Base Post Office at Sutton Coldfield, Birmingham. This was the largest ever office of the US Postal Service with close to 900 staff.

Mary's role was vital to the war effort. The work has arduous and the hours long. As Julia Goble describes in 'Letters for Victory':

*'The work was strenuous, unloading tricks piled high with full bags of mail. We were not supposed to be doing this kind of work, that's what the men were there for BUT we were getting short of men at the Post Office because they were sending a lot of them into combat, so we were left with a lot of heavy work. But we never complained!'*



# News from Across the Pond...



While she was working in Birmingham, Mary contracted Spinal Meningitis. So too did Cpl Cecil Champagne (C-5-59). Because of the fear of catching the disease, the two women were nursed in isolation. They would probably have survived today, but the use of antibiotics was in its infancy and injured soldiers received the lion's share of the drug. Tragically, both women succumbed in November 1944 and January 1945 respectively. Mary was 32.



When the WAC was initially formed, among the 440 women enrolled for officer training were 40 black women. These were among the first of 150,000 black women to serve as WACs, all in segregated units. It wasn't easy for them, but they still managed to make a huge difference to the war effort.

The 6888<sup>th</sup> Postal Directory Battalion was one such unit. Their Commanding Officer, Major Charity Adams-Early, rose to Lieutenant Colonel, the highest ranking African American woman in World War II. She commanded 824 black enlisted women and 31 black female officers. Whilst in the UK the unit created its own beauty salon where they had all of the equipment to persuade their curls to more nearly conform to the silver screen styles of the day. Eventually, African-American aid workers and nurses would come to Britain on furlough to get their hair done!

The 6888<sup>th</sup> arrived in Britain in January 1945, to find a two year accumulation of mail due to the constantly re-locating troops in Europe. Major Adams-Early streamlined the system to handle the mail more efficiently. One of the problems that they faced, was that there were 7,500 servicemen called Robert Smith...

They worked three shifts a day, processing around 65,000 pieces of mail per shift. Within a mere five months the women had cleared the backlog. Millie Dunn Veasey tells of a visit-

ing General who was shocked to find only one third of the women at work. When he threatened to



replace Major Adams with a 'white' Lieutenant, she stood her ground – no changes were made. Their unit was then transferred to Rouen, France to continue to break up the mail 'log-jams'.

The 6888<sup>th</sup> Postal Directory Battalion was the only African-American female unit to serve overseas. Their support of the war effort was not recognised until 2009, but without their contribution the morale of the fighting man, might have been significantly lower.



# VISITING THE MEMORIES

William H. Binnebose, Jr.  
The Baker Crew ~ Our Bay-Bee 42-30274  
by Betty Binnebose Lewis

Several years ago, my father, William H. Binnebose, Jr., wrote a short account of his World War II memories of his crew, the plane and his experiences including the day they were downed by flak and German fighters. August 17<sup>th</sup>, the Regensburg mission

In August of 2018, seventy-five years later, I had a chance to visit the sites of some of those memories, a trip never to be forgotten. For background on the war I first visited the American Air Museum in Duxford and the Cemetery at Madingley. Truly must see places for anyone interested in the history of

the War in Europe as were the Churchill War Rooms in London.

Now, with some knowledge of the bigger picture of the war, I was ready to visit the places Dad wrote about. First was Horham, station 119. The folks of the 95<sup>th</sup> Bomb Group Heritage Association were on hand to greet us at the Red Feather Club. I cannot describe the emotion I felt as I realized I was standing on the same

ground my dad did 75 years ago on August 17, 1943 just before the Regensburg mission that earned the 95<sup>th</sup> BG its first Presidential Unit Citation of the three it now boasts. That was the day that Our Bay-Bee, 42-3204 was downed by flak and two German fighter pilots in Mol, Belgium. Our hosts showed us a touch-screen exhibit



that detailed the Bay-Bee history and had links to the crew and their histories. They also pointed out a

large picture over the fireplace in the Red Feather Club of a reunion of the 95<sup>th</sup> BG held in Dayton, Ohio. There was my Dad!

Alan Johnson, one of our hosts, was about seven years old when the 95<sup>th</sup> BG arrived in Horham. He recounted stories of the field and the ground crews. He never met the air crews, as they flew

by day and slept at night. He also drove us around the area and we could see signs of the old airfield. He showed us the Church and the 95<sup>th</sup> BG Memorial. While he was driving, he told us how it was to watch the sky fill with the bombers and the

way the air roared with the sound of their engines. He said the noise was tremendous.

After a nice lunch in the Red Feather Club we went down the road to visit the restoration of the base hospital. Tony and Val showed us the various rooms including one with beds and planes hanging from the ceiling just like my dad described in his book. We also saw a jeep that was used as an ambulance.

I started wondering how





anything could compare with this visit. I soon found out! On August 17, 2018 we arrived at the Mol train station and were greeted by our hosts, members of VVG, battlefortheLOCKS.be along with someone from the local tv station who recorded our arrival. The drove us to the Memorial site where many pictures were taken, quite a few tears shed and an interview was conducted. It appeared on the news that nite in a twenty-minute segment. At our welcome dinner that evening we met Gisele Berkhert, daughter on the pilot credited with shooting down Our Bay-Bee and also Co and Louise de Swart.

On August 18<sup>th</sup>, 75 years and one day after Our Bay-Bee was downed, we were picked up by WWII era jeeps, trucks and a police escort to visit the various sites that are a part of the Bay-Bee history. We saw the home of Rosalie Vliegen, who kept a train crossing blocked giving helpers time to help three Bay-Bee crew members to escape. We saw where my Dad landed and I was able to read his account of that

landing to the people in my truck and the hospital in Mol where he was treated.

We were treated to tea in a café that once was a garage where Hank Sarnow and Martin Minnich hid. Lunch was served along

#### Our Bay-Bee Crew:

1st Lt Walter A. Baker	pilot	POW
2nd Lt Martin Minnich	co-pilot	Evader
1st Lt Cedric Nussbaum	navigator	POW
2nd Lt Hank P. Sarnow	bombardier	Evader
T/Sgt Walter McDermott	radio operator	POW
T/Sgt Alvin Forney	engineer	POW
S/Sgt Albert Bergeron	tail gunner	POW
S/Sgt William H. Binnebose, Jr.	right waist gunner	POW
S/Sgt Roscoe Alderman	left waist gunner	POW
T/Sgt John White	ball turret	Evader

one of the canals near the home of another family that helped the crew. During lunch there was a fly-by of two vintage aircraft. After lunch we proceeded to the Memorial where there was a service which included a greeting by the mayor of Mol. We concluded with a wreath laying ceremony. I felt very privileged to present a bouquet for Yvonne Daley

actually crashed. All of the crew had bailed out and landed safely. Seven were captured and were POW's the other three evaded capture and escaped back to their bases. White was not a regular crew member, he was subbing on Aug 17, the day the plane went down. It was his first and only mission.

I cannot describe my emotions as we stood on that ground, only that the people of Mol that worked so hard for our fathers, and now these people who worked so hard for us to experience this place would have a special place in my heart forever.

And finally, at the end of our farewell dinner, the Minnich family shared a letter that my

Dad had written to their father shortly after the two had visited sometime in the 70's or 80's. It was like hearing the two men speaking to each other.

We must not – we will not ever forget!



Brusselmans on behalf of her family and honoring her mother, Anne Brusselmans. Martin Minnich and Hank Sarnow were housed in the Brusselmans safe house.

