

MARCH 2018



# TH AF NEWS

Volume 18 Number 1 Voice of "The Mighty Eighth"



384th Bomb Group in New Orleans



March 2018

# 8th AF News

## Voice of "The Mighty Eighth"

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*On the cover: Additional photos from the 43rd Annual Reunion in New Orleans of the 384th Bomb Group!*

### 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 A F News is distributed to members of the Society and is not for public sale.

Home offices are located at:

**68 Kimberlys Way  
Jasper, GA 30143-4769**



# EDITOR'S NOTES

Donna Neely and her daughter, Telisha Gaines, have been part of the 8<sup>th</sup> A F News for the past 20+ years, creating top notch layout and design for every issue of the magazine. However, as I touched on in the last [December 2017] issue, the Society is dealing with substantial revenue shortfalls which have demanded the Board make some very difficult decisions.

In an effort to further scale down expenses, the Board decided to bring the layout and design portion of the magazine "in-house", meaning, as part of my responsibilities as editor, I will also design the magazine and work directly with the printer. During these past several weeks I have been learning the design software necessary to create the magazine, and I'll admit it has been extremely challenging. I quickly realized I needed more help than software manuals and online tutorials offered, so I called Donna.

Donna and I have worked very closely these past several years

and even though the admonition of not mixing business and pleasure is usually the best avenue, Donna and I have developed a very close friendship and mutual respect that has weathered many a storm or two. When I called and explained the decision of the Board to her, it was very emotional for both of us. But I also asked for her help in learning the software so that the March 2018 issue could be created. Not only did Donna agree to help me with training, she graciously invited me into her home for two days where we worked diligently on pulling the March issue together—the one you are reading now—only because she agreed to co-produce with me. She taught me SO much as we sat in her office, computers side by side, as I tried to absorb every moment and lesson. She, the patient teacher, and me, the panicky student!

So, as you turn the pages in this issue, you may or may not notice things look a bit different...and that's okay. My goal was not to try

and 'copy' Donna's style exactly, because I knew I would fail miserably.

I have a lot to learn and if something looks a bit strange, I ask you to bear with me. Just know that Donna Neely and Telisha Gaines put years of blood, sweat, tears, and most of all, heart into the 8<sup>th</sup> A F News, and we owe them recognition and gratitude for that.

If you'd like to drop Donna a line:

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1209 Lake Rise PL  
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[donnajneely@gmail.com](mailto:donnajneely@gmail.com)

Thank you, Donna. For everything.

*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**



One of my passions as I travel throughout the world for my job is to try and take time to visit various historical places that have had an impact on history in some way. Wherever life takes me, I often think of those who have gone before me and I'm just walking in their footsteps. From trips to Europe retracing the story of crews who were shot down and evaded to simply driving on a base and seeing the streets named after prominent people.

One such example was during a recent trip to an Air Force base where a street was named Zemke Ave. I just happened to ask the crew I was with if they knew who Zemke was, expecting most to know. To my amazement, not one member knew, or had even heard of Zemke. I guess my reaction was one of shock, but then explained who he was and some of his accomplishments much to the amazement of my younger crew.

Why do I bring this one example up? Simple, it demonstrated that with each generation we lose a connection to the past, that if not taught or discussed gets all but lost and forgotten. That is how history becomes rewritten, altered, skewed or simply erased, so the next generation and on forget. Most people have heard "Those who cannot remember the past are condemned to repeat it." in some form or another. A very simple but powerful statement.

If you're reading this magazine, then you as an individual, have some of the same passion for history as I and many other members of this great 8th AF Historical Society. As an individual, we don't necessarily think of ourselves as a powerful ambassador of history, when in fact we are. The Society is made up of people from many walks of life, from veterans, to family members of the 8th, historians, to simply having an interest in the 8th AF. Each and everyone of you are vital to the lifeblood of the Society in its mission to preserve the legacy of those gone

before us. Encourage those who aren't members of this great organization to consider a membership so they too can reap the rewards and help to keep the Society strong and continuing its vital mission.

This edition comes packed with news of this year's reunion to be held in Dayton, home of Wright Patterson Air Force Base and of course the Air Force Museum with its newly opened hangar. Having flown in to WPAFB many

times myself, I can attest that the museum is an incredible attraction to visit with exhibits ranging from man's early attempt at flying to the latest unmanned aerial vehicles.

With the upcoming reunion, there will be two open spots up for election on the board. If you are, or know of someone who'd be a good fit to represent the membership, please be sure to follow the guidelines that'll be published in the June News edition.

If you haven't already sent in your membership dues for 2018, please ensure they are promptly paid. I would like to personally thank all those who donated a little extra, above and beyond the normal membership amount. Like all organizations, we have and continue to be mindful of expenditures and cutting costs where we can, so every donation helps with that.

I encourage you to sign up early for the reunion and reserve your spot to avoid any disappointment with the cutoff dates, limited hotels etc.

As always, if you have any questions or suggestions for your Society, please get in touch with any of the board members.

Regards,

*Ben*

***'Those who do not  
learn history are  
doomed to  
repeat it.'***

***George Santayana***

# TREASURER'S REPORT



**Anne Marek**  
Treasurer

Below you will find the 2017 financial results for the Society. The Society incurred a net loss of \$200k. This was due to the outreach projects that the Board authorized and the net loss for the reunion in New Orleans.

The outreach projects included providing free copies of the 8<sup>th</sup> Air Force World War II Roll of Honor, exhibit backdrops, and financial grants to museums, libraries, and bomb groups around the country to enhance their presentations of 8<sup>th</sup> Air Force history.

The net loss on the reunion was planned. Due to New Orleans being so expensive, the Society provided various subsidies to encourage more people to attend. The strategy worked as the turnout was the highest in many years. Subsidies included, a room rate subsidy, a meal subsidy for the closing gala, some transportation costs, and minor other subsidies. We also had to rent the hall at the National World War II Museum for the gala banquet.

We had to draw funds from the investment portfolio to cover some of these expenses. This was partially offset by very favorable investment returns.

**Eighth Air Force Historical Society**  
**Statement of Activities**  
**For the Year Ended December 31, 2017**

<b>REVENUE</b>	
Dues & Donations	\$ 79,337
Investment Results	26,857
Total Revenue & Investment Gains	<u>106,194</u>
<b>EXPENSES</b>	
National Administration	7,521
Outreach Projects	178,941
8th Air Force News	35,991
Headquarters Office	61,835
Net Reunion Expenses	21,631
Total Expenses	<u>305,919</u>
Net Loss	<u>\$ (199,725)</u>

**Eighth Air Force Historical Society**  
**Statement of Financial Position**  
**As of December 31, 2017**

<b>ASSETS</b>	
Checking & Savings Accounts	\$ 22,540
Investments	151,492
Other Current Assets	960
Total Assets	<u>\$ 174,992</u>
<b>LIABILITIES</b>	
Accrued Expenses	\$ 23,984
Payroll & Payroll Taxes	4,016
Total Liabilities	<u>28,000</u>
<b>NET ASSETS</b>	
Unrestricted Net Assets	146,992
Total Liabilities & Net Assets	<u>\$ 174,992</u>

As a reminder, if you have NOT yet sent in your dues for 2018, please do so as quickly as possible. To date we have received renewals from approximately 65% of our membership. While this is positive news, that means that we have NOT received renewals from over 500 members. That is a substantial amount of unrealized revenue.

Many of you have been able to add additional contributions along with your

annual \$40 dues, and your generosity will help us tremendously. With the reduction in total members, however, it is more important than ever we hear from you.

If you have misplaced your notice or return envelope, simply drop a check in the mail:

8th AFHS  
68 Kimberlys Way  
Jasper, GA 30143-4769  
(912) 748-8884

If you prefer, simply give us a call or pay directly online with a credit card:  
[www.8thAFHS.org](http://www.8thAFHS.org).

Please feel free to contact me with any questions, any time. My contact information is on p. 2 of this issue.

*Anne*

**See you in Dayton!**

# NOTEWORTHY

## 446<sup>th</sup> BGA Reunion

April 11-15, 2018  
Menger Hotel  
294 Alamo Plaza  
San Antonio, TX

Contact:

**Mary Nell Roos**

JmnRoos@verizon.net

(804) 966-1445

{Deadline is March 12, 2018}

## 401<sup>st</sup> BG Reunion

May 15-19, 2018  
Embassy Suites Columbus Dublin  
5100 Upper Marlboro Place  
Dublin, OH 43017  
(614) 790-9000

## 75th Anniversary of Boxted Airfield

Events will begin the 27th  
May. The main event is Sunday  
10th June with a formal ceremony  
and presentations.

We are looking to contact any  
veterans and their families who  
would like to attend.

The units based at Boxted  
were the 386th BG (M) from  
June 1943 until September. 354th  
FG November 1943 until April  
1944. 56th FG April 1944 until  
VE day.

Detachment B 65th Fighter  
wing, later the 5th Emergency  
Rescue Squadron May 1944 until  
January 1945.

## Richard Turner

Chairman

Boxted Airfield Museum  
richard.turner74@btinternet.com  
www.boxted-airfield.com

## 384th BG Reunion

October 18-21, 2018  
Holiday Inn Dayton Fairborn  
2800 Presidential Dr  
Dayton, OH

Contact:

**Carol Alfter**

384th Bomb Group, Inc.  
1306 Adams Way  
Beavercreek, OH 45434-7098  
FJAIfter@gmail.com



15TH ANNUAL WWII HERITAGE DAYS  
**APRIL 21-22, 2018**

ATLANTA REGIONAL AIRPORT  
**FALCON FIELD**

**Y**ou are cordially invited to be an honored guest at the Commemorative Air Force (CAF) Dixie Wing's 14th Annual WWII Heritage Days! Our mission is to salute Our Greatest Generation as we celebrate the 1940s and inspire all ages to preserve the legacy of America's veterans. This year we will highlight the Medal of Honor. WWII Heritage Days will be held each day from 9am--4pm at the CAF Dixie Wing Warbird Museum at Atlanta Regional Airport--Falcon Field in Peachtree City, GA.

If you are interested in attending our program, please contact our WWII Heritage Days Veteran Liaisons by April 1st.

As an alternative, you can register your attendance on our website: [www.wwiideays.org/registrations.htm](http://www.wwiideays.org/registrations.htm).

If you are interested in attending, please contact Brent Bracewell: (678) 416-5749 or [brent.bracewell@yahoo.com](mailto:brent.bracewell@yahoo.com)

To purchase tickets: Merikay Franklin: (678) 654-2464 by April 1st

**Thank you for your service!** Chris Madrid, WWII Heritage Days Chair: [cjmadrid@yahoo.com](mailto:cjmadrid@yahoo.com)



# Two 8th Air Force Veterans: *one* shared mission

by Jerry McLaughlin



Joe Glasser with City of Savannah volunteers. The ball turret that Joe purchased for the project is in the background. (Joe Glasser is in gray sport coat.)



Bud Porter welcoming the City of Savannah ball turret to the NMMEAF after its cross-country trip. (Tommy Garcia and Jeff Hoopes – transport team.)

**H**undreds of men and women have contributed to the restoration of the B-17 *City of Savannah* at the National Museum of the Mighty Eighth Air Force (NMMEAF) in Pooler, Georgia. What follows is the story of two very special members of that group, Albert “Bud” Porter and Joseph Glasser. These two WWII 8th Air Force veterans never met and had vastly different roles in the *City of Savannah* restoration, yet they are forever united by one piece of history – the ball turret beneath the B-17 in the Combat Gallery of the NMMEAF. Bud’s recent passing was the inspiration for this tale of two veterans and their common goal to tell the story of their time in the 8th Air Force to future generations of Americans.

Both men were born in the 1920s and came of age with the onset of WWII. Both served in the 8th Air Force in England, Joe with the 94th Bomb Group, stationed in Rougham, and Bud with the 95th Bomb Group at Horham. The two veterans have different stories of their 8th Air Force careers and later life, after they overlapped in time during 1944-  
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45 when they flew out of bases that were only miles apart while stationed in England. Joe was an officer/navigator, Bud was a sergeant/gunner. Joe had to parachute into a gray wall of clouds to save his life on his 25th mission. Bud came home safely from all of his missions after several very close calls. Both returned from the war and went to college on the GI Bill. Joe graduated in 1947 from the University of Pennsylvania with a degree in Economics. Bud graduated from Rutgers University in 1948 with a degree in Business Administration and Marketing.

Here are Bud and Joe describing, in their own words, their distinct roles in bringing a major portion of the *City of Savannah* restoration story to the visitors at the NMMEAF:

**Bud Porter:** “I have been involved with the National Museum of the Mighty Eighth Air Force since before the building was even built, and I have witnessed some great moments in the museum’s history. One of my favorite memories is the arrival of the B-17 in 2009. When I saw that silver airplane

coming down the road to the museum I was so proud to be a member of the organization that was going to restore her. I have a big place in my heart for that wonderful B-17 that has been named the *City of Savannah*.

Another special moment for me was when the ball turret was purchased for the museum by a generous donor (Joe Glasser). Two volunteers picked the turret up in California and drove it all the way across country. I met them as they arrived at the museum. Later, when I looked at the final restoration of the turret, just before it was going to be installed in the airplane, the interior looked exactly as I remembered it. The idea that the turret will actually operate for the public to see my home in the sky during my combat missions means a great deal to me.

The restoration volunteers and museum visitors often ask me questions about what it was like to fly in a B-17 during the war, and particularly in the ball turret. I enjoy answering their questions about my time in the Eighth Air Force and particularly in that turret. I am grateful for what the volunteers have done in restoring the turret so that I can show visitors my “office” when I was flying missions.

Whenever I walk into the Combat Gallery and look at the *City of Savannah*, my time in England with the Eighth Air Force comes back like it was only yesterday. It is hard to express my feelings for that airplane – I guess you could say that I feel like I am visiting an old friend. It’s very emotional for me. The B-17 *City of Savannah* was brought to the Mighty Eighth to honor all of the kids like me who flew over Europe 70 years ago and never came home. I think about them every day, every day! As a survivor I honor them by remembering who they were, and what they did, because I know, I was there.” (Letter to the author, June 2016)

**Joe Glasser:** “When the war ended in Europe,

in May of 1945, my crew and I had just finished 34 of our required 35 missions to complete our combat tour. We had lost both our pilots along the way in a horrific bail out situation where they had both been injured, but thankfully, everyone on our original crew survived the war and was able to resume their lives as private citizens. I returned to Connecticut and like several million of my fellow veterans I settled into civilian life and utilized the GI Bill to obtain a college education. I chose to remain in the military reserves and was recalled during the Korean War and then remained on flight status until 1970. I retired at the rank of Lt. Colonel in 1985 with more than 40 years of service. I also participated in the civilian side of government service for many years, serving on the National Labor Relations Board and on multiple federal arbitration boards between 1967 and 2008. Outside of government I formed my own

corporation, Eljen, named for my wife and daughter.

While deeply involved in my several careers I also maintained an emotional connection with my short history as a young warrior. I was a dues paying member of what was originally called The Eighth Air Force Museum, located in Pooler, Georgia. I would read the various mailings that they sent out with a modicum

of interest, glad to maintain a small connection with my WWII colleagues. Then, in 2009 I started to read about the B-17 that the museum had been gifted by the Smithsonian and I began to show more interest. Finally, in early 2012, I called the museum and asked to speak to whoever was running the B-17 project. That person, it turns out, was a volunteer by the name of Jerry McLaughlin. Jerry and I talked for quite a while as he supplied me with details of where the project was at that time and its plans for the future. I asked how I could help and Jerry told me that the *City of Savannah* did not have a ball turret, and that there was a complete B-17 ball turret for sale in





California that had been used in the movie *Memphis Belle*. We discussed the price and logistics of purchasing the turret, and I agreed to fund the purchase while the museum would incur the expenses to have it delivered from California to Georgia. Thus began a wonderful relationship between this WWII 8th Air Force veteran, the volunteers of the City of Savannah project, and the National Museum of the Mighty Eighth Air Force. I was honored to be invited to the 2013 annual dinner sponsored by the museum to honor the B-17 volunteers, where I met everyone involved with the project.

Since that time I have kept in touch with both Jerry and the former CEO of the museum, Henry Skipper, and made two additional donations to support the restoration of the B-17's lower cockpit, which had been my crew position in 1944-45. Just this year, I helped sponsor the NMMEAF's presentation of the National WWII Museum's traveling exhibition on the subject of American industry's role in WWII. I am truly honored to be able to help the wonderful people at the NMMEAF as they continue to tell the story of my generation and the role we played in the history of our great country." (Letter to the author, April 2017)

Almost a year after the ball turret arrived at the museum, and after several thousand man hours of work by the volunteers, the ball turret - now referred to as "Bud's Office" - was mounted on the City of Savannah while local TV crews, a large group of museum visitors, and almost every restoration volunteer involved with the project witnessed the event. Bud was, of course, the center of attention - not only by the media and his friends from the various museum groups, but also with the visitors who were told that he had actually flown in a similar turret in WWII. Everyone commented on the sparkle in his eye and the pride he showed as he repeatedly stated that it was his honor to represent all the other young men who had gone to

war with him in 1945.

Working as a docent and standing next to his "office," Bud spent the final three years of his life captivating visitors with his first person accounts of his missions as a WWII B-17 ball turret gunner. Thousands of visitors listened to his magical manner of holding the attention of every museum visitor that he met, from students to senior citizens.

Bud was an icon of the historical mission of the NMMEAF and literally cannot be replaced. He made his last flight on March 22, 2017.

Today, Joe Glasser lives in Connecticut and is still active in business at age 93. While Bud's role in telling the story of his life as a young gunner was personally presented to the public because of his proximity to the museum, it was Joe's role as a donor that provided Bud with the "office" to present his story. Joe shares Bud's strong desire to tell the story

of the young men who made up the 8th Air Force ranks during WWII, and it was Joe's initiative and generosity that made Bud's story telling possible.

Joe Glasser and Bud Porter, two 8th Air Force veterans who never met, yet shared a vision which united them in a singular mission to keep the story of their generation alive.



*Editor's note:*

Jerry McLaughlin served as project manager for the B17, *City of Savannah*, at the National Museum of the Mighty Eighth Air Force in Pooler, GA. He is also author of the book, *"B-17 Flying Fortress Restoration: The Story of a WWII Bomber's Return to Glory in Honor of the Veterans of the Mighty Eighth Air Force."*

***Photo on preceding page shows interior view of installed turret. Above, exterior.***

# **44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION**

## **OCTOBER 10 - 14, 2018**

### **DAYTON, OH**

#### **DAYTON CITY TOUR**

Thursday, October 11

The birthplace of aviation, Dayton was once home to powered flight inventors Orville and Wilbur Wright. Your guide will narrate the significance of the many interesting sites along this tour, including Oregon District, the city's oldest suburb; the Civil War Monument; the Flyover, an award-winning sculpture of flight; the Korean War State Memorial; and Memorial Hall, where veterans are remembered. Learn the history of the Miami Valley from the first settlers in 1796 to the influence of such entrepreneurs as Patterson, Deeds, Kettering, and Frazee. These notables and others made immense contributions to aviation, the arts, sports, government, and industry. There will be a short stop at the Esther Price Candy Store, now a successful candy distributor, which opened 50 years ago in Mrs. Price's basement. Enjoy lunch on your own at Dayton's upscale shopping and restaurant district, The Greene – featuring Cheesecake Factory, Chipotle, Panera, Subway, and many other dining choices.

**9:00am board bus, 2:00pm back at hotel**

**\$38/Person includes bus and guide. Lunch on your own.**

#### **NATIONAL MUSEUM OF THE U S AIR FORCE**

Friday, October 12

The National Museum of the U S Air Force at Wright-Patterson Air Force Base is the oldest and largest military aviation museum in the world. The Museum tells the exciting story of aviation development from the days of the Wright brothers at Kitty Hawk to the Space Age. Exhibits include over 300 aircraft and missiles, plus historically interesting aeronautical displays. The newly refurbished B-17 Memphis Bell, one of the most recognizable symbols of WWII will be on permanent display at the museum. In addition, the Presidential Gallery is located here featuring a collection of presidential aircraft, some of which you can walk through. The museum also features an IMAX theater showing each hour

10



on the hour (admission on your own). Have lunch at your leisure in the cafeteria on the second level. The buses will shuttle back to the hotel at 12noon, 1pm, and 2:15pm.

**9:30am board bus, 2:30pm back at hotel**

**\$38/Person includes bus and escort.**

**Lunch and IMAX on your own.**

#### **THURSDAY EVENING BUFFET**

Thursday, October 11

A special showing of *"The Cold Blue"*, a documentary by Peter Hankoff and Erik Nelson featuring several 8th Air Force veterans.

In 1943, William Wyler, one of Hollywood's most

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# 44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION

## OCTOBER 10 - 14, 2018

### DAYTON, OH



renowned and versatile directors, went to Europe to document the Air War in progress. Wyler flew actual combat missions with B-17's --- and one his three cinematographers was killed during filming. Incredibly, all of the raw color footage Wyler shot for the "Memphis Belle" was recently discovered deep in the vaults of the National Archives, and a new film has been constructed out of the material. "The Cold Blue" is a meditation on youth, war and trauma, and stands as a tribute to one of the world's great filmmakers, and the men of the 8th Air Force who flew mission after suicidal mission in the Second World War. Nine of the very few surviving veterans were interviewed in the summer of 2017, and their voices

take us through the harrowing world that Wyler and his cameramen captured in that summer of 1943.

### **CARILLON HISTORICAL PARK / PACKARD MUSEUM**

Saturday, October 13

Carillon Historical Park celebrates the history of invention, transportation, and pioneer life in Dayton and the Miami Valley. It is home to a variety of collections, which document the area's history. While touring the Park, you may visit Newcom Tavern, Dayton's oldest standing building; view the Wright Flyer III; and board a 1903 Barney & Smith Parlor car. Antique automobiles, a working 1930's Print Shop, and vintage bicycles are some of the other exhibits you will see along the way. Continue the tour and step back in time at America's Packard Museum, where the Packard Motor Car Company comes to life again. Located in the original Packard Dealership Building, which was built in 1917, the museum has officially taken the name of the original dealership - The Citizens Motorcar Company - but has become known as "America's Packard Museum". View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956.

*Note: This tour may be limited to the first 100 people, or different schedules may be followed. A lunch break is not included on this tour, so consider **pre-purchasing the box lunch** at the Crowne Plaza Hotel to eat before departure.*

**12:30pm board bus, 4:45pm back at hotel**  
**\$54/Person includes bus, escort, and admissions.**

***All Trips require a minimum of 35 people.***

***Please be at the bus boarding area at least five minutes prior to the published time.***

***Driver and Staff gratuities are not included in the tour prices.***



# 44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION

## OCTOBER 10 - 14, 2018

### DAYTON, OH

### 8TH AIR FORCE HISTORICAL SOCIETY

#### OCTOBER 10 - 14, 2018

#### CROWNE PLAZA - DAYTON, OH

#### REGISTRATION INSTRUCTIONS

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 7, 2018. You may also register and pay with credit card online at [www.afr-reg.com/8afhs2018](http://www.afr-reg.com/8afhs2018). A 3.5% convenience fee will be added to credit card reservations. Forms received after September 7 will be accepted on a space available basis only. Hotel reservations should also be made by September 7, but we encourage you to do so much sooner.

#### ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$10 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$10 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

#### DUES

Most reunion activity registration forms include a principal attendee and possible guests. Examples include: A WWII

Veteran and his wife, a Next Gen Attendee and her son, an 8AF Enthusiast (no relation to a WWII Veteran), etc. The principal attendee must be a dues paying member of the Society to attend the reunion, so at least one person on the registration form must be in good standing as a member of the Society for that person and his/her guests to attend. If the principal attendee is not a member, Dues, \$40 per year, may be paid on the registration form.

#### REGISTRATION FEE

Everyone is expected to pay the registration fee, \$45 per person, which is totally different and separate from Dues.