Lastly, we walked into the swampy area where Bay-Bee



# THANKS, FOR THE MEMORIES...

## 44TH ANNUAL 8TH AFHS REUNION

### DAYTON, OH ~ OCTOBER 10-14, 2018



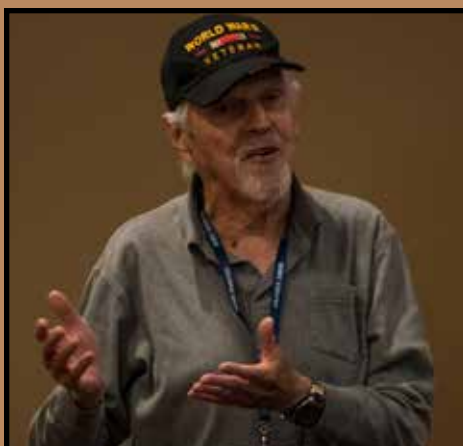






























# FRENCH LEGION OF HONOR AND

Manny Abrams**	392nd BG	Jay Dee Cowan*	490th BG	Irving Goldstein*	439th TCG
Stewart Ackerman	303rd BG	Wallace E Cowan*	487th BG	Stanley Goldstein	466th BG
J R Akin	95th BG	James D Cox*	303rd BG	Ralph Goldsticker, Jr.**	452nd BG
Vernon G Alexander**	493rd BG	James W Cox, Jr*	94th BG	Hewitt B Gomez	492nd BG
Jay D Allen	94th BG	Salvatore Cracolici	96th BG	George Gorman	96th BG
Andy Anderson	100th BG	Thomas L Creekmore	305th BG	Marvin Graham	392nd BG
Ed Anderson	453rd BG	Leo R Croce*	398th BG	Sidney Grant	493rd BG
William H Andrew*	493rd BG	Howard Croner	452nd BG	Wesley Grayer	493rd BG
Richard Andrews	379th BG	Robert Culp	100th BG	Charles J Greenough	379th BG
William Junior Arnold*	303rd BG	John F Curcio	458th BG	Bruce F Gregg*	487th BG
Albert Arreola**	100th BG	Wayne Davis	452nd BG	Robert Gross	34th BG
Victor G Aubry, Jr*	493rd BG	Steve de Pyssler	VIII BC	Joseph "Joe" Gualano	493rd BG
Albert Audette	385th BG	Victor DeCaria**	446th BG	Rudolph "Rudy" Guerrero	493rd BG
George W Bachmann, Jr	306th BG	Eddie Deerfield	303rd BG	Milton R Gunther	487th BG
James A Baker*	339th FG	Louis E Deutsch	446th BG	C Norman Gustafson	384th BG
Orville Baker	445th BG	Harold L Dietz	466th BG	Carl Gustafson	453rd BG
Willis Barney	379th BG	Richard Dinning	351st BG	Russell W Gustafson	452nd BG
Oliver L Bashor	303rd BG	Jack F Disney	94th BG	Paul C Haedike	452nd BG
Andrew L Bates*	436th TCG	Donald A D'Lugos	466th BG	Percival L Hanson	305th BG
John Wesley Beaver*	92nd BG	Jack Dodson	398th BG	Haas M Hargrave**	493rd BG
William Becker	492nd BG	John H Doyle	94th BG	Alfred B Harris	390th BG
Richard L "Dick" Bedford	353rd FG	John J Dunnigan	351st BG	Howard G Harris*	Veteran
Sheldon Beigel	306th BG	Norman R Dunphe	448th BG	Morton Harris	95th BG
Caesar J Benigno	352nd BG	George Durgin	493rd BG	Glenn A Harrison**	96th BG
Nelson Berger	100th BG	Peter Durso	493rd BG	Robert B Hastie	95th BG
Tony Bezer	490th BG	Alfred Dusey	447th BG	Robert Haynes	493rd BG
Leo S Bielinski	44th BG	Eugene Dworaczka*	448th BG	Robert Hecker	401st BG
Jack F Blackham*	34th BG	Harold Dwyer	34th BG	Walter Hendricks	452nd BG
William D Bodiford**	487th BG	Don Echols	458th BG	Lewis E Herron	100th BG
August C Bolino	388th BG	Stanley Edelman	351st BG	John R Hildebran**	453rd BG
Bob Bowen	398th BG	Richard J Eiseman**	94th BG	Temple Hix Hill	392nd BG
James M Bond	385th BG	William "Bill" Eisenhart	303rd BG	Robert H Hitchcock	303rd BG
Frank T Bostwick	466th BG	James H Eshelman	385th BG	Bill Holden	1st B RNR
Robert L Brandt	452nd BG	Dr. James Facos	388th BG	Don E Holmes**	458th BG
Gordon Breeding**	34th BG	George Farrer*	384th BG	David Holst*	448th BG
Carl F Brown, Jr	4th FG	Joseph Fischer	94th BG	Dewey A Holst**	448th BG
Dudley Brown**	94th BG	Harry Mundy Fisher*	467th BG	Theodore C "Ted" Hood	306th BG
Harvey Brundage*	91st BG	Robert Fisher**	384th BG	Charles S Hopla*	447th BG
Joe Burdis	388th BG	John C Flora*	482nd BG	William F Houlihan*	306th BG
Ed Burnham	95th BG	Clifford J Foss	29th TCG	Wayne E Howarter*	34th BG
Charles F Byrd*	493rd BG	Donald H Foulk	303rd BG	James Howell	447th BG
Paul E Calkin**	100th BG	Donald M Frank	389th BG	Jake Howland	91st BG
Douglas S Canant*	1st SAD	Paul Frank*	96th BG	Jack C Hubbard	306th BG
Guy Chookoorian**	94th BG	Herbert Friedlander**	351st BG	David Huckabay	489th BG
Donald Casey	379th BG	Joel Friedman	34th BG	Blaine Hufnagle	94th BG
Frank Casey*	487th BG	James E Frolking**	479th FG	Melvin Hurwitz	493rd BG
Andrew D Caswell**	91st BG	Frank Gaccione	7th PRG	Albion Kenneth Hutcherson	95th BG
F C "Hap" Chandler	491st BG	Henry C Gagnon	385th BG	Joseph O Ingram, Jr	96th BG
Clarence F Cherry**	100th BG	Anthony J Gallagher*	100th BG	Gustave W Jacobson	94th BG
John P Chopelas**	452nd BG	Joseph Garber	96th BG	Bennie L Jefferies	306th BG
Samuel A Christiano**	18th WSQ	Ted Gary	493rd BG	Arthur Jenkins	390th BG
George E Clark*	3rd Army	Robert Genesky	493rd BG	David Johnson	1st B RNR
John A Clark	100th BG	Stoddard B Gerald*	55th FG	Martin Jordan	351st BG
John J Clark*	452nd BG	William Gerecitano**	388th BG	Jay Karpin**	493rd BG
James O Clemons	484th BG	Gerald Gerston	392nd BG	Edward J Kastanek*	493rd BG
Grayson Cocharo	492nd BG	Albert Gese	20th FG	John Katsaros	401st BG
Murray Codman	447th BG	Dr. C W "Bill" Getz**	491st BG	Samuel Katz	389th BG
Myron Cohen	91st BG	Joe Glasser	94th BG	George H Keating**	452nd BG
Paul J Collins**	447th BG	Reuben Glazer	445th BG	Victor Keech	1st B RNR
Joseph Connaughton	319th BG	Dallas Godsey**	351st BG	Perry Kerr	466th BG
Marbury L Councell, Jr	96th BG	Herbert S Gold**	446th BG	Howard Keskitalo	388th BG



# JUBILEE OF LIBERTY RECIPIENTS



John Ketzner	92nd BG	James D Mynatt, Jr**	490th BG	Ambrose C Shaw	493rd BG
Michael D Kindya	385th BG	Clayton A Nattier	306th BG	Marvin Silbersher	447th BG
James King	1st B RNR	Warren G Nelson**	398th BG	Taffe Simon	445th BG
John H 'Jack' Kleinsorg**	92nd BG	William J "Bill" Nevitt	353rd FG	Harold W Smith**	448th BG
Russell A Knudson	303rd BG	John W Newman**	94th BG	Heber H Smith	94th BG
Carroll F Knutson	447th BG	Henry J Nykamp**	93rd BG	John A Smith*	493rd BG
Cornelius A Kohlman	452nd BG	Art Nystrom	445th BG	Samuel W Smith	303rd BG
Donald L Koons**	401st BG	George M Ogle*	487th BG	Robert W Smothers	452nd BG
Joseph T Kozak*	94th BG	William J O'Leary	384th BG	Christopher Spagnola	44th BG
John F Kraeger	466th BG	Allen G Ostrom	398th BG	Leland C Spencer**	93rd BG
Donald F Kremper	94th BG	William "Bill" Overstreet, Jr	357th FG	George W Starks	92nd BG
Ralph J Kurka	93rd BG	Frank Parkinson, Jr.	448th BG	Robert J Starzynski	306th BG
Herbert J Kwart	381st BG	Nels Pedersen*	44th BG	Orange D Steffey, Jr.*	493rd BG
Harold Langfeldt*	690th FA Bn, Army	Frank D Perez	401st BG	Willard Stelling	34th BG
Dean C Larson	401st BG	LaVerne Peters	389th BG	Louis J Stoffer	398th BG
Paul W Latenser*	389th BG	Stanley Peterson	96th BG	Colin D Storey	94th BG
William G Lathrop	94th BG	Philip M Petterson*	305th BG	William E Stovall	390th BG
George A Lawson	7th PRG	Anthony W Pircio	7th PRG	Herman Stroupe	390th BG
Franklin H Lemonds, Jr*	389th BG	Nicholas Plackis*	390th BG	Walter Sturdivan**	34th BG
John Lemons	445th BG	Wilmer "Will" Plate**	489th BG	John S Swarts	351st BG
Mathias J Leupold	385th BG	William Podolsky*	93rd BG	Robert V Swegel**	44th BG
Donald D Levine	453rd BG	Howard Polin**	352nd FG	John Roger Swihart	388th BG
Sherman Levitt*	491st BG	Steven Politis	97th BG	Paul Swope, Jr**	353rd FG
Richard B "Dick" Lewis	493rd BG	Robert H Preller*	384th BG	Edward J Tatro**	100th BG
George R Leyva**	351st BG	Michael H Prestia	452nd BG	Henry E Tessien	96th BG
Robert M Littlefield	55th FG	Vincent J "Bill" Purple	379th BG	William Thacker, Jr	457th BG
James L Livingston**	44th BG	Walter "Mike" Quering	487th BG	Dennis E Thompson	487th BG
Robert "Bob" Livingston*	351st BG	Albert Rapvano	466th BG	William M "Bill" Thorns**	96th BG
Stan Loftsgard	493rd BG	Seymour Ratner*	306th BG	Robert J Toeppe*	445th BG
Lester Lyall*	401st BG	Lauri Rautio	447th BG	William C Toombs, Sr**	493rd BG
Ralph Lynn, Jr*	466th BG	Lester Reekers	490th BG	Jimmy J Traupel*	379th BG
Dallas V Madland*	446th BG	Jesse A Reese	96th BG	Robert Tuchel	392nd BG
Malcolm J Magid	303rd BG	Edward G Reuland**	379th BG	Seymore E "Jack" Vann**	388th BG
Warren B Marsh	493rd BG	Joseph H Reus	445th BG	William "Bill" Varnedoe	385th BG
Ken Mason	1st B RNR	James A Rich, Jr	96th BG	Alfred C Villagran**	306th BG
Ellis McClintick	390th BG	Charles J Richardson**	390th BG	Rudolph Villalobos	96th BG
Robert McCormack**	389th BG	Wilbur Richardson	94th BG	Adolph L Visconti*	306th BG
James McCutcheon*	392nd BG	William H Richeson, Jr.*	392nd BG	Charles F Von Der Leith*	357th INF
Elmer "Lucky" McGinty	95th BG	Wendell R Ringheim	92nd BG	Robert H Voss	94th BG
Hugh McGinty	379th BG	George G Roberts**	306th BG	Jay Walker	384th BG
Jay McIntosh	94th BG	Mort Robinson	94th BG	James H Walston, Jr	466th BG
B/GEN Seth McKee	370th FG	William L "Bill" Roche	452nd BG	Douglas J Ward	305th BG
Russell Madsen	100th BG	Kenneth E Rohde**	457th BG	Charles Warren*	351st BG
Elmo Maiden	466th BG	J Warren Roundhill**	379th BG	Earl E Wassom**	466th BG
Warren B Marsh*	493rd BG	Robert Rowland**	398th BG	Harry Watson*	401st BG
David Marshall	381st BG	Jack Rude	493rd BG	Mark B Weber*	389th BG
Burnia Martin	384th BG	John Rumancik	392nd BG	Billy D Welch**	361st FG
Richard Martin	398th BG	Peter "Rupy" Ruplenas	486th BG	Berton Werth	492nd BG
William Massey	401st BG	Al Sadowsky	34th BG	Charles Wheelwright	392nd BG
Samuel Mastrogiacono	445th BG	Bradford Saivetz	305th BG	James E Wicker, Sr*	7th PRG
Walter M "Boots" Mayberry	388th BG	Jesse Sandlin	447th BG	William O Wilbur, Jr*	448th BG
Leon G Mehring	305th BG	Frank N Schaeffer	44th BG	Douglas C Willett	94th BG
Seward M Meintsma	466th BG	Walter Schattel	487th BG	John M Williams	448th BG
Julius M Micek	381st BG	Carmen Schiavoni**	447th BG	Paul R Wilson	305th BG
James Mikusi	447th BG	Robert F Schlack*	356th FG	Robert W Wilson*	313th TCG
Donnell "Don" Miller**	493rd BG	Fred Schonwetter**	55th FG	Frank A Wiswall	96th BG
Charles Mills**	492nd BG	Robert Schuberg	306th BG	Lawrence Wolfson	493rd BG
Rex Mills	453rd BG	Bob Schuh	398th BG	David L Wolman*	100th BG
E E "Mitch" Mischler	94th BG	Donald L Seesenguth**	457th BG	Richard P Woodson, III	96th BG
Lloyd Mitchell	96th BG	Horace Seyster	457th BG	James Zographos**	388th BG
Kenneth Moulden	448th BG	Horace Shankwiler	445th BG	[ ] FLOH; [*] FJOL [**] BOTH MEDALS	

# CHAPTER NEWS



## **Oregon Chapter 8<sup>th</sup> Air Force Historical Society 3 November 2018**

**Tom Flaherty  
by Joan E. Hamilton**

WWII Veteran Jack Owens received the Quilt of Valor. He was with the 447<sup>th</sup> BG and flew 33 missions as a B-17 Top Turret Gunner/Flight Engineer. Jack related a story of an encounter with an Me-262.