#### MEAL & TOUR CHOICES

**NEW FOR 2018:** There are no meal packages! Because the hotel room rate includes a hot breakfast each morning, there is no need for a meal package. All other hotel meals can be purchased separately and are listed on the registration form.

In addition, tours are listed on the registration form and can be purchased separately. Tours and trips are described on the Reunion Highlights Pages, and prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.



# **44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION**

## **OCTOBER 10 - 14, 2018**

### **DAYTON, OH**

#### **8TH AIR FORCE HISTORICAL SOCIETY**

##### **OCTOBER 10-14, 2018**

##### **CROWNE PLAZA - DAYTON, OH**

#### **SCHEDULE OF EVENTS**

##### **WEDNESDAY, OCTOBER 10**

- 1:00pm - 6:00pm Reunion Registration
- 6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Until Hospitality Suites open

##### **THURSDAY, OCTOBER 11**

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am Reunion Registration Open
- 9:00am - 2:00pm DAYTON CITY TOUR (description follows)
- 1:00pm - 6:00pm Reunion Registration Open
- 2:10pm - 2:50pm Curator's Corner
- 3:00pm - 5:00pm Seminar on Crash Site Excavations\*
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff \*

##### **FRIDAY, OCTOBER 12**

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am Reunion Registration Open
- 8:00am - 9:15am Group Meetings
- 9:30am - 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE
- 1:00pm - 6:00pm Reunion Registration Open
- 3:00pm - 4:30pm Q & A WWII Vets
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Rendezvous Dinners

##### **SATURDAY, OCTOBER 13**

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:30am - 11:30am Reunion Registration Open
- 8:45am - 10:15am General Membership Meeting
- 10:30am - 11:30am Heritage League Meeting
- 11:30am - 12:00pm Box lunches available for pick up (*pre-purchase only*)
- 12:00pm - 3:30pm 8th AFHS Board Meeting
- 12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM (description follows)
- 5:00pm - 5:30pm Reunion Registration Open
- 5:30pm - 7:00pm Cash Bar Reception
- 6:30pm - 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update).
- 7:00pm - 10:00pm Gala Dinner and Program

##### **SUNDAY, OCTOBER 14**

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

**\*SPEAKERS ARE TENTATIVE AT THIS TIME AND WILL BE CONFIRMED PRIOR TO THE REUNION.**

# 44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION

## OCTOBER 10 - 14, 2018

### DAYTON, OH

#### 8<sup>th</sup> AFHS ACTIVITY REGISTRATION FORM – OCTOBER 10 – 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at [www.afr-reg.com/8afhs2018](http://www.afr-reg.com/8afhs2018) (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. 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 reunion attendees.

**Armed Forces Reunions, Inc.**

**322 Madison Mews**

**Norfolk, VA 23510**

**ATTN: 8<sup>th</sup> AFHS**

#### OFFICE USE ONLY

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

CUT-OFF DATE IS 9/7/18	Price Per	# of People	Total
<b><u>DUES</u></b>			
The <b><i>principal</i></b> attendee <b>must</b> be a member of the 8thAFHS to register for this reunion. If you are <b><i>not</i></b> a current member, please pay your annual dues here.	\$40		\$
<b><u>REGISTRATION FEE</u></b>			
Includes meeting expenses and other reunion expenses.	\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		\$
<b><u>MEALS</u></b>			
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Chimichurri sauce)	\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)	\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)	\$16		\$
Saturday, 10/13: Banquet (Please select your entrée below)			
Herb-Roasted Prime Rib	\$45		\$
Grilled Salmon w/ Creamy Leek Sauce	\$45		\$
Chef's Choice of Vegetarian Entrée	\$45		\$
<b><u>TOURS</u></b>			
Thursday, 10/11: Dayton City Tour	\$38		\$
Friday, 10/12: National Museum of the US Air Force	\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum	\$54		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>			\$

Please Print. If a **WWII Veteran** is registering on this form, please list his name first.

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

☐ 8AF VETERAN    ☐ OTHER VETERAN    ☐ NEXT GEN    ☐ HERITAGE LEAGUE    ☐ OTHER

IF A VETERAN, PLEASE CIRCLE: WWII    Cold War Era    Korea    Vietnam    Gulf War    Desert Storm    Iraq    Other \_\_\_\_\_

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS) \_\_\_\_\_

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**).

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:

☐ CROWNE PLAZA DAYTON    ☐ OTHER \_\_\_\_\_

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_



**44TH ANNUAL 8TH AIR FORCE HISTORICAL SOCIETY REUNION**  
**OCTOBER 10 - 14, 2018**  
**DAYTON, OH**

**CROWNE PLAZA DAYTON – DAYTON, OH**

**(937) 224-0800**

**[www.cpd Dayton.com](http://www.cpd Dayton.com)**

**Location**

33 E. 5th Street, Dayton, Ohio 45402

Ideally located near the Dayton International Airport and situated in the heart of the city, near the Oregon Arts District, guests can enjoy shopping, dining, and entertainment just minutes away.

**Reservation Information**

Please call the number above and reference the 8th Air Force Historical Society or please go to

**[www.afri-reg.com/8afhs2018](http://www.afri-reg.com/8afhs2018)** and click on the hotel reservation link at the top of the page. The hotel will allow no more than two reservations per call (or click).

Reservations should only be made for yourself and/or a family member. Separate names will be required for each room reservation. ***Please encourage friends and family to make their own reservations instead of holding multiple reservations as a 'just in case.' This caused a premature need for overflow hotels in the past.***

**Group Name: 8th Air Force Historical Society**

**Reunion Dates: October 10-14, 2018**

**Rate: \$124 + tax (currently 13.25%) for 1-2 people  
(\$10 add-on per night, per person  
for 3rd and 4th person).**

**Rate includes hot breakfast each day.**

Rates will be offered three days before and after official reunion dates, with advanced reservation notice and subject to group block availability.

Cut-off Date: 09/7/18. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations must be accompanied by a credit card guarantee. Reservations can be cancelled up to 6pm on the day of arrival. No shows and late cancellations will be charged.

**Parking & Shuttle Information**

Complimentary airport shuttle service is offered to and from the Dayton International Airport. Call the hotel once your airline ticket is booked to make your shuttle

reservation and to obtain more information. The hotel also offers a complimentary shuttle service to the local area. As is the case with all complimentary shuttles, space is limited and considerable wait times may be necessary during busy arrival/departure times. You may want to pay for a taxi instead. The hotel also offers complimentary parking for guests staying at the hotel.

**Wheelchair Rental**

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

**Unit Hospitality Rooms & Friday Events**

A limited number of hotel meeting rooms and parlors will be used as hospitality rooms for individual groups, as well as meetings on Friday. Depending on the size of the room and the number registered for Friday's dinner, the same rooms may be used for those dinners. Rooms will be available to set up beginning Wednesday afternoon, and should be vacated by Sunday morning at 10am. Groups are allowed to bring in their own beverages and dry snacks. Ice will be provided. Hospitality Room bars must be closed when Receptions show on the reunion agenda (each evening). Rooms will be assigned based on the size of the group after the cut-off date and may need to be shared if lots of groups are interested. Small groups may need to combine with others for hospitality and/or Friday night's dinners. None of this can be confirmed until we know how many groups would like a hospitality room and how many people register from each group to determine final counts. To be included in group counts, each person must have paid the registration fee and be a dues-paying member of the Society (or the guest of one).

***Please contact Donna Lee, Armed Forces Reunions, Inc. at [DonnaLee@afri.com](mailto:DonnaLee@afri.com) immediately to let her know if your group is interested in a hospitality room.***



# My Story: From POW to Liberation Day

by Donald H. Scott, Jr.  
388th BG/560th BS



## *September 28, 1944 Eleventh Mission*

Target – Merseburg, Germany I.G. Farbenindustrie Synthetic Oil Refineries

The Michael Crew was flying a different B-17 because our regular plane had received some minor flak damage on the previous mission, and was being repaired. This mission started off on sort of an ominous note, at least for me anyway. As per standard procedure, as soon as the plane became airborne on take-off, I plugged in the Identification Friend of Foe (IFF) unit at which time the self destruct charge went off. It was like a shot gun blast. The sides of the unit were bulged out with a good bit of smoke and some small flames. By the time I got the fire extinguisher off the radio room forward bulkhead, the fire had gone out. Apparently in the process of repair to the unit, the inertia switch had been tripped to the destruct position and not reset. I reported this on the interphone to the pilot; Lt. Michael and he made the decision to continue the mission.

We were in the lead group. The route across Belgium and enemy territory was followed to the Target. 8/10th clouds prevented visual bombing and PFF (radar) was used. Over the target we were at 27,000 feet. I was busy dispensing chaff to confuse the German radar directed flak guns. After bombs away, the flak began to intensify and be much closer. The clouds below were breaking up and the Germans were firing visually. One blast closer and louder than all the rest left our plane in a badly crippled condition. As I was pushing out a bundle of chaff, a small piece of shrapnel suddenly appeared stuck in the side of the chaff chute, about an inch from my hands. The radio room

was momentarily dark due to the black smoke of the shell explosion. Almost immediately, I experienced difficulty breathing. I looked at the gage on the oxygen line I was connected to and saw it was reading zero pressure, so I transferred my mask to connect to “walk-around” oxygen bottles. The good news was we were still flying straight and level, apparently under control. However, my radio was dead, as was the interphone. Two engines were out and we eventually lost the third. Bits of glass from the window had cut the pilot’s eyes so he was temporarily blinded. Lt. Waickus, the copilot, was flying the plane. We couldn’t keep up with the formation since we were losing airspeed and altitude. I opened the camera hatch in the floor of the radio room and we threw out everything that was loose. Still we were losing altitude. Mike gave us the word to get ready and then rang the bailout alarm bell. I bailed out, cleared the plane, pulled the handle and received one terrific jerk when the chute opened. I soon dropped into some low clouds, and then heard a popping noise and looked up at the shroud lines. They appeared to be tight. Then I realized it was the sound of gun fire. I was coming down over a large river. We found out later this was the Rhine River at Koblenz, Germany. I drifted over toward the west bank; the ground was coming up fast. I was headed toward a fairly large tree. I crashed down through the side of the tree and hit the ground like a “ton of bricks”.

I unbuckled my chute, stood up, and started where Sweeney had landed. I heard someone shouting at me and saw a man in uniform, with a long rifle pointed at me. When I saw the swastika emblem on his helmet, I realized I was not in friendly territory.



Another soldier captured Sweeney and we were faced with several military types. We were searched, they took my wrist watch, scout knife, escape kit and the Germans had the whole crew rounded up by nightfall. Fortunately, no one had received major injuries.

We were taken to Dulag Luft near Frankfurt for interrogation. We were separated at this point.

I was taken to a small cell, thus began solitary confinement and interrogation. The guard came and got me and took me to the Interrogator. He said he had a few questions and I would be sent to a permanent prison camp. He asked me about radio frequencies and organizational structure at our base. It was surprising how much they knew. I responded with the standard reply, name, rank, and serial number only. He then had the guard take me back to my cell. This routine went on for several days. After several days of more questions, and my same response, he said "How do we know you are who you say you are?" I said "Here is my identification tag". He said "You could have taken that tag off a dead body and for all we know you are a spy. Do you know what we do with spies?" I said "I have a pretty good idea". This was the end of interrogation and I was taken away and put on a train to a transient camp at Wetzlar. After a few days I was taken by train to Stalag Luft IV at Grosstychow which is now a part of Poland. This camp was divided into four compounds called Lagers A, B, C, and D -- 2,000 prisoners to a Lager.