Our guest speaker was Tom Flaherty. Here are excerpts from his speech, "I'm a lawyer in Hillsboro, Oregon. I served 32 years in the Marine Corps: 12 years in the Infantry and 20 years as a JAG officer. In Vietnam, I served with the 1<sup>st</sup> Marine Division from February of 1968 to March of 1969 as an Infantry Platoon Commander and was shot 3 times. First thing I did when I got back from Vietnam was to get my pilot's license.

My dad served in the Navy during WWII as an electrician's mate on the heavy cruiser Portland. He was wounded during the Battle of the Coral Sea. My Uncle Tom landed with the 16<sup>th</sup> Infantry Regiment of the 1<sup>st</sup> Infantry Division on D-Day at Normandy and died of his wounds several years later. My Uncle Ted

served as a combat engineer with the Army in New Guinea.

I am an instrument-rated, commercial pilot, CFI, CFII, and MEI. I am one of the panel lawyers with the Aircraft Owners and Pilots Association [AOPA]. We have several fly-ins during the year. In the spring of 2016, I volunteered to be a plane parker at the Bremerton fly-in and saw the B-25D North American Mitchell Bomber Grumpy at Paine Field in Everett, Washington. Grumpy had been built in Kansas City in October of 1943. I joined the Historical Flight Foundation at Paine Field in Everett, Washington and signed up for one day of ground school to learn to fly the B-25 as second-in-command [SIC]. SIC qualifications included having a private pilot's certificate, a multi-engine class rating, instrument rating, complex sign off, and a high-performance sign off. The check ride was the day after ground school and consisted of 4 takeoffs and landings. I did slow flight, steep turns, take-off and landing stalls. After the check pilot signs your log book, you take it to the local Flight District Office of the FAA and get a SIC rating on a B-25 on your pilot's license. Pilot-in-command

[PIC] qualifications involved 5 days of training similar to SIC but with more maneuvers and stalls and a check ride with a Designated Pilot Examiner.

The B-25 is fun to fly since it is a very fast airplane and responsive to controls. It has 3 fuel tanks and an oil tank per engine. The plane holds 974 gallons of fuel and burns 71 gallons of fuel per hour per engine. Each engine holds 37.5 gallons of oil and burns 1 gallon of oil per hour in flight. The range is about 4 hours. Instead of using the brakes, we were told to slow down and stop by using differential power on the twin engines. Grumpy does not have oxygen. There's no heater or autopilot. It's all hydraulics. It has a tendency to move to the right because of the rotating propellers, so it takes some attention and strength to keep it flying straight and level.

In April, we flew to Washington, D.C. for the R.A.F. Centenary, the 100<sup>th</sup> anniversary of the founding of the Royal Air Force where Grumpy was a guest of the British Embassy. I also fly for the Metropolitan Senior Squadron of the Civil Air Patrol."

[Photo © Tom Philo  
[www.8thafhsoregon.com](http://www.8thafhsoregon.com)]

# Searching for Uncle Dan:

*Marvin Nauman and his daughter Sarah, search for their lost uncle, Lt. Dan Nauman, shot down ± 5 KM south east of Vlissingen Oct 4, 1943, 1422 hrs by Marvin Nauman and research by Co de Swart*

Pre 2006, we knew nothing about my uncle's or the plane & crew's fate, so we started researching. We found out much more than we expected or ever dreamed. We found WW2 air websites, Load List, the 351<sup>st</sup> reunion group, fellow pilots that flew with him, German Flak Battery reports of the local crash area, 1 parachute drop zone, 2 crew mysteries, a "Dear John letter," Grooming for Squadron Commander, Cat Mascot, one witness still alive that saw the plane shot down & 2 fishermen witnesses now deceased, and other information that helped tell us what happened.

Like any research project one needs to put the pieces together to complete the picture to tell a story. We wound up with a lot of disjointed interesting pieces from our research. At every turn we came across information that begged for more digging. Thanks to the 351<sup>st</sup> Bomb Group, AFEES, and numerous expert researchers worldwide we were able to gain valuable information.

After hundreds of hours of research we learned a swarm of 100 Luftwaffe attacked his B-17 group for a second time over a Frankfurt propeller factory and with 2 engines out, Lt Nauman somehow limped his badly damaged B-17 to the coast almost 800 miles before being shot down by flak and crashed in the Westerschelde about 5 km southeast of Vlissingen into the Schelde at 12.22 hrs. Three bodies washed up on Vlissingen shore... rest of crew MIA.

We joined his B-17 351<sup>st</sup> bomber Group and talked to all the members we could. We also talked to an Escape & Evade group reunion that included members of the underground. They provided valuable assistance in telling us what was and was not likely. We discovered 3 witnesses that said some of the crew jumped about 50 miles from the German border, and a civilian witness that saw the crash. We discovered the Army investigated 2 strange cases where 2 of the crew may have survived but then disappeared. Both cases are loaded with mystery and

international intrigue.

One of the big surprises was finding a Dutch Researcher Air war WWII ETO Co de Swart from Zeist who found the Vlissingen German Flak battery report that shot my Uncle's plane down. That was a key puzzle piece that started fitting all the small bits of information we had collected together. It also opened up several hundred more hours of researching where we found

more information about the flight and witness to his damaged plane including the flight path and crash location.

A second big surprise came after 6 years and several failed attempts of trying to find and gain access to the German Luftwaffe kill reports to suddenly have two Netherlands researcher's dump them in my lap along with original 1943 Luftwaffe Fighter Grid Maps.

Another big surprise was finding the "Flight Track Map" for that Mission. This allowed me to put everything together of where and when, and make

order of everything.

Currently I am working with Dutch underwater experts to ID all underwater objects in the crash area.

Facts:

12 years research, 1,000+ hrs research, 23-WW2 Air War research experts and specialist involved, 150 B-17 pilots and 50 ground personal interviewed, found 4 witnesses, 12-WW2 Air Archives involved. We had to sort through volumes of information to find only the information that belonged to Lt Nauman's B-17 as there were another B-17 & 4 Lancaster Bombers shot down in that River area... it took a trip there in 2016 to straighten it all out.

MIA WW2 Story of Lt Nauman's Last Bombing Mission  
Assigned to the 351<sup>st</sup> Jan3, 1943

How we got started Researching Lt Nauman (Uncle Dan)

All we knew about B-17 Pilot Uncle Dan was that he





was shot down in Germany and made it to the English Channel and disappeared., That's it... just gone... no details.

My archeology daughter Sarah and I came across a roll of "short sorters" in my dad's safe deposit box, with his Bomber group stamped on one of the bills. This roll of Short Sorters was an invitation for us to see what we could find out about uncle Dan like "What happened?" There was no body recovered... if there had been, we would have known what happened... Plane found, body found... end of story. With this roll of "Snort Snorter" we began scouring the signatures, WW2 air websites, and Load List looking for buddies and information that would provide us with what happen.

The story is not finished, there are the missing jumpers, and plane that could still turn up, plus we are still looking for crew families or anyone that knows anything Good, Bad, or Indifferent.

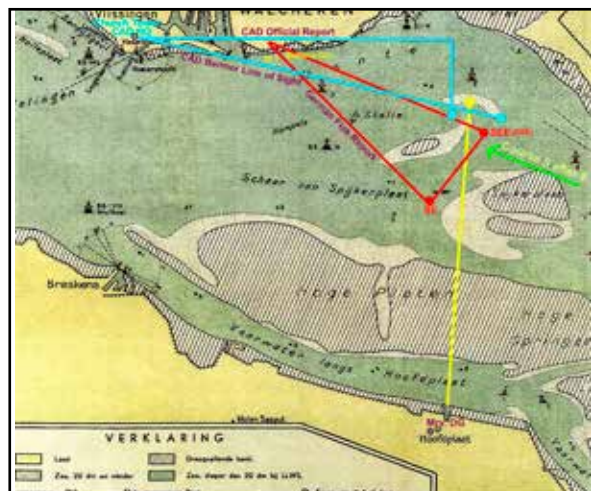
- Interesting tid bit: One day Lt Nauman (Dan) was seen going around the base looking for a box that he could feed with oxygen so he could take his cat on missions with him. (RE: Orland).

#### Mission 45 4 Oct 43 Frankfurt:

19 B-17's left England to bomb the city of Frankfurt. The formation was led by Major Blaylock and Captain Roper with Lt. Stockman as navigator and Lt. Bradley as bombardier.

Weather: Visibility Poor, due to haze and low clouds over enemy territory.

There was light Flak continuously along the route in but it was not very accurate. However at the target it was moderate and accurate, both for height and deflection.



- After mission 29 July 1943 Lt Nauman must have received the Dear John Letter as he flew only Local flights during August. Lt Nauman who was scheduled to be Flight Commander in 2 weeks, requested transfer 30 Aug to full time flight combat duty and starting 6 Sept he put together a crew and flew every mission, sometimes with orphan crew members... it was suicide as the crew were not use to working with one another together in perfect coordination to protect the plane from enemy fighters.
- A swarm of 100+ Luftwaffe fiercely attacked his B-17 over the Frankfurt propeller factory and received heavy fire from enemy fighters that shot him up pretty bad and he lost an engine at 11:01.
- Another heavy fighter attack 15 minutes after target Nauman and Strouse both got hit and lost engines and took crew casualties.
- Lt Strouse lost #4 engine just as he saw Nauman's plane loosing altitude and several chutes pop open just before Nauman disappeared into the clouds, apparently from loosing a second engine.
- This was about 20-30 min before fighter escort at the Belgium boarder (air speed 150mph). This is corroborated with a 2<sup>nd</sup> witness (Navigator Lt Orlyn Master) who tried to give Lt Nauman a 187 degree heading to go to Sweden. This puts the expected parachute drop zone 5 miles East of Friedberg to 15 miles west of Friedberg Germany, which is 16 miles North of Frankfurt.
- Lt Strouse was able to maintain 150 mph with the formation by running his 3 good engines wide open

#### Lt Dan Nauman and Crew.

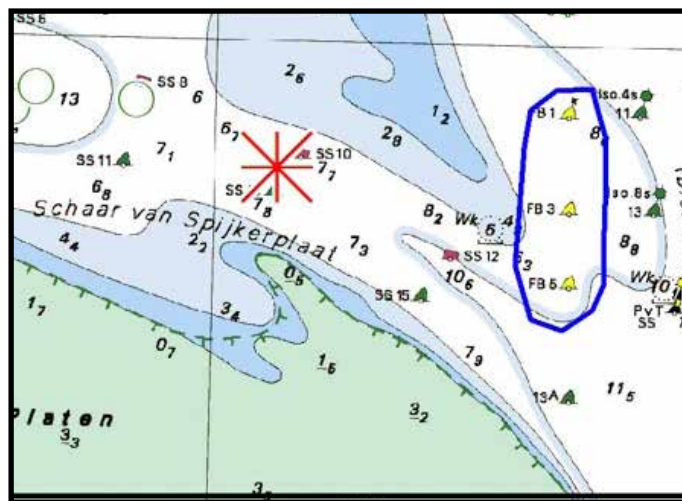
4 Oct 43 Frankfurt (MIA/KIA) 42-5807 DS-T Minor Ball

P	1st Lt. Daniel D. Nauman	0-664436	WIS
CP	2nd Lt. William R. Keister	0-741913	Ohio
N	1st Lt. Walter A. Blair	0-733518	Cal
NG	SSgt. Mario Suozzo	32555221	NJ
TTE	TSgt. Foy A. Rush	39610898	MONT
RO	TSgt. Robert F. Martin	38161488	TEX
LWG	SSgt. Lewis W. Burgess Jr.	15323465	OHIO
RWG	SSgt. Ralph G. Robeson	11087650	MASS
BT	SSgt. William R. Towsley	39321357	OREG
TG	SSgt. Willard O. Hunter	35477483	IND
Cat	Mascot Unknown	Stray/War Orphan	England

- During his stay at Pueblo AAB, Colo, c. it is believed he met his future war bride and married at Houston Texas, 9 August 1942.
- Received Dear John letter in late July, and spent August flying local VIP flights. He requested and received immediate transfer to Combat Pilot August 25, 1943.
- On August twenty-fifth Lt. Harry B. Morse took over Squadron Operations, relieving Lt. Nauman.
- Lt Nauman then flew every mission and usually flew the fatal "Tail Charlie" position.
- Clark Gable spoke of this incident in a TV interview once about Clarks experience in the war and was visibly shaken by the event.

which used a lot more fuel than he had to make it home, and thusly throttled back once he had fighter escort to conserve fuel.

- Loss of 2<sup>nd</sup> engine prevented Dan from staying with group another 15 minutes like Strouse who was able to get fighter escort before dropping out of the group.
- The crew that bailed out disappeared never to be heard from again.
- If they could have waited 15 minutes before jumping... they would have crossed the Belgium boarder and most likely would have fallen into “Underground Resistance Fighters” (URF) and been smuggled back to friendly forces (the URF had well established Escape & Evade routes and systems).
- From all indications... Lt Nauman followed the scenario of what happens when you loose 2 engines. You can keep the plane airborne below a thousand feet, unless you have other damage. But if in question... you have the crew jump, and in this case several that were still alive jumped (you have to be alive to pull the rip cord).
- He may have lost oxygen also, and had to go to low altitude.
- He limped his badly damage B-17 with 2 engines out to the coast 230 miles away under an altitude of 1,000 feet or a lot lower either by necessity or by choice as he flew low enough to avoid enemy Flak Radar and the terrible flak batteries that were along the flight path that battered the rest of his formation non-stop along the way.



- The main BG flew 1-2 (total 4-7) miles more south of the deadly flak batteries at Vlisssingen.
- The German Flak Battery Report at Vlisssingen: “12:22... low flying aircraft over the Schelde... fired 48 shot 10.5 cm, 61 shot 3.7 cm, and 241 shot 2 cm. The aircraft got a 10.5 cm direct hit and falls burning out of the sky about 5 km SE of Vlisssingen into the Schelde, the crew did not survive!”
- Lt Nauman’s B-17 took a Flak hit on its right side just behind the wing, causing enough damage to cause the plane to make a fairly steep dive into the water causing a big splash (re: Witness).
- Pilots tell me Lt Nauman had to have very serious problems for an experienced pilot like him to fly low over the water straight into the flak batteries at Vlisssingen.

- A Pilot colonel told me that when he flew his B-17 full throttle on 2 engines that at 1hr 20 minutes his engines were at the melting point and at 1hr 40 minutes his engines melted and he crashed. I think Lt Nauman knew he would never make it back and was trying to ditch, possibly trying to take advantage of the ground effect for additional lift.
- 3 other planes flew low over the same area that day and all three escaped Flak damage. Some never got fired on.
- 2 bodies washed up on the Vlisssingen shore, and a third was later found in a grave.
- The Life expectancy of a crew was 15 missions... Lt Nauman was on his 17<sup>th</sup>.
- There is a report that Lt Nauman never dropped his bombs at target... and may still be on the plane. This is backed up by the fact that some of the crew bailed out over a dense forest just after target when the plane lost altitude and only 15 minutes from fighter escort and the Belgium boarder. I and other B-17 pilots on the mission have always questioned “why” the crew bailed out so soon. This new information is a good “why”.