Prison life consisted of lining up outside twice a day to be counted by the Germans. This being the winter of '44, '45 the days were short, with a lot of bad weather, including snow. The

barracks were cold. In good weather, we would go outside and walk round and round the inside perimeter of the compound. German guards, we called them Goons, were stationed in towers, with machine guns and search lights. For food, each barracks was issued a pile of Irish potatoes daily. We would take our German issue (silverware type) knife and scrape the skin off the potatoes. Peeling would waste too much of the potato. I was also issued an aluminum fork, but no spoon. I made a swizzle stick for stirring. The potatoes were cooked in a cook house. We each took turns working in the cook house. We were issued a portion of a loaf of swartzbrot (black bread). Its two main ingredients were rye and saw dust. Sometimes we had soup. We received a limited issue of American Red Cross Food Parcels. These parcels consisted of prunes or raisins, biscuits, powdered milk, soluble coffee, sugar tablets, canned beef,

meat and beans, meat and vegetable, chopped ham, salmon or tuna, cheese, oleo margarine, chocolate bars, jam, cigarettes, soap, and vitamins. A parcel would be assigned to a number of prisoners. Even with the above listed food, we stayed hungry all the time.

Through the American YMCA, we received religious items, necessary for conducting religious activities. We received recreational items, such as footballs, volley balls, baseballs, horse shoes, etc. I remember a wind-up record player and the big bands records of the '40s being played.

To receive war news, a group of us would gather in a room and an individual from another barracks would come in and recite the news. The news was obtained by use of a secret radio. Certain German Guards were bribed to provide radio components. The components were assembled and the person operating the radio would tune in BBC News, memorize it, and recite it to the person carrying the news. In this manner the news was disseminated throughout the camp. The radio would then be disassembled and the components hidden.

On Christmas Day 1944, I celebrated my 23rd birthday.

Early in 1945, we learned the Russians were getting close in their drive toward Berlin. We could hear the big guns. We were told by the Germans to prepare to evacuate the camp.

On February 6, 1945, we were marched out of the camp. We were first marched by a huge mound of Red Cross Food Parcels. You picked up what you thought you could carry. I picked up one for my pack and grabbed a second one in my hand. This second parcel probably had a lot to do with my making it through the march. Snow was on the ground and we marched



on a road in a long column, three abreast. German Guards walked along the side.

Food on the march consisted mainly of Irish potatoes. Every farmer had a large supply of potatoes he had grown. The Third Reich requisitioned potatoes, which were cooked, and issued to us, along with a slice of bread. On occasion we were given



soup.

We continued marching west and arrived in the vicinity of Hanover, where we were packed into box cars. This was a miserable experience. The train would stay in the railroad station all day and run only at night, because allied fighters would strafe everything that moved during the day. Eventually the train took us to a prison camp Stalag XI B at Fallingbomel. We were put in a huge circus tent with straw on the floor.

After all this walking my GI shoes were completely worn out. While at this camp I obtained a pair of British Army shoes. They were high top, made of heavy leather, with hob nails and heel and toe plates.

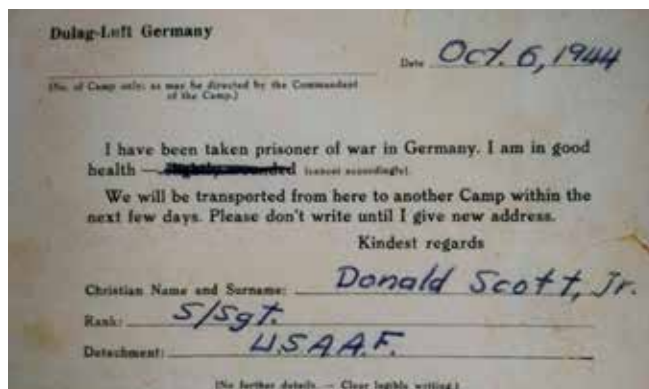
After about eight days in this camp, and with the Allied Armies getting close, on April 8, 1945 we were back on the march again. This time headed north in the general direction of Denmark. As the weather improved we were spending some of the nights out in the open.

There was almost a continuous air show. Almost every night there was a big show as we watched the RAF stage their raids which lit up the sky and shook the ground where we slept. By day the AAF came over. We witnessed fighter activity and waves of bomber formations as they were enroute to and from the target.

We needed to cross the Elbe River and this had to be done by ferry and while still dark. During daylight, allied fighters strafed everything that moved on the river. The plan was, in the early morning, before daylight; get us all across on the other side. This operation took longer than expected. When the huge group of prisoners were finally on the other side of the river, it became daylight. Before we had a chance to move out, we heard planes. We looked up river and saw two planes approaching – Spitfires! One plane peeled off and dived right at us. A huge group of prisoners, out in the open with no place to take cover. What did we do? All we could do, was wave at him. He pulled out of his dive and climbed out, rocking his wings. A

beautiful sight! He knew who we were.

On May 1, 1945 we were stopped at a barn on the outskirts of the village of Zarrentin. We learned the British Army was close to the west of us and were poised to come the next day. The Germans in charge of us allowed a prisoner representative to go through the lines and contact the British for instructions. He



was told for us to sleep in our clothes, which I always did, and be ready to evacuate the barns. That they would probably lob a few shells, to see if there was any resistance and they would come in the next day. That night I took off my shoes and went to sleep in the hay loft. I didn't hear a thing. The next morning, a couple of my buddies and I went about our breakfast activities. At about 9:30 AM someone near the road hollered "They are here!" We ran up to the road and saw a column of military vehicles, with a command type vehicle in front. As the vehicle stopped, we all rushed to shake hands with our Liberators. I looked at the houses nearby; there were white flags out everywhere.

The British said they had to move on to take the next town. We were told to "stay put" and transportation would come for us. We did not "stay put" long. This was the happiest day of my life. A "Kriegsgefangener" no more!!

The next day my two buddies and I started out on foot down a road in a westerly direction. The rest of the ex-prisoners had already left. The side of the road was lined with abandoned German vehicles. We found a truck with a little gas in it, we took off in the truck and traveled some distance before it ran out of gas. We were back on foot again. A British soldier in a jeep gave us a lift to a small Army Detachment at the town of Boisenburg. There we were fed and stayed in an apartment building.

On May 6, 1945, an Army truck came and got us and took us to Luneburg, Germany, where there was an American Army Contingent for (RAMP) Recovered Allied Military Personnel. At this installation, I officially returned to military control. Later I was flown out of Germany on a C-47 to Camp Lucky Strike, LaHarve, France. On June 2, 1945, I left LaHarve on the U.S.S. Sea Robin troop ship and arrived at New York Harbor on June 11, 1945 and was shipped to Camp Shanks, New York, then to Ft. Meade, Maryland.

## THE NURSE AND THE NAVIGATOR:

*A Son's Memoir of His Parents' Battlefield Romance*

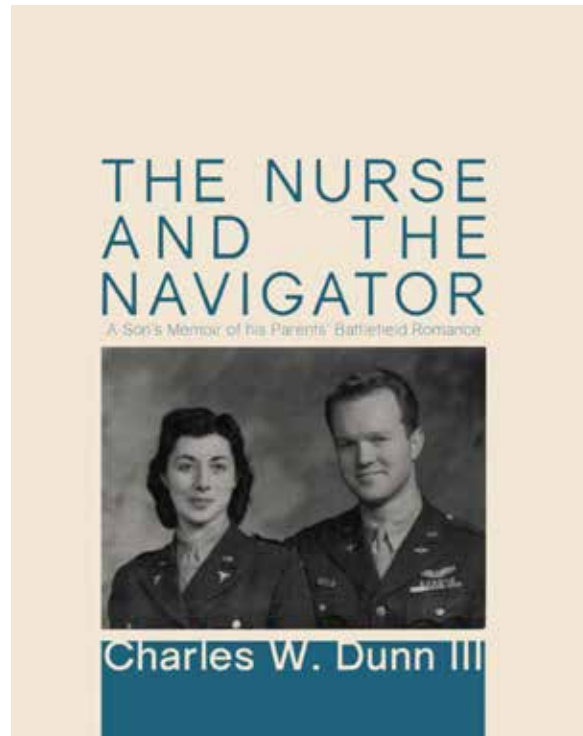
Charles W Dunn, III

Unlike most 'Greatest Generation' memoirs, in *The Nurse and the Navigator* both husband and wife were military veterans. Charles W. Dunn, Jr. served at different times with eight different entities within the 8th Air Force. For her part, Alva G. North was with the 45th Evacuation Hospital of U.S. 1st Army.

2nd Lt. Dunn first arrived in England with the 92nd BG at Bovington on August 18, 1942 and almost immediately flew his first bombing missions over France. The last of his 26 missions originating from England occurred on October 3, 1944 with the 96th BG out of Snetterton Heath. In between were a four-month side trip to North Africa with the 1/11 Combat Crew Replacement Center, a temporary redeployment to the U.S. to study H2X radar at MIT's Radiation Laboratory, two orthopedic surgeries and three months of physical therapy at Grenier Field AAF base in NH, pathfinding duties with the 482nd BG at Alconbury, two shuttle missions to the Soviet Union, two landing accidents, and two DFCs. Capt. Dunn finished out the European War at 45th BW headquarters.

2nd Lt. North first met her future husband on the medical ward at Grenier Field in NH in October of 1943 where she was a flight nurse and he was a recovering surgical patient. When she learned that he would eventually be returning to his flying duties with 8th Air Force in England, she applied for a transfer to a field evacuation hospital because this increased the likelihood of her also deploying to Europe.

2nd Lt. North arrived in England with her 45th Evacuation Hospital unit on November 24, 1943. She waded ashore with her unit at Omaha Beach on June 16, 1944, being among the first 80 American nurses to do so. During



the Battle of the Bulge, she and the other medical personnel of her unit were obliged to hide in the basement of an abandoned Belgian high school. Afterward, hers was the first Allied hospital to admit patients east of the Rhine River and the first to minister to Holocaust survivors at the Buchenwald concentration camp.

Perhaps the memoir's most dramatic chapter describes Capt. Dunn's attempt to rendezvous with his then girlfriend amidst the Battle of Normandy. On September 1, 1944-- while only a navigator, and without orders-- he posed as the co-pilot on a

"blood plane" flying medical supplies to various evacuation hospitals in the Cherbourg Peninsula and then evacuating wounded soldiers back to England. He did not find her that day. Weeks later, when the relevant APO mail finally reached him, he belatedly learned that her tent hospital had relocated to the Loire Valley several days before his failed search.

Capt. Dunn and 1st Lt. North were married back in England two weeks before V-E Day.

On the day that an atomic bomb was dropped on Hiroshima, Capt. Dunn heard the news over the public address system aboard a troop ship steaming back to the United States. By then he knew that his bride of four months was pregnant-- but not that she had been relieved of her nursing duties with the Army of Occupation in Germany as a result, nor that the Army had ordered her to return home by military air transport three days earlier, nor that she had miscarried over the Atlantic.

Copies may be purchased through an online website directly for \$24 which includes shipping and handling: [www.charleswdunniii.com](http://www.charleswdunniii.com)



# FRENCH LEGION OF HONOR AND

Manny Abrams**	392nd BG	James W Cox, Jr*	94th BG	Sidney Grant	493rd BG
Stewart Ackerman	303rd BG	Salvatore Cracolici	96th BG	Wesley Grayer	493rd BG
J R Akin	5th BG	Thomas L Creekmore	305th BG	Charles J Greenough	379th BG
Vernon G Alexander**	493rd BG	Howard Croner	452nd BG	Robert Gross	34th BG
Jay D Allen	94th BG	Robert Culp	100th BG	Joseph "Joe" Gualano	493rd BG
Andy Anderson	100th BG	John F Curcio	458th BG	Rudolph "Rudy" Guerrero	493rd BG
Ed Anderson	453rd BG	Wayne Davis	452nd BG	Milton R Gunther	487th BG
William H Andrew*	493rd BG	Steve de Pyssler	VIII BC	C Norman Gustafson	384th BG
Richard Andrews	379th BG	Victor DeCaria**	446th BG	Carl Gustafson	453rd BG
Albert Arreola**	100th BG	Eddie Deerfield	303rd BG	Russell W Gustafson	452nd BG
Victor G Aubry, Jr*	493rd BG	Louis E Deutsch	446th BG	Paul C Haedike	452nd BG
Albert Audette	385th BG	Harold L Dietz	466th BG	Percival L Hanson	305th BG
George W Bachmann, Jr	306th BG	Richard Dinning	351st BG	Haas M Hargrave**	493rd BG
Orville Baker	445th BG	Jack F Disney	94th BG	Alfred B Harris	390th BG
Willis Barney	379th BG	Donald A D'Lugos	466th BG	Howard G Harris*	Veteran
Oliver L Bashor	303rd BG	Jack Dodson	398th BG	Morton Harris	95th BG
Andrew L Bates*	436th TCG	John H Doyle	94th BG	Glenn A Harrison**	96th BG
William Becker	492nd BG	John J Dunnigan	351st BG	Robert B Hastie	95th BG
Richard L "Dick" Bedford	353rd FG	Norman R Dunphe	448th BG	Robert Haynes	493rd BG
Sheldon Beigel	306th BG	George Durgin	493rd BG	Robert Hecker	401st BG
Caesar J Benigno	352nd BG	Peter Durso	493rd BG	Walter Hendricks	452nd BG
Nelson Berger	100th BG	Alfred Dusey	447th BG	Lewis E Herron	100th BG
Tony Bezer	490th BG	Eugene Dworaczek*	448th BG	John R Hildebran**	453rd BG
Leo S Bielinski	44th BG	Harold Dwyer	34th BG	Temple Hix Hill	392nd BG
William D Bodiford**	487th BG	Don Echols	458th BG	Robert H Hitchcock	303rd BG
August C Bolino	388th BG	Stanley Edelman	351st BG	Bill Holden	1st B RNR
Bob Bowen	398th BG	Richard J Eiseman**	94th BG	Don E Holmes**	58th BG
James M Bond	385th BG	William "Bill" Eisenhart	303rd BG	David Holst*	448th BG
Robert L Brandt	452nd BG	James H Eshelman	385th BG	Dewey A Holst**	448th BG
Gordon Breeding**	34th BG	Dr. James Facos	388th BG	Theodore C "Ted" Hood	306th BG
Carl F Brown, Jr	4th FG	George Farrer*	384th BG	William F Houlihan*	306th BG
Dudley Brown**	94th BG	Joseph Fischer	94th BG	James Howell	447th BG
Harvey Brundage*	91st BG	Harry Mundy Fisher*	467th BG	Jake Howland	Unknown
Joe Burdis	88th BG	Robert Fisher**	384th BG	Jack C Hubbard	306th BG
Ed Burnham	95th BG	Clifford J Foss	29th TCG	David Huckabay	489th BG
Charles F Byrd*	493rd BG	Donald H Foulk	303rd BG	Blaine Hufnagle	94th BG
Paul E Calkin**	100th BG	Donald M Frank	9th BG	Melvin Hurwitz	493rd BG
Guy Chookoorian**	94th BG	Paul Frank*	96th BG	Albion Kenneth Hutcherson	95th BG
Donald Casey	379th BG	Herbert Friedlander**	351st BG	Joseph O Ingram, Jr	96th BG
Frank Casey*	487th BG	Joel Friedman	34th BG	Gustave W Jacobson	94th BG
Andrew D Caswell**	91st BG	James E Frolking**	479th FG	Bennie L Jefferies	306th BG
F C "Hap" Chandler	491st BG	Frank Gaccione	7th PRG	Arthur Jenkins	390th BG
Clarence F Cherry	100th BG	Henry C Gagnon	385th BG	David Johnson	1st B RNR
John P Chopelas**	452nd BG	Joseph Garber	96th BG	Martin Jordan	351st BG
Samuel A Christiano**	18th WSQ	Ted Gary	493rd BG	Jay Karpin**	493rd BG
George E Clark*	3rd Army	Robert Genesky	493rd BG	Edward J Kastanek*	493rd BG
John A Clark	100th BG	Stoddard B Gerald*	55th FG	John Katsaros	401st BG
John J Clark*	452nd BG	William Gerecitano**	388th BG	Samuel Katz	389th BG
James O Clemons	484th BG	Gerald Gerston	392nd BG	George H Keating**	452nd BG
Grayson Cocharo	492nd BG	Albert Gese	20th FG	Victor Keech	1st B RNR
Murray Codman	447th BG	Dr. C W "Bill" Getz**	491st BG	Perry Kerr	466th BG
Myron Cohen	91st BG	Reuben Glazer	445th BG	Howard Keskitalo	388th BG
Paul J Collins	47th BG	Dallas Godsey	351st BG	John Ketzner	92nd BG
Joseph Connaughton	319th BG	Stanley Goldstein	466th BG	Michael D Kindya	385th BG
Marbury L Councell, Jr	96th BG	Hewitt B Gomez	492nd BG	James King	1st B RNR
Jay Dee Cowan*	490th BG	George Gorman	96th BG	Jack Kleinsorg	92nd BG
James D Cox*	303rd BG	Marvin Graham	392nd BG	Russell A Knudson	303rd BG



# JUBILEE OF LIBERTY RECIPIENTS



Carroll F Knutson	447th BG	Stanley Peterson	96th BG	William E Stovall	390th BG
Donald L Koons	401st BG	Anthony W Pircio	7th PRG	Herman Stroupe	390th BG
Joseph T Kozak*	94th BG	Nicholas Plackis*	390th BG	Walter Sturdivan**	34th BG
John F Kraeger	466th BG	Wilmer "Will" Plate	489th BG	John S Swarts	351st BG
Donald F Krempfer	94th BG	William Podolsky*	93rd BG	John Roger Swihart	388th BG
Ralph J Kurka	93rd BG	Howard Polin**	352nd FG	Paul Swope, Jr*	353rd FG
Herbert J Kwart	381st BG	Steven Politis	97th BG	Edward J Tatro**	100th BG
Dean C Larson	401st BG	Robert H Preller*	384th BG	Henry E Tessien	96th BG
Paul W Latenser*	389th BG	Michael H Prestia	452nd BG	William Thacker, Jr	457th BG
William G Lathrop	94th BG	Vincent J "Bill" Purple	379th BG	Dennis E Thompson	487th BG
George A Lawson	7th PRG	Walter "Mike" Quering	487th BG	William M "Bill" Thorns**	96th BG
John Lemons	445th BG	Albert Rapvano	466th BG	William C Toombs, Sr**	493rd BG
Mathias J Leupold	385th BG	Seymour Ratner*	306th BG	Jimmy J Traupel*	379th BG
Donald D Levine	453rd BG	Lauri Rautio	447th BG	Robert Tuchel	392nd BG
Richard B "Dick" Lewis	493rd BG	Lester Reekers	490th BG	William "Bill" Varnedoe	385th BG
George R Leyva**	351st BG	Jesse A Reese	96th BG	Alfred C Villagran*	306th BG
Robert M Littlefield	55th FG	Edward G Reuland**	379th BG	Rudolph Villalobos	96th BG
James L Livingston**	44th BG	Joseph H Reus	445th BG	Charles F Von Der Leith*	357th INF
Robert "Bob" Livingston*	351st BG	James A Rich, Jr	96th BG	Robert H Voss	94th BG
Stan Loftsgard	493rd BG	Charles J Richardson**	390th BG	Jay Walker	384th BG
Malcolm J Magid	303rd BG	Wilbur Richardson	94th BG	James H Walston, Jr	466th BG
Ken Mason	1st B RNR	George G Roberts**	306th BG	Douglas J Ward	305th BG
Ellis McClintick	390th BG	Mort Robinson	94th BG	Charles Warren*	351st BG
Robert McCormack**	389th BG	William L "Bill" Roche	452nd BG	Earl E Wassom**	466th BG
Elmer "Lucky" McGinty	95th BG	J Warren Roundhill**	379th BG	Mark B Weber*	389th BG
Hugh McGinty	379th BG	Robert Rowland**	398th BG	Billy D Welch**	361st FG
Jay McIntosh	94th BG	Jack Rude	493rd BG	Berton Werth	492nd BG
B/GEN Seth McKee	370th FG	John Rumancik	392nd BG	Charles Wheelwright	392nd BG
Russell Madsen	100th BG	Peter "Rupy" Ruplenas	486th BG	James E Wicker, Sr*	7th PRG
Elmo Maiden	466th BG	Al Sadowsky	34th BG	William O Wilbur, Jr*	448th BG
Warren B Marsh*	493rd BG	Bradford Saivetz	305th BG	Douglas C Willett	94th BG
David Marshall	381st BG	Jesse Sandlin	447th BG	John M Williams	448th BG
Richard Martin	398th BG	Frank N Schaeffer	44th BG	Paul R Wilson	305th BG
William Massey	401st BG	Walter Schattel	487th BG	Robert W Wilson*	313th TCG
Samuel Mastrogiacomio	445th BG	Carmen Schiavoni	447th BG	Frank A Wiswall	96th BG
Walter M "Boots" Mayberry	388th BG	Robert F Schlack*	356th FG	Lawrence Wolfson	493rd BG
Seward M Meintsma	466th BG	Fred Schonwetter**	55th FG	Richard P Woodson, III	96th BG
Julius M Micek	381st BG	Robert Schuberg	306th BG	James Zographos**	388th BG
James Mikusi	447th BG	Bob Schuh	398th BG	List is current as of press time... [NO asterisk] French Legion of Honor [*] French Jubilee of Liberty [**] Has received BOTH medals	
Donnell "Don" Miller	493rd BG	Donald L Seesenguth**	457th BG		
Charles Mills**	492nd BG	Horace Seyster	457th BG		
Rex Mills	453rd BG	Horace Shankwiler	445th BG		
E E "Mitch" Mischler	94th BG	Ambrose C Shaw	493rd BG	<i>If you or someone you know has received either the French Legion of Honor OR the French Jubilee of Liberty, but is not on this list, or if you would like information: Please contact: Dr. Nancy Toombs (501) 681-3126 or Chase221@swbell.net</i>	
Lloyd Mitchell	96th BG	Marvin Silbersher	447th BG		
Kenneth Moulden	448th BG	Taffe Simon	445th BG		
James Mynatt	490th BG	Harold W Smith	448th BG		
Clayton A Nattier	306th BG	Heber H Smith	94th BG	IF you served in the ETO in ANY capacity during the period: 06 JUN 44 ~ 31 AUG 44 YOU are eligible to receive the French Jubilee of Liberty. <b><i>This award MAY be given posthumously.</i></b>	
William J "Bill" Nevitt	353rd FG	John A Smith*	493rd BG		
John W Newman**	94th BG	Samuel W Smith	303rd BG		
Art Nystrom	445th BG	Robert W Smothers	452nd BG		
George M Ogle*	487th BG	Christopher Spagnola	44th BG		
William J O'Leary	384th BG	Leland C Spencer*	93rd BG		
Allen G Ostrom	398th BG	George W Starks	92nd BG		
William "Bill" Overstreet, Jr	357th FG	Robert J Starzynski	306th BG		
Nels Pedersen*	44th BG	Willard Stelling	34th BG		
Frank D Perez	401st BG	Louis J Stoffer	398th BG		
LaVerne Peters	389th BG	Colin D Storey	94th BG		

# CHAPTER NEWS



## **8<sup>th</sup> Air Force Historical Society, Oregon Chapter 4 November 2017 Meeting By Dwight Gruber**

*Photo above Courtesy of Tom Philo.  
[L to R: S/Sgt. James A. Lettenmaier,  
S/Sgt. Jeremiah Sullivan, S/Sgt.  
Donald Anderson, Capt. Fred  
Massaro, T/Sgt. George Keating,  
Capt. John “Jack” Cramer]*

The November 4 meeting of the 8<sup>th</sup> AFHS Oregon Chapter celebrated our chapter’s 25<sup>th</sup> anniversary. The chapter is very active with 96 members on its roll, 42 of them being 8<sup>th</sup> AF veterans. As part of an on-going tradition, a Quilt of Valor was presented by Pam McKeen to veteran S/Sgt. Jeremiah Sullivan.