Lt Nauman did an incredible job of keeping his aircraft flyable those 230 miles. It must have been quite an adventure and tale that we will never know. He told my dad if he ever got hit he would try and get the crew to safe haven or have them bail out, and he would try to bring the plane home. He almost made it by 4 miles (2 minutes) and the very last Flak Battery.

Thanks to the German Flak report, Media Paper, TV, Witness & Researchers that have come forward... we know the exact crash location and now so does the Dutch Royal Navy and every WW2 underwater Researcher in Holland.

#### NOTES:

Several things went wrong that day including:

- 2 planes in the 6 plane 511<sup>th</sup> squadron aborted because of sick crew or low oil pressure that were directly ahead of Nauman there by losing protective fire power coverage of the planes in the Tail Charlie & Purple Heart positions. (2 planes in the 7 plane 508<sup>th</sup> also aborted sick). Dan was left wide open in the far left rear “Tail Charlie Position”.
- Lost 2<sup>nd</sup> engine or other severe problems.



- He was flying a Vega built ship... a faster ship which could fly 220mph w/4 engines, and could fly on 2 engines for 1.5 hrs.
- Another aircraft was shot down about 5 minutes before Nauman's crew bailed out in the same area and crew was KIA and POW.
- Reports that the Right waist gunner (Name on file) would freeze up and not shoot, or not take oxygen to other crew that was out... he would just freeze. Normally that kind of crew was grounded.
- Early on Lt Nauman flew once as co-pilot for Lt (Name on file), who wrote that when he caught up with Dan's 14 missions that he would carry on where Dan left off. Milton should have easily had his 25 missions in... but he had a record of aborting for any reason for minor discrepancies in his aircraft real or not, like oxygen pressure that was normally 10 lbs low in the nose, or bogus low oil pressure. No wonder he wrote Dan's mom... he probably had guilt a concise for not covering him that day. That also may partly explain the apparent surviving family secretive funeral and telling me he was a pilot in Africa.
- Lt Nauman's crew that jumped 20 miles from Frankfurt? Most Probable: 1. Landed in the woods and got killed or hung up on the trees and are still there. 2. Ground troops shot them, or caught by the Gestapo and executed.
- Crewman Robert Martin bought a small woman's watch inscribed with a special custom inscription before going overseas only to have the watch show up in his mother's mail box long after his plane went down with no note or nothing, and having come into the country by the smugglers route El Paso, TX. Update: Re: Resistance/Underground would have done anything for air men

and had just such a system in place to do such a thing. So what happened? Most Probable: Martin and the evader helpers were caught by the Gestapo, tortured and killed for underground info and buried in an unmarked grave in the dead of night (that was the norm). So where did he bail out and was picked up?

- Robert Martin went two missions over and was on his 27<sup>th</sup> so he could go home with a buddy ("Hunter" who was on his 25<sup>th</sup>).
- Report from mother of Foy Rush that he showed up at his former MT. employer (Ranch Hand) about a year later and talked to other employees to see if he could get his old job back, and then he disappears apparently forever. Not impossible, and easy to get on a merchant ship. He could have got off the plane sick before take off, been UA, or survived the jump and smuggled out (but the underground kept records of evaders, and none have been found yet, or did he used the opportunity to assume a new ID and new start in life (it happens). Or this is a red Herring. Case was investigated by the Army.
- Orlyn got drunk one night with Clark Gable. (I have a feeling Dan did too after the break-up).
- Clark Gable and his Cameraman flew with Lt Nauman. Lt Nauman was in several parts of Clark Gable's movie "Combat America". However, most of those shots with Lt Nauman in them were cut out. One, a key role with Lt Nauman getting out of a jeep was cut out (1 frame was left in by mistake) because Clark in an interview later reflected how a war bride could really mess up a Pilot and good friend with a Dear John letter and Clark broke down at that point with tears in his eyes. He was referring to Dan. Good friends they should be... Dan was ops Officer and got Clark on missions.

- Evidence points to Dan meeting his Bride to be when he was at Pueblo AAF by Colorado Springs at the Broadmoor Hotel that had special prices for the uniformed set including the nurses in training from Ft Carson. We know Margo lived in Colorado Springs and was training to be a Hospital Lab Technician. (Re Polebrook Post Vol. XXXIV #2. Spring 2014.

Thanks to my Dutch researchers, Media and TV specials, other people have come forward with information including a still alive witness who was a little girl of twelve in 1943 stood in her father's freighter wheel house and witnessed the final shooting down of Lt Nauman's B-17, and where it crashed (her memory and vivid description was as fresh as if it had just happen yesterday), we now have a good idea what happened.

**Witness: Mrs. Dientje Goesije**

8/16/2016

*(Note: I used her own words she spoke in describing the story where possible)*

A living witness who was a little girl of twelve stood in her father's freighter wheel house Oct 4<sup>th</sup> 1943 because it was her father's 50<sup>th</sup> birthday (otherwise normally with grandmother) and witnessed the final shooting down of Lt Nauman's B-17, and where it crashed. Her memory and vivid description was as fresh as if it had just happened yesterday.

Mrs. Goesije (DG) first told story to daughter & son-in-law one week before the local newspaper ran my story. Her son-in-law saw the article & said "that's DG's story" & called Theo at the newspaper.

When I showed DG some old photos taken pre 1943 of the small harbor (2 long narrow almost dry dock type) where her father's inland freighter was moored. She instantly pointed out where she first saw the plane flying low, est. 1-2000' (she gave me an indication with her arm)

flying level, where it got hit just after the main wing on the right side, and where it entered the water at a fairly steep dive, and hit with a big splash, which was just to the right (East) of the ships dock opening (about 3 degrees right) and gave the crash location about 6 KM away or 2/3 to the far shore. I marked it on the Photos I was given by Theo from the newspaper.

When hit, the plane did not break up, it just took a fairly steep nose dive into the water. The wings stayed level and she saw no damage to the plane.

She said she had no trouble seeing that far because it was high tide and she could see over the dike. She said that it was a calm day. No rain, not cold. She can't remember if it was cloudy or sunny. The water was calm.

Her location matched perfectly the location and angle she pointed out several years earlier to Co de Swart when he took her to the spot several which by then had been long filled in with earth and was unrecognizable and they had some difficulty in finding what they thought was the harbor... but DG was sure because of a pilling and pointed out the crash direction.

She pointed out where the Flak Gun battery, German Crew shack, and where the German crew were smoking, eating, and goofing around, on the left/West side of the ships slip about 40-50' next to them.

When the fire order came...the old man acted very nervous and was fumbling with the gun and too nervous to shoot like he didn't want to fire it. The rest of the men were very young. Mrs. Goesije repeated this several times about how the old man appeared not to want to fire the gun. He and his crew never did fire their gun. She then walked to school & later found out from her classmates the old man got in trouble by a higher up. (Bunker/Flak crews... usually Battery



weary/injured/old men from the front.)

She also pointed out that because of the high tide you could not see the big sandbars in one of the two photos because they were covered with water. This was a very important piece of information for us because it meant some of the information we had, belonged to another aircraft craft believed to be a 4 engine British Lancaster that ditched/crashed landed and the survivors were seen walking on the sandbar later to be shot by the Germans...(as reported by 2 fishermen that tried to rescue the crew).