The program for the meeting was a panel discussion with six WWII veterans:

S/Sgt. Jim A. Lettenmaier, B-24 flight engineer in the 461 BG, 764<sup>th</sup> SQ, 15<sup>th</sup> AAF Italy, a veteran of 35 combat missions over three years;

S/Sgt. Jeremiah Sullivan, ball turret gunner and toggler in the 381<sup>st</sup> BG, 535<sup>th</sup> SQ, 8<sup>th</sup> AAF;

S/Sgt. Don Anderson, B-17 tail gunner of 22 combat missions in the 401<sup>st</sup> BG of the 94<sup>th</sup> Combat Wing in the First Air Division of the 8<sup>th</sup> AAF, 614<sup>th</sup> SQ and then the 615<sup>th</sup> SQ

Capt. Fred Massaro, B-24 served as a bombardier and as a navigator in the 458<sup>th</sup> BG, 753<sup>rd</sup> SQ, 8<sup>th</sup> AAF

who also served during the Korean War;

T/Sgt. George Keating, B-17 Ground Crew Chief, instructor at Chanute Field and 4 years veteran of the 452 BG, 731<sup>st</sup> SQ, 8<sup>th</sup> AAF;

Capt. John “Jack” Kramer, Navigator with 3 years of service in B-17s and B-24s and on Tinian as a radar navigator in B-29s in the 9<sup>th</sup> BG, 5<sup>th</sup> SQ of the 313<sup>th</sup> Wing of the 20<sup>th</sup> AAF

### **Panel Questions**

*What was your most difficult adjustment on entering service?*

*What was your previous occupation or trade?*

*What was the food like?*

*Were there any pranks?*

*What did you do and where did you go when you got a pass?*

*What was particularly dangerous?*

Jim Lettenmaier came off the farm as a greenhorn and his greatest difficulty was leaving all the Oregon girls behind. The food he remembers was the pre-mission eggs, spam, and cigarette. He once had ten days R&R which he spent in Naples and a boat trip to Capri, where there was lots of good food and entertainment. This was in stark contrast to the combat dangers of fighter aircraft and 88mm Flak.

Before his Air Corps service, Jeremiah Sullivan was a worker in the Kaiser shipyards. His most difficult adjustment was physical training, running up and down stairs,

but it resulted in the best physical conditioning of his lifetime. In training in La Grande, Oregon, he had the benefit of meals prepared by good civilian cooks. After missions, aircrews were offered a shot or a Hershey bar. The smart guys traded candy for whiskey. He flew 30 missions, and after every fourth mission was given leave which he spent in London enjoying theater, dancing, and British comedy. Being shot down near Bastogne was dangerous, but so was fueling the aircraft or loading them with bombs.

Don Anderson came from the small town of Arlington, WA, and found it hard to get used to people from other parts of the country. He entered the service as a high-school senior, and to this day still has half a year to go. Service food was nutritionally sound, but though he grew to despise powdered eggs he learned that whether or not you liked it, you ate it and shut up. He did take cookies on-mission. His leave in London was noteworthy for the astronomical number of prostitutes around Piccadilly and its environs—those girls were all over the place! His most dangerous mission was a Feb. 3, 1945 raid on Berlin. On-course the Flak was at airplane level, and he was sure he was going to die and wondered what was coming next.

Fred Massaro was a high school grad and a welder’s helper who



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was greatly disappointed when he was not selected to be a P-38 pilot. On-base he had good food prepared by the same cooks for the General Staff, but he never took food on missions. Stationed outside of Norwich, he had a direct railroad connection with London for 3-day passes. Flak on his March 3, 1945 mission to Berlin was particularly dangerous, but so was the possibility of mid-air collisions during training.

George Keating had always liked airplanes and on entering service found that life was always interesting. Service food was not an issue since he had been brought up to eat what was in front of him. There were no pranks or practical jokes. Aviation was too serious for such tomfoolery. He spent leave time in London and also took sightseeing trips to other places in England and Ireland. Particularly dangerous was the unwritten law that, if you worked on an airplane, you had to be willing to fly in it the next day.

Jack Kramer was a country boy who found it hard to be away from home. After a year-and-a-half of

college, he found that the class work in cadet training school was pretty heavy. He was served good food while stationed in a state fairgrounds, but overseas his pre-mission breakfasts consisted of pale orange and tasteless powdered eggs, toast, and jam. On-mission they had sandwiches and fruit juice, usually grapefruit. After radar school he had a “delay en route”, three days extra leave which he spent visiting his brother in Colorado. Of his 35 combat missions every single one was dangerous—airplanes returned with flak damage every mission—and on several missions the crew felt like they were never coming back.

Jack Kramer also “spilled the beans” about one of the most infamous practical jokes in USAAC history. In the Pacific theater his squadron participated in low-level incendiary attacks on Japan, and the B-29s often returned with ash and burned wood which had blown back up into their bomb bays.

Upon returning from a mission, the pilot of a neighboring aircraft found a stray dog sniffing around

the hardstand. He picked up the dog and took to de-briefing. During his de-brief the pilot produced the dog and announced that it had been blown up into the bomb bay during the mission. Everyone in the room took the information with knowing good humor and a few winks, except for the news correspondents in attendance who dutifully recorded the information in their notebooks.

After completing his missions and returning to the states, Jack found the story—minus the joke—prominently featured in the August 13, 1945 issue of Life Magazine!

[http://www.oregonlive.com/living/index.ssf/2012/11/a\\_wwii\\_wag\\_hangs\\_a\\_tale.html](http://www.oregonlive.com/living/index.ssf/2012/11/a_wwii_wag_hangs_a_tale.html)

## **8th Air Force Historical Society, Wisconsin Chapter by Cindy Drehmel**

Wisconsin had a great turnout of veterans for our December meeting (see photo below).

Giving stuffed toys to the residents of Bethany House, a home for abused women and their children,





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was a big hit last year, so the Wisconsin Chapter of the 8th Air Force Historical Society returned for more Christmas holiday cheer this past December.

As part of our Christmas December 5 meeting over 50 members brought a new stuffed toy for children infants to age 17 or donated \$10, which was used for hats, gloves and mittens for the children and their mothers.

December 9th, Wisconsin Chapter WWII vet Lt Col Ralph Anderson, Vietnam Vet, Dick DeGroot, Wis Chapter President, Cindy Drehmel, and member Joanne Serdynski, wrapped and delivered the toys, gloves, and hats to the home participating in a Christmas party for the women and children. Lt. Col. Anderson also brought his treasured Christmas tree and fifty replica aircraft ornaments for children to hang on the tree. Anderson later donated the tree and ornaments to the shelter for yearly enjoyment.



Natalia (age 12) was particularly thrilled as she had been working on a 6th grade project on B24. Her eyes gleamed with delight as Ralph handed her the B24 ornament encouraging her to take the plane to school for her presentation. All the children then chipped in to decorate the tree.

Next, gifts were given out by family. Lincoln squealed with glee, reaching into his bag to find a large stuffed dinosaur (his favor-

ite), a fuzzy puppy, and a shiny gold matchbox car that he immediately drove around the room, making vrooming noises. Big sis Natalie found a stuffed animal life-sized dog and glitter lip gloss.

Cornelius and his brothers and sisters eagerly approached next to receive a Nerf football, Nerf hoop game and each a large stuffed toy.

Alliete was tickled to find a pony and pink unicorn in her bag.

Vincent (age 4) hugged his large bear and puppy as he giggled happily.

All in all eight families were given three toys for each child, hats and two pair of mittens for each child and one pair of gloves and hat went to each mother as well as a box of candy per family.

After opening gifts we played with the children and visited with the moms over hot cocoa and cookies.

One of the mothers accidentally spilled her coffee on an angel on one of the tables I quickly laughed and said the angel probably need a pick me up to help her fly better, all adults roared in laughter...It was a fun filled four hour event which put smiles on the children, the mothers and our Wis. Chapter members.



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For a moment in time the children and mothers could laugh and enjoy the true meaning of Christmas, full of love, laughter, and the gift of hope.

Director Catherine B. later wrote: *"Looking back at these pictures made me smile. We had such a wonderful time! I forgot about the angel until I saw the picture. I've attached some pictures that I hope will work for you – Unfortunately, many pictures cannot be used due to the safety of the mothers and children. How is Ralph doing? He is such an awesome person – reminds me of my uncle and my father. Thank you again for blessing our group!"*

Wisconsin Chapter members were treated to a fantastic December quarterly meeting and Christmas dinner at the 128<sup>th</sup> Air Refueling Wing in Milwaukee.

After a wonderful Christmas dinner followed by fantastic door prizes, WWII veteran Al Exner spoke.

Al Exner, WW II Navy Pharmacist Mate 2C, Surgical Corpsman Technician spoke of his many adven-



tures aboard the USS Lubbock in the European Theater and the USS Wild Cat in the Pacific Theater.

Exner, who worked alongside many famous naval surgeons, recalled hundreds of surgeries performed. Al recounted spending 3-5 days without sleep operating on and saving many injured Navy and Army personnel. Tears welling up in his eyes, he recalled vividly having to work with crude instruments on some of the most difficult cases including brain surgery.

Upon finishing the Berlin conflict in the European Theater, Exner was

transferred to the Pacific Theater to Iwo Jima seeing some of the worst casualties of the war. When asked how many troops he possible worked on, he replied, "I stopped counting the casualties after 500, and that was D-Day.

Surprisingly after WWII, Exner aspired to go to medical school but was told that his experience would not qualify him to do so, so he worked in the pharmaceutical industry giving of his time and talents.

At the age of 93, Exner regularly speaks of his time during WWII and still carries some of the black sands of Iwo Jima to share with anyone lucky enough to hear of his harrowing experiences.

*Photos from preceding page l to r: Children of Bethany House opening up their gifts; decorating their tree; Joanne Serdynski and Cindy Drehmel distributing gifts; Art Grisa receiving his ruptured duck pin as well as Don Hibig; Al Exner speaking during the December meeting.*



# Message of Remembrance... From The Netherlands

Co de Swart

One of the earlier raids of the “Mighty 8th” on Nazi-occupied Europe, June 22 1943, saw B-17s from the 384th BG over Antwerp, Belgium dropping their loads under heavy Flak on the GM-and Ford factories there, occupied by the Nazis.

‘Ship 76’, [42-30076] 545BS was part of the attack. Lt. Robert J Oblinski, pilot and co-pilot, 2Lt Harry Swift were at the controls and were not the lucky ones that day. On their way back to base the crew ran headlong into a group of Luftwaffe (at least 8+) JG 26 fighters, their 20mm’s causing the B-17 to explode in mid-air, killing six of the crew according to the casualty report. The four survivors became ‘guests’ of one Mr. Adolf Hitler for nearly 22 horrific months until their POW camps in Germany were liberated by Russian/Allied forces near the end of WWII, ETO hostilities.

Goes, a small city in The Netherlands, not too far from the Dutch/Belgian border on a dyke, is near the crashsite of ‘Ship 76’. On June 22, 2017, an emotional Dutchman, Menno Polderman, saw his dream of more than 2 years realized to memorialize the tragic event and its victims remembered and honored, as 24 US family members of the original crew, made the Atlantic crossing to attend a special Memorial Day ceremony and unveiling of the monument for the six KIA and four POWs of the Oblinski crew.

A witness, Guus Kole, well into his nineties, told his story, and Col. Scott Fisher, USAF, Air Attache in The Hague representing the US Government spoke, thanking everyone for remembering the men—an occurrence far too frequent in ‘Holland’ during the war, and all of those WWII Allied soldiers who paid the ultimate price during the liberation of Europe. Several Dutch civilians from across the area attended, lending support to the US families—sharing their grief and gratitude.

After the official ceremony, a reception was held in the old Goes townhall where the bonds between ‘Holland’ and the US were clearly evident. Representatives and family members had made the long trip across the “Big Pond” to express their gratitude to the Dutch officials and townsfolk for their efforts in keeping the memories of those now gone, alive. ‘Let us not forget.’