After we talked about the incident... she talked about another encounter between her dad (owner & pilot of the freighter) and a German officer that ordered her dad to take his German troops across the 10 KM river mouth to Vlissingen. Her father refused, and the Germans burned his freighter. Later after the war ended, her father salvaged the boat and built a new deck and steerage cabin (pilot house) and was back in business. She showed me the photos of it.

Mrs. Goesije also told the story of her Grandma who was killed by a German grenade while hiding in her little house. (DG use to stay with her Grandma).

My Netherlands research friends

have located the German Luftwaffe flight list, kill reports, and German code grid maps and I have scoured though hundreds of reports and narrowed it down to 6 possible pilots. Unfortunately most Luftwaffe pilots and their full Kill Reports did not survive the war. Germans were good at documentation, their reports should solve some unanswered questions.

Thanks to German & Dutch Flak Reports, and the vivid recollection of a then 12 year old witness we now have a 3 point triangulation to the crash location.

Finding the wreckage and reports should solve the remaining questions and help to close the final chapter to our story.

In remembrance and honor of the crew, I'm hoping to make contact with other crew families and compare information. So far I have 3 down and 7 to go, it's very hard research work... made even harder when people change their names.

*Editor's note: For more information or to contact Marvin Nauman directly: Marvin Nauman 253-312-9252 [marvin.nauman@gmail.com](mailto:marvin.nauman@gmail.com)*

*Photos: p. 23 Lt Dan Nauman in uniform; p. 24 1940 map of crash; p. 25 detail of crash site; p. 27 Mrs. "DG" and Co de Swart during interview.*





# ON THE HORIZON



By definition, the horizon is the apparent line which separates earth from sky. A crucial element of navigation for centuries, it is important that ALL organizations keep a sharp focus on their horizon—moving forward as well as reviewing past performance.

Along those lines, here is a brief synopsis of recent activities: Nancy Toombs spearheaded a push to inform and assist WWII vets in making application for the prestigious French Legion of Honor. What began as a Society initiative quickly expanded into a Herculean effort which spanned all branches of the military. Hundreds of veterans received the FLOH under this program. In addition, the Society received permission to revive the French Jubilee of Liberty program which France offered ONLY in 1994 to D-Day veterans who were able to physically make the trip to Normandy. As this award could be given posthumously, the Society awarded close to 200 of these medals. Both of these programs are now closed.

Helping veterans fly for free in WWII warbirds has continued to be a long-term initiative. Working with all of the organizations who fly and maintain these aircraft has been an amazing adventure for everyone.

Re-homing veteran memorabilia is another important initiative. While the Society totally supports multiple museums in this effort, having these items preserved AND exhibited, is the primary focus.

Assisting videographers and producers in their efforts to preserve veterans' narratives is another ongoing initiative. Be sure and experience *'The Cold Blue'* due out this summer on HBO.

Nine Society veterans participated. Thank you all for your support AND ideas. Please keep them coming!



**Brusetti, Alfeo “Al”, 96**, a longtime resident of Batchelder Street, passed away on Friday, October 26, 2018 at the Woodridge Nursing and Rehabilitation Center in Berlin.



Born on June 21, 1922 in Barre City, he was the son of Carlo and Maria (Gioria) Brusetti. He attended elementary school in Barre and was a graduate of Spaulding High School in 1940. Following his schooling, Al enlisted in the United States Army Air Forces, where he served with distinction in the Eighth Air Force over the European Theatre during World War II, with the 486<sup>th</sup> BG, PFF mission as lead crew. He was honorably discharged from active duty in October of 1945. He went on to serve in the United States Air Force Reserve for an additional 21 years.

Upon his return from the war, Al decided to marry the love of his life, Doris Gomo, in the Hedding United Methodist Church in Barre. They made their home on Batchelder Street where Al lived for 90 years of his life.

His working career was spent in the Barre Granite industry where he spent many years as a master shape carver. He originated the “Deep Rose” carving in stone in the 1950’s and began his own company Rose Art. He retired in 2008 at the age of 86.

Al was a member of the Hedding

United Methodist Church and was a longtime leader of the Barre Troop 95 of the Boy Scouts of America. During that period he was recognized many times by the Green Mountain Council for his dedication and instrumental leadership in shaping these young boy’s lives.

Throughout his life, Al had many hobbies and interests. The most important of these included working on his carvings, hunting, camping, and spending time with his family and friends.

Survivors include his beloved wife Doris of 72 years; his daughter Carolyn; two sons Carl and his wife, Marjorie, and Richard, all of Barre. He also leaves two grandsons Christopher and his wife, Joy, and their four daughters, Craig and his wife, Jen, as well as his granddaughter Carla.

Besides his parents, he was predeceased by his sister Iside Brusetti.

**Hill Glenn Utah, 98**, of Fairfield,



IA passed away Tuesday, September 25, 2018, at Sunnybrook Assisted Living where he had resided since April 2017.

Glenn was born February 9, 1920 in Licking, MO to Charles W. and Bertha (Eammons) Hill. Although they didn’t have a lot, Glenn viewed his childhood as idyllic, spending hours hunting,

fishing, rough housing and catching tadpoles with his brothers under the tender care of his wonderful mother and beautiful, older sister. He often spoke of his growing-up years on the farm and was quite the basketball player in high school.

As the depression hit, with no money for college and jobs becoming scarce, Glenn was thrilled to have the opportunity to put his skills to work in the Civilian Conservation Corps mapping out Lacey-Keosauqua Park. His natural leadership abilities soon became apparent when he was named the head of his barracks. The beautiful stone buildings he helped construct still stand.

Roosevelt’s C.C.C. plan ended as WWII began. Glenn felt it his patriotic duty to enlist and help defend his country. He was assigned to the 466<sup>th</sup> Bomb Group at Attlebridge, England, flying 36 missions over Germany as the noseunner in a B-24 Bomber named “Parson’s Chariot”.

While in the ‘3-C’s’, he met his beloved wife, Halleen Teeter. They married June 7, 1941, and became proud parents of son, Douglas and, in time, loving grandparents to granddaughter, Shirley. Halleen preceded him in death on May 14, 1999, after 57 years of marriage. Glenn married Emma Mae (Giberson) Fidler on September 9, 2000. She survives him.

Glenn started his working career at Loudon Machinery Company, became shop superintendent and retired after many years of ser-



vice.

In his golden years, Glenn enjoyed basketball games, home repair projects, kept his vehicles in 'tip-top shape', his pet cats, bird and squirrel watching. He took great pride and care of his home of over 50 years. Quick to call anyone he met 'friend', Glenn was always willing to lend a hand when needed and could spend hours in good conversation. Glenn truly embodied what it meant to be part of the greatest generation!

Glenn was preceded in death by his parents, Charles and Bertha Hill, sister, Georgia, brothers, Claude, Junior, Ray, Roy and Moffett; wife Halleen, stepson Ryan Rauscher and stepdaughter Cheri Fidler.

Glenn is survived by his dear wife of 18 years, Emma of Fairfield, IA, son, Douglas K. Hill of Ormond Beach, FL, granddaughter Shirley M. Rigler of Largo, FL, stepson, Ricky Fidler of Ottumwa; step grandchildren, Robin (Tom) Davidson-Feltz of Ottumwa, Paul (Brooke) Fidler of Biloxi, MS, Shawn (Jessi) Rauscher of Ottumwa, and many nieces and nephews.