*For additional information, see the link to a video remembering the ‘Oblinski Crew’ story and the Memorial day: [www.b17onemission.nl](http://www.b17onemission.nl)*



[Top to bottom]: Mayor of the Dutch city of ‘Goes’ placing flowers on the Monument for B-17 Oblinski Crew  
Monument remembering the USAAF Oblinski Crew unveiled  
Witness of crash B-17 Oblinski Crew, June 22, 1943 Guus Kole, 90+, telling his story of that day  
Pictures of the crew members



**Andrews, Alton “Andy”** passed away September 24, 2017 at the age of 96. Andy was raised in Elkton, OR before serving in WWII with the 398th BG as a B17 Bombardier. He flew 9 missions before becoming a POW for 10 mos. in a German prison camp until the end of the war.



After the war, Andy attended and graduated from Oregon State University. He worked and raised his family in Roseburg, OR before moving to Corvallis, OR and then Eugene, OR to work as a municipal utilities engineer. Oregon was the playground in which he lived out his love of fishing, boating and the great outdoors, always with a canine companion by his side.

Andy is preceded in death by his wife, Joella Andrews, and son, Tom Andrews. Survived by his daughter, Connie Parmeter, four grandchildren, and three great-grandchildren.

**Bartell, George Joseph, 93**, died Wednesday, November 29, 2017 at his residence. He was born in Brooklyn, NY, son of John and Helen Fliedner Bartell.



George Bartell served with the 385th BG, where he flew 8 bombing missions over Nazi Germany, as Radioman/Gunner. On one mission over northern Germany, his B-17 was shot down on 22 April 1944. All crewmembers parachuted and were immediately captured by the German Army. George was held in captivity as a POW in Stalag 17-B in Krews, Austria until liberated 13 months later and continued serving until discharged in November 1945.

George was awarded the Air Medal, the Purple Heart for 25mm Shrapnel Wounds to his hand and arms, the POW Medal, the European Campaign Medal, the WWII Victory Medal, and the National Defense Medal.

George began his employment with Grumman Aircraft in 1951, which brought him to Savannah in 1968. After a 34 year career, George retired from Gulfstream Aerospace. George's service in Veterans Organizations began in 1943 when his father signed him up with the Veterans of Foreign Wars as soon as George went overseas, 67 years ago, and George later became Commander of the local VFW Anthony P. Russell Post 4392 in 1995.

George organized the first chapter in Savannah of Ex-POW's and was the Charter Commander in 1988. George has been a member of the Military Order of the Purple Heart since 1983 (27 years) and was commander circa 1993.

He was a contributing member of American Legion

George K. Gannam Post 184 for the past 37 years and was an active participant in the WWII Memorial project on River Street, attending the monthly remembrance ceremonies until his health prevented it. He was also a lifetime member of the Elks Lodge. George was selected by the Veterans Council of Chatham County as the 2010-2011 Veteran of the Year

George married Ruth on September 29, 1946, she predeceased him in 1991. Together, they raised two sons, Mark, and Wayne, who also predeceased him.

Surviving are his son, Mark Bartell; two sisters, Helen Bartell, Joan Gregoritsch (Artie); granddaughter, Chanel Whitlow; four nieces, Dr. Joan Marie Gregoritsch, Alaine Iacovino, Cheryl Paraskevopoulos and Dorene Conlon.

**Doback, Charles R., Sr., 97**, passed away Monday, December 4, 2017 at Beacon Brook Health Center. He was the husband of Margaret (Sheppard) Doback. Mr. Doback was born October 1, 1920 in Naugatuck, the son of Charles and Mary (Brenia) Doback Borsos. He was a longtime Naugatuck resident where he was a communicant of St. Francis of Assisi Church.



He served with the 303rd BG and was a member of the B.P.O.E. 967 and a proud member of the Roaring 20s Antique and Classic Auto Club. He was active with the Boy Scouts of America serving as Troop Committee member of Troop 102. He was an avid matchbook collector and member of the Naugatuck Historical Society. He was a WWII veteran having served in the United States Army Air Corps in the 303rd BG. Prior to his retirement he worked at Scovill Manufacturing in Oakville and Watertown.

Besides his wife of 69 years, Mr. Doback is survived by his children Mary Ellen Halloran (Paul) of Barrington, RI, Margaret Anne Serafino (Richard) of Naugatuck, James Doback of Watertown and Charles Doback Jr. (Joan) of Naugatuck, his half-brother, Joseph Borsos of Naugatuck; as well as his eight grandchildren: Katie Halloran of San Diego CA, Julia Halloran of Washington DC, Maryclaire Henion Woron, of North Haven, Molly Henion, Rebecca Doback, Charles Doback III, of Naugatuck, Megan Doback and Peter Doback of Watertown; many nieces and nephews; as well as his sister in law Mary Doback. Besides his parents, Mr. Doback is predeceased by his brothers, Michael, Andrew, John, George Doback and Michael Borsos.



**Duke, Brode Thomas, Jr, 93**, of Mint Hill, NC, formerly of Charlotte, passed away November 24, 2017. He

# TAPS

graduated Jackson High School, and attended Edwards Military Institute in Salemburg, NC. Brode was enrolled in NC State University when he joined the Army Air Corps to become a navigator aboard a B17 bomber with the 447th BG. Following his service in Europe during WWII, he graduated UNC-Chapel Hill and was summoned back to the Air Force to serve again - this time as a navigator in Korea. After 21 months in the Pacific Rim, he returned home to his wife and young son and resumed his service in the Air Force Reserves, reaching the rank of Major before retiring after 25 years.

Brode was employed with Wachovia Bank and Trust (now Wells Fargo) as an accountant. After 12 years in the banking industry, he joined Wikoff Color Corporation where he was the Corporate Secretary for 26 years. Brode married Helen Edwards Daughtry in 1947, a union that lasted just shy of 70 years. Helen survives Brode, as do sons Brode Thomas "Tom" Duke, III, (Katrina Ross) and William Keith Duke (Jeannine), as well as daughter Katherine Anne Duke (David Karten). Brode was blessed with nine grandchildren: Erin Melette Duke, Julie Elizabeth Duke, Johnathon Michael Duke (Angela), Jeremy Christopher Duke (Erica), Anna Pauline Duke, Dylan Isaac Karten, and Kelilah Rae Karten, Allyson Ross Cathey (Eric), and Bryan Patrick Ross. He was fortunate to get to meet his great grandchildren, Elijah Sebastian Duke, Nolan James Duke and Ross Franklin Cathey. Brode was preceded in death by his sisters Adelaide D. Fuller, Grace D. Parker, Clarine D. Knight, Naomi D. Bridgers, and Page D. Thompson.

**Hackler, Maurice Glen "Hack", 95,** passed away November 21, 2017. He was born in Cherryvale, Kansas, on August 14, 1922, to Guy and Mabel Henry Hackler, and later moved with his family to Tulsa, where he and his older brother were raised.

Hack was a member of the first graduating class of Will Rogers High School in Tulsa, and shortly thereafter enlisted in the United States Army Air Corps, serving with the 303rd BG, completing thirty-five successful missions in the European theater in 1944-45. Following his service, he was honorably discharged at the rank of first lieutenant. Hack then attended Oklahoma State University, graduating with a degree in aeronautical engineering. He married Robbie Elizabeth Lee Spence in Tulsa on July 19, 1945. Their two children were born in Wichita, Kansas, and the family subsequently moved to Norman in 1959.

Hack's love of aviation, engineering, and problem-solving led him to a successful career with Cessna Aircraft, Aero Commander, Rockwell Aviation, and Gulfstream. Following his initial retirement in 1985, Hack accepted a civilian engineering position with the US Air Force at Tinker

Air Force Base. He took great satisfaction in his years of work on the Jet Commander and the B-1B bomber. He was a 32nd degree Mason and a longtime, faithful member of McFarlin Memorial United Methodist Church, where he and Robbie were active in the Two-In-One class.

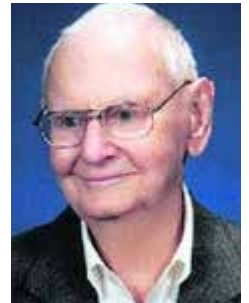
Hack was predeceased by his wife, Robbie, and his brother, LeRoy. He is survived by his daughter, Trudy Sickles and husband Don; son, Randy; and grandchildren Anne Maguire and husband Reed of Tulsa; Coral Amayi and husband James-Garrett of Cochise, AZ; and Garrett Sickles of Denver, CO; along with several nieces, nephews, and cousins.

**Hoeflicker, Granville "Bud" L., 94,** of Kansas City passed away October 25, 2017. He was born to the late Joseph W. and Anna Bernhard Hoeflicker, on Nov. 16, 1922 on the family farm in Blackburn, MO, the youngest of 7 children. Bud graduated in 1941 from Kern County Union High School, Bakersfield, CA where he played baseball. In Dec.

1942, at the beginning of World War II, Bud joined the Army Air Corps flying 50 missions as a radio operator on a B-17. He began with the 8th Air Force, 97th BG stationed at Polebrook, England. In November 1942 the group became part of the 12th Air Force and was sent to Africa. The group then moved to Foggia, Italy becoming part of the 15th Air Force in Dec 1943. After returning to the states he was stationed in Amarillo, TX where he met his wife Juanita E. Bonney. They married in Kansas City, KS on June 1, 1945. After his discharge they returned to Bakersfield, CA until 1950 when they moved to Kansas City, MO with Southwestern Bell Telephone Co., retiring in 1985. In 1950, he was recalled during the Korean Conflict and served as an electronics instructor at Chanute AFB in IL. Bud was a dedicated church member and Scout Leader.

He loved to garden, play baseball, and coach Little League teams. He looked forward to coffee with his SWBT retirees. Most of all, he dearly loved his family. He was predeceased by Juanita, his wife of 59 years, son Stephen, daughter-in-law Diane, son-in-law P. Roger Miller, parents, siblings Ella Cook, Florence Nolte, Arthur Hoeflicker, George Hoeflicker, Esther Buesing and Edith Woolsey. Bud is survived by daughter Karen A. Miller, granddaughters Laura Brent (Kevin) and Erin Brown (Tim), great-grandchildren, Kody and Kayleigh Brent, Justin and Josuah Brown and many nieces and nephews.

**McMahan, Albert N., 97,** passed away November 12, 2017. He was the eldest son of seven, born to Joseph Arthur McMahan and Georgie Gibbs. He was born in his parents' home on a farm in Alabama. A member of



the greatest generation, he fought in the early days of WWII out of RAF Thurlleigh, Germany. He volunteered for a position on a B-17 and flew his 25 missions with the 306th BG's 369th Squadron, "Fightin' Bitin'" as a tail and ball turret gunner. Albert was predeceased by his beloved wife Del and is survived by his adopted son Hugh. He will be inurned in Arlington National Cemetery to be with his wife. Albert was a retired Air Force veteran, US civil service employee, school teacher and Scout Master. He published a McMahoney genealogy and provided information for his mother's Gibbs genealogy as well as his own personal history. He was a member of the GA Chapter of the Mighty 8th Air Force Historical Society, the 306th BG Historical Association and an integral part of the creation of the Mighty 8th Air Force Museum in Pooler, GA. He was the truest, red white and bluest, 100% God fearing, American bred work of art ever created and he will always be remembered by those that knew and loved him for his never ending smile and love of the Mighty 8th Air Force.



**Mussi, James L "Jim" Jr.**, 93, passed away in his home in Union City (NJ) on December 23, 2017. He leaves his beloved wife of 70 years, Mary (Foley) Mussi, his devoted children Geraldine M. Iannaconi (Joseph), James L. Mussi III, and Edward F. Mussi (Laurie). He was the loving grandfather of Jennifer Iannaconi, Emily Fernandez, Liz Iannaconi, James L. Muzzi IV, Catherine Mussi, Keriann Mussi and Edward Mussi Jr, as well as great-grandfather to Joey and Juliana Fernandez.

Jim was born in Hoboken (NJ) on March 25, 1924 to Madeline Schaefer and James L. Mussi Sr. He joined the U.S. Army Air Corp. during WWII, where he served as Staff Sergeant in the 303rd BG and was awarded the Purple Heart.

After returning from the service, he was the owner and operator of Ace Food Products until his retirement. Jim not only took pride in his business, but truly relished the friends he made on his route.

He was a longtime member of the 8th Air Force Historical Society, Gunners Association, and the 303rd BG, Hells Angels.