## Walston, Jr., James Hogg 'Jim'



(Sonny), 93, passed away August 13, 2017. Born in Italy, Texas, he was the second of three children born to James

Hogg Walston, Sr. and Maurine. Jim was preceded in death by his parents, older sister Elaine Brown, wife Glenna, and grandsons Lane Walston Walker and Bo Patrick Walker. He is survived by his younger sister JoAnn Niederer; daughter DiAnn (Boo) Walker; sons and daughters-in-law Danny Walston and wife Loraine, Ron Walston and wife Paula; grandchildren Jeanette Strange and husband Cory, Chase Walker, Jeff Walston, Chris Walston, Michael Walston, Gabie Walston, Erin Duhaime; and great-grandson Colton Strange. Jim's legacy began as a captain of the 1940 Italy Gladiators' football team that was undefeated and unscored on. After graduation, he attended a technical school in Fort Worth where he learned aviation mechanics. His father was an airplane mechanic in WWI and Jim developed his interest in planes as a young boy. After finishing technical school, he went to Vernon, Texas, where he worked on PT-19 Trainers. He enlisted in the Army Air Force on December 7, 1942, and was sent to Sheppard Field in Wichita Falls, Texas for more training. He was assigned to B-24s with the 8th Air Force, 466th Bomb Group, Attlebridge, England. His plane was the "Laden Maid." His group flew 231 missions between March 22, 1944 and April 25, 1945 including three on D-Day and many to Berlin. Jim received several medals for his service, including the French Legion of Honor in recognition of his

contribution to the liberation of France during WWII. Jim settled in Dallas after the war where he met the love of his life, Glenna Jean, at Cliff Temple Baptist Church in 1946. They married at Cliff Temple on December 18, 1948, and enjoyed 67 years together until her passing in 2015. Jim graduated from Texas A&M in 1951 with a degree in Mechanical Engineering. He joined Chance Vought after graduation and retired after 37 years in the structural test lab. The B-2 Stealth Bomber was his last project before retiring. He was a member at Cliff Temple for more than 70 years, serving as a Sunday School teacher, Deacon, and Usher. He volunteered at Methodist Dallas Hospital for 20 years. He restored planes and helped preserve history with the Vought Retirees Club for 21 years. His aviation career came full circle when he joined the Commemorative Air Force and was able to assist with the CAF's restoration of the B-24 "Diamond Lil." Jim was a loving husband and father who loved the Lord and served Him faithfully.

*Please forward all information to  
be included in TAPS to:  
8th AFHS  
Debra Kujawa  
ManagingDirector@8thAFHS.org  
or  
68 Kimberly Way  
Jasper, GA 30143-4769*

# HOW ABOUT IT! COMING OR GOING?

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

The scene before us was unchanging, exactly the same as it was yesterday. The air felt clean and crisp and invigorating to those who were up early enough to enjoy it. A few cars were moving slowly along the lane, early morning joggers were straining to get in a few moments of time to burn off extra calories to meet their weight-loss goals. In the mix of this array of activity, a lone bicyclist was peddling along trying to keep up with the crowd. He was a young teen-ager, alone, he headed for school. With his school supplies on board, he travelled quickly along with confidence and determination. In his mind set he probably thought, "...been here—done this before." He had travelled this route many times. He was not careless, but with a lapse of being attentive, his mission suddenly changed! A small pile of stones appeared and was scattered in his path. He saw them, only too late. The front wheel of his bike changed direction. His forward momentum shifted—he did not. Down he went! There was a sickening crash, metal scraping against concrete, the boy, his bike, his belongings. Everything went down. His book satchel hit the curb and flew open scattering paper, his home-work assignments, and workbooks. The collection of debris included his cap, his lunch box, and of course, the crumpled body of the victim.

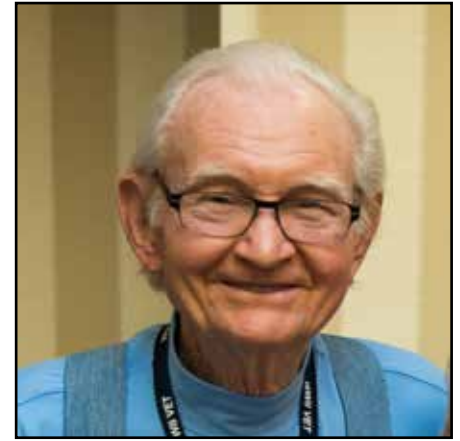
As he lay there motionless, a frenzy of spectators quickly congregated asking questions, "Who is he? Is he hurt? Has anyone called the ambulance? Who can help? What shall we do?"

Our victim groans, slowly moves his body and is startled by the

presence of spectators watching him. He is confused about his situation. All of these people looking at him. In his addled and fuzzy condition, he began asking himself the same kinds of questions philosophers across the ages have asked humankind trying to make sense as to why they exist. Answers he felt he needed..."Who am I? Why am I here? Where am I going?" He looked around....everything was in disarray...wait...he saw something familiar...it had survived the crash. It was his lunchbox. He quickly opened it. There was his sandwich, carefully made and wrapped by his mama, a hard-boiled egg, a couple of cookies, an apple, and his thermos bottle full of cool sweet milk. He smiled! His question was answered...**he was on his way to school**, not headed for home.

Many times in life we find ourselves in need of something familiar to orient us, to determine whether we are on the right track. We are merely players on the stage of life as Shakespeare described in his play "**As You Like It**", life is a journey from birth to death. We are either **coming or going** and in so doing, we perform many roles and many parts. We make many choices and regardless of the choices we make, time rolls on and earth will go on about her business, spinning on her axis consuming time. Where are you? Where do you fit in? What are your choices? How we choose to play is our decision.

George Washington Carver said, "*Be tender with the young, compassionate with the aged, sympathetic with the striving, and tolerant of the weak...someday in life you will have been all of these.*" This is excellent advice for me at this stage of my life.



Check out your own age....where has the time gone? We are here on this earth for such a short time compared to eternity. How long is determined by God. Let us strive to invest our time on things that really matter. We are here on earth for only so long, and God does not give time in equal portions. So when we give our time, it is a sacrifice. We give not only what we have but what we really are, our transparent self. Whether it is a gift of understanding our hearts, or tenderness, compassion, sympathy, striving, tolerance, love, kindness, or encouragement, all of these do make all of the difference. Are these characteristics a part of the core of who we are? Look into your own life, where are you headed?

One of our nation's notable, highly respected, honored war-time veterans recently died. His funeral was impressive with many distinguished guests present and speakers delivering interesting eulogies. There was a patriotic theme, a military presence and world-wide media coverage. He was laid to rest in a prominent place. Now a few weeks later, the coverage of this occasion is forgotten by most folks, no more headlines, video clips, pictures and newspaper columns. But, this man left a legacy. And so should we! A life which is marked by a purpose-driven goal resulting in a life dedicated to giving and receiving love, joy, peace, compassion. Oh yes. It prepares us for a noble death song for the day "*we cross the great divide.*"

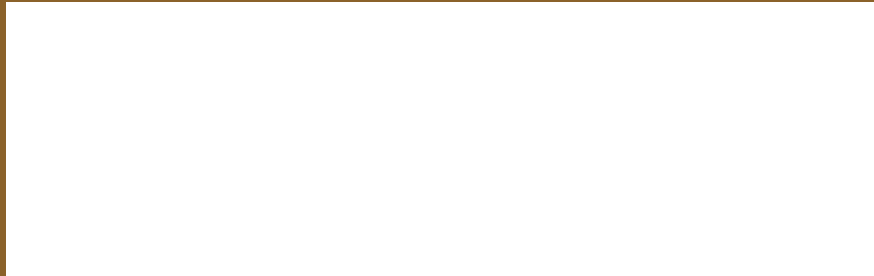




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