Jim served as a lector and usher at St. Joseph and Michael Church as well as a cast and crew member for their annual production of Veronica's Veil. He was also an active participant in the Catholic Club, Holy Name Society, and the Knights of Columbus, and volunteered for The Boys and Girls Scouts, Parents Guild, and CYO at St. Joseph's School. He loved bowling, playing cards, cruising and spending time with his grandchildren.

**Petersen, William H. "Bill"**, 94, passed away peacefully surrounded by his family November 8, 2017. Bill was the

son of Harry and Lillian Petersen in Athelstane, WI and grew up in nearby Goodman. After graduating from Goodman High, he attended the University of Wisconsin until World War II, where he served as a B-17 pilot in the 8th Air Force. He flew 35 missions with the 303rd BG.

He was preceded in death by his sister, Layne Echols. He is survived by Patricia, his beloved wife of 66 years; children Marta, Jeff (Sandy), John (Kris), Layne (Dave) and Jim (Jane); grandchildren John, Kevin, Madeleine, Matthew, Anna, Nicole, Anthony, Alexa and William; sisters Helen Osborne, Laurel Flaughter, Dorothy Wallace, brother Jim, and many nieces and nephews.

After the war, he returned to the University of Wisconsin, graduating in 1949 with a degree in Chemical Engineering after which he started to work for 3M in St. Paul, MN. When recalled into the Air Force for the Korean War, he married his fiancée, Patricia Gramling and together served two years in the Air Force Strategic Air Command stationed in Montgomery, AL; Denver, CO; and Spokane, WA. Upon discharge in 1953, they returned to St. Paul and 3M, where Bill worked in Product Development, helping to develop Scotchgard, and marketing.

At his retirement in 1986, he was Marketing Director of the Commercial Chemicals Division. Bill loved fishing, hunting, golf, skiing, flower gardening, reading, music—especially when joined by his wife, children and friends. He was an active member of the Silver Lake Methodist Church, serving for many years as chairman of the Board of Trustees.

**Sadler, Bert Richard**, 91, passed

away on April 26, 2017 and is survived by his daughter Karen Bailey (Mark), granddaughters Samantha, Meghan, and Mackenzie; his sister Madge and her 2 children, Diane Norwood and Scott Carroll. Bert Richard Sadler was born on May 19, 1925 in Hounslow, Middlesex, England, to the late Grace (Saunders)

and Bertie "Jack" Sadler. He grew up outside of London with his sister, Madge. While the depression was still lingering he spent his days as a young boy working with his uncle delivering green groceries to the homes of customers—earning a whopping 12 cents a day. After finishing school at 14 and before the outbreak of WWII he was in the Boys Brigade & Local Defense Force. There he learned how to fire a rifle and machine gun, toss a hand grenade, and put out incendiary bombs safely—healthy activities for a 16 year-old.

WWII was a defining period for him that he brought to life every chance he had. He was a young man who





fibbed about this age to get into the Royal Marines at 17. This was London, 1942. He was trained as a “stoker” on an American built LCM Landing Craft, to take part in what would be one of the biggest military actions of the century. On June 6, 1944 Richard landed on the Canadian assault beach, Juno, in Normandy. He was part of a team that was sent to Juno Beach in the pre-dawn hours to blow up the impediments. His LCM hit a German mine and was sunk. He was rescued by a Canadian battleship. He remained to serve in the Royal Marines for 3 ½ years. After WWII Richard married Joan Rees, originally from Wales, and worked at Quaker Oats as an engineer while living in London. His claim to fame at Quaker Oats was being on the team that created “Life” cereal. While there Richard met Norman Biggs and together they found their love of photography. Together they entered and won many photography show and had their own dark room. Photography remained a passion throughout Richard’s life.

Richard and Joan loved motorcycling, which they did throughout England and Europe. There are countless stories of driving through the Alps in the clouds and of following the route used by the Grand Prix—covering almost every square inch of England and Wales. In 1957 when daughter Karen Grace joined the family, she came home in the side car of her dad’s motorcycle!

After Karen’s birth, Richard and Joan made a visit to Richard’s sister, Madge and husband Ken in the US, where they both decided on a permanent move to the States. Arriving in 1963 aboard the Queen Mary, the Sadler family soon settled just south of Atlanta, GA in Morrow.

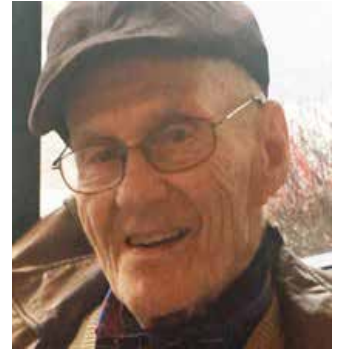
Richard worked as plant manager at International Baker-age until his retirement in 1985. During that time he met Reggie Mitchell, another British emigrant. Together, they opened Reggie’s British Pub at the Omni in downtown Atlanta, later opening a sister pub in Morrow, the George II Pub. Richard’s love of storytelling, genuine interest in others, and ability to pour a good pint created loyal customers and lasting friendships.

He was active in the British American Society, the local VFW, a founding member of the WWII Museum in New Orleans (where he was invited to have lunch with the governor of Louisiana and participate on a panel of D-Day veterans for the 70th anniversary of D-Day), charter member of the 1st Branch Royal Marines Assoc, USA, WWII Round Table, and his beloved 8th Air Force group. He was awarded many medals during his lifetime including the French Legion of Honor. Richard also spent countless hours giving interviews and speaking to various groups through the years, most especially to school children.

Savannah was always a favorite with Richard both with his family and the Georgia Chapter family. This past November a group of US Marines was staying in the

same Savannah hotel as Richard’s group. After learning Richard had served with the Royal Marines, they invited him to join in their event. He spent the evening dancing “the light fandango” with the US Marines, especially two very lovely “lady” Marines, to several Glenn Miller tunes.

**Scott, Donald Hobart, Jr.**, 95, of Marietta passed away Sunday, August 6, 2017. Don was born on December 25, 1921 in Stuart, VA, son of the late Donald Hobart Scott, Sr., and Nellie Gray Scott. He was also preceded in death by two brothers, James Reginald Scott and Warren Gray Scott and a sister, Nell Scott Cornwell.



As a boy Don belonged to the Boy Scouts. There was no local Scout Troop so he participated in Scouts through correspondence passing off the steps to his father. Don graduated from Stuart High School and worked for the CCC before enrolling in Virginia Tech. He had been attending Virginia Tech for two years when Pearl Harbor was bombed. Realizing that he would soon be drafted, he enlisted in the Army Air Corp, where he was assigned as a radio operator on a B-17 bomber. During the 11th mission over Germany, the plane was shot down. He became a prisoner of war of the Germans and Don spent four months in Luft 4 and three months on a forced march. He was liberated by the British Army on May 2, 1945 a day that he celebrated yearly for the rest of his life.

In 1954, Don came to Marietta to work for Lockheed as an electrical engineer and joined First Baptist Church. He joined the choir where he met his wife Martha and they were married in the chapel of First Baptist Church. Don sang in the choir for over 50 years, was a Life Deacon and was the Sunday School Secretary for 50 years. Don enjoyed hiking, flying his airplane, gardening and blue grass music.

Survivors include his wife, Martha McLemore Scott, two daughters, Ann Hicks (Chuck), and Mary Ellen May (Steven); four grandchildren, Ellen Ward, Virginia Willis, Scott May and Sam May; two step-grandchildren, Beth Hicks and Brian Hicks; a great-grandson, Micah Ward, and three step-great grandchildren, Jameson, Graham and Mia Hicks; several nieces and nephews; special friends, the Saturday morning Waffle House Group and 388th BG.

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*Editor’s note: Please forward obits for TAPS to*  
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**912-748-8884**

# HOW ABOUT IT!

## Never Nameless

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

A man awakens suddenly out of a deep sleep, realizing that his room is very cold and dark. He feels that something is wrong and he gets up and flips the light switch. Nothing happens. Frustrated, he looks in the direction of the clock to determine what time of day or night it is. The luminous hands and numbers cannot be seen. Where is that clock?

Disoriented, he fumbles around among the many things on the night stand trying to find his wrist watch. His fingers find it, he gingerly grasps it and stumbles towards the window, pulls back the drapes to find it is still dark outside. By the faintest glow of the moon, he can read the dial of his watch. In amazement, he realizes it is past his time to get up, dress, and leave for work.

What has happened?

His alarm clock did not awaken him. Then it dawns on him: a power outage!

He can't delay. Nothing is going right. The water in the shower is cold, his razor won't run, the coffee pot won't perk, the toaster is dead, the electrical burners on the stove are stone cold. The refrigerator light is off and he is unable to find juice or anything to eat.

He always leaves when it is dark but he is much later than usual. The eastern sky is turning to a dull orange color, the sun is starting to come up.

He rushes to the garage, gets in his car, fastens his seat belt, pushes the garage door opener and nothing happens! He jumps out of the car and manually lifts the door up. Things have gone terribly wrong for him.

How do we respond when things don't work out according to our desires?

We are living in an age when we

just take so much for granted. How about a loaf of bread? Where did it come from? What was the source of the seed that produced it? How was it planted, harvested, processed, marketed, and how did it get to my table? How many workers and machines were involved?

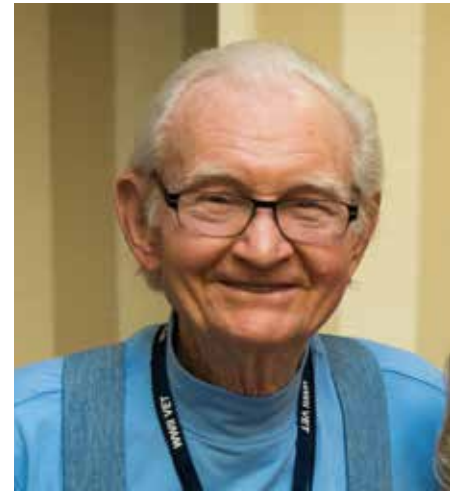
In the Lord's Prayer, the Master told us how to pray, "...give us this day our daily bread..." [Matthew 6:11 KJV]. We always accept the bread, don't we? But, do we give any thought to its source?

The sun rises every day. We enjoy its warmth and light. Two miracles! First, there it is in the sky every day and second, our bodies have been given the ability to see it! Free air! It is around us all the time. We do nothing to earn it but there it is and we just breathe it without a second thought.

The coffee pot is perking—we can hear it and smell the aroma. What a joy to be able to experience this gift early in the morning!

These are just a very few things a merciful God gives us. Sight, smell, touch, hearing, all are gifts of God. We take these tremendous God-given gifts, use them freely and are often prone to ignore the One who gives them to us. We do not really think much about these things until they are gone!

How do we react when our plans are interrupted? When there is a power failure, when we are sick, when a friend lets us down, when we lose confidence in our government, when we lose our job, when someone steals from us, when our idol falls, when we lose our sight, when our health completely breaks down, when we lose a spouse or friend or child? We don't know how we will respond



until it happens to us. We wonder if we are equipped to handle it.

I have a former colleague who is Polish. His parents emigrated from war-torn Europe to the United States shortly after the end of WWII. He has written poetry depicting the horrendous experiences they encountered in the death and slave-labor camps in Nazi German. In these poems he describes the atrocities inflicted upon his parents, the Jews, and others during this horrible time in history. In one of the camps, the author's father watched a woman moments before she died. She took a stick and wrote her name in the mud where she lay. During her lifetime, she had seen the sun come up, heard the laughter of her children, felt the love of a husband, enjoyed the comforts and joy of her home, had food on the table, had health. Now, it was all gone. But, at this moment, she acknowledged the source of her strength. She knew who she was and so did God. Her dignity survived to the end.

May we never forget who we are. This knowledge will keep us when all else fails. Our names may be etched in stone, cast in bronze, recorded in history, noted in the family genealogy, or even written in mud. Regardless of where, or how your name appears, God, who is the giver of every good and perfect gift, recognizes your name. "Fear not, I have redeemed you; I have summoned you by name, you are mine." [Isaiah 43:2b NIV].



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