



JUNE 2019

# 8TH AF NEWS

Volume 19 Number 2 Voice of "The Mighty Eighth"

# D-DAY

## + 75 YEARS

## 1944 - 2019

# OPERATION

# OVERLORD



# 8th AF News

Voice of "The Mighty Eighth"

June 2019

## OFFICERS

### President

**Benjamin J Jones** 2019  
15115 E Jones Beach Dr  
Kent, NY 14477-9780  
(585) 905-1476  
limeybj@gmail.com

### Vice President

**Dr Vivian Rogers-Price** (Mike) 2021  
117 Charlton Rd  
Rincon, GA 31326  
(912) 667-4478 cell  
(912) 988-1837 office  
vrogersprice@mightyeighth.org

### Treasurer

**Anne A Marek** (Rick) 2021  
2 Logan Ct  
Mendham, NJ 07945  
(201) 960-1783 cell  
(973) 543-8832 home  
majorsoldsack@verizon.net

### Secretary

**Eleesa Faulkner** 2022  
58 Drake St  
Pueblo, CO 81005  
(719) 252-9170  
ekf58@aol.com

### Director

**This position is currently OPEN.**  
**Could YOU be the person**  
**we need to SERVE?**  
**Please consider running!**

### Chapter/Unit Liaison

**Joseph P Keeley** (Andrea)  
1335 Belmont Ave  
North Haledon, NJ 07508-2842  
(973) 495-3404 cell  
(973) 423-4854 home  
fxe84@optonline.net

## 8th AFHS National Office

### Managing Director/Editor

**Debra D Kujawa** (Joseph)  
68 Kimberlys Way  
Jasper, GA 30143-4769  
(912) 748-8884  
ManagingDirector@8thafhs.org

## INTERNATIONAL REPRESENTATIVES

### UNITED KINGDOM

#### Jeff Hawley

44 Belle Isle Crescent  
Brampton, CAM  
PE28 4SJ  
United Kingdom  
011 4414804 13503  
the8thafhsuk@yahoo.com

#### Paul Bellamy

6 Station Road  
Holme, PTE  
PE7 3PH  
United Kingdom  
011 4478660 84743  
the8thafhsuk@yahoo.com

#### John P Gilbert

Glen Ann  
42 Chapel Street, Cawston  
Norwich, Norfolk  
NR10 4BG  
United Kingdom  
011 4416038 71124  
johngilbert392bg8th@gmail.com

### BELGIUM

#### Edouard Renière

Avenue Henry Dunant 5--Bte 25  
1140 Brussels Belgium  
Riiren.belsuo@skynet.be

## FRANCE

### Jean-Paul Favrais

La Haye-Ouisais N. 85  
35310 Breal  
France  
Jeanpaulfavrais1@orange.fr

## CHIEF OF VETERANS AFFAIRS & EDUCATION

### Joan Garber

46 Coquina Ridge Way  
Ormond Beach, FL 32174  
(386) 672-5359  
paljoe2@aol.com

## INSIDE THIS ISSUE

Contacts.....	2
Editor's Notes .....	3
President's Pen, Mechanics' Pride .....	4
Treasurer's Report.....	5
Noteworthy.....	6
News From Across the Pond.....	7-9
Woman Who Typed D-Day Plans..	10-13
45th Annual Reunion Info .....	14-19
French LOH & Jubilee Medals.....	20-21
8th Air Force on D-Day.....	22-23
My First Mission.....	24-25
Chapter News.....	26-27
TAPS.....	28-30
How About It? .....	31
Back cover: Continuation of "Mechanics' Pride" by David Levitt.	

## 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

In the March issue I shared my feelings about why I feel so passionate about publishing 'complete' rather than truncated obituaries in our TAPS section. I was surprised—and very touched—at all of the emails and phone calls I received in support of my efforts to pay tribute to our veterans for their lives 'well lived.' Thank you.

I encourage you to read through all of the obits in our TAPS section in this issue as well. They are unique vignettes—fragments of experiences and incredible perseverance. I am so humbled by each one.

June 6, 1944 remains as one of the most prominent dates in recorded history. The D-Day operation was undeniably the most adventurous, well-orchestrated strategic military initiative ever

created and implemented. This issue is filled with several stories relating to both the historical and personal aspects of D-Day.

When I was in school, I disliked history immensely. The

***"Those who cannot remember the past are condemned to repeat it."***  
~ George Santayana

idea of memorizing dates was so tedious and time wasting in my opinion. Thankfully, as I got older, I developed a curiosity towards history—wanting to know why certain things happened and what consequences ensued.

It is always wise to remember

the admonition to know and understand the mistakes and errors of the past so as not to repeat them, but in my opinion, it is equally wise to learn and embrace all of the positive moments—the times where decisions were made and actions were taken so that millions of lives were saved.

It is true we cannot "undo" the past, but we can certainly take steps to make the future one we will always be proud to remember.

Hope to see you all in St. Louis!

*Deb*



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



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

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

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

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

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

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

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

**PayPal: ManagingDirector@8thAFHS.org**

US Residents PLEASE mail to:  
8th AFHS, 68 Kimberlys Way, Jasper, GA 30143-4769  
(912) 748-8884

UK/European Residents PLEASE mail to:  
Jeff Hawley, 44 Belle Isle Crescent, Brampton, CAM PE28 4SJ  
014804 13503

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

# PRESIDENT'S PEN

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

Seventy-five years ago this month, the 8th Air Force was participating in one of the largest invasions in history; providing aerial support for the Allied push to secure a foothold in retaking Europe from Nazi control. Every year big celebrations are planned throughout Europe and this year will be extra special with hitting the 75 year mark. Far too soon these celebrations will take place without any WWII veterans who were there all those years ago! That is why we, as the next generation and beyond, must continue to maintain their legacy and preserve their stories and memories in perpetuity.

Spring has finally decided to arrive, having taken a bit longer to bloom this year. This means many great museums throughout East Anglia are opening their doors. Jeff Hawley, Paul Bellamy, and many more dedicated volunteers are leading the charge on many fronts, with full updates regularly on the numerous social media pages. These museums are instrumental in keeping the legacy of the 8th alive. If you have the chance to travel to East Anglia, they should definitely be on your list to visit and support.

I was fortunate to once again make it to the Czech Republic to participate in numerous events to celebrate the anniversary of

the Liberation of Czechoslovakia which occurred in May 1945. It's truly incredible to witness the support from entire communities--from the young children to the veterans who were there all those years ago. Hundreds of military vehicles have parades and take the few remaining veterans through the streets lined with flag waving citizens.

Enjoy this issue filled with stories related to the D-Day missions. For those of you lucky enough to attend celebrations and memorial services remember, we must ensure that our world and future generations never face another D-Day.

I urge each and every one of you reading this to reach out to members of the younger generations. Encourage them to research and learn about the 8th Air Force and become a member of our Society, so they too can carry that legacy torch long into the future!

See you all in St. Louis!

*Ben*

## **491<sup>st</sup> BG Mechanics' Pride** **by David Levitt**

The post-midnight sky on June 6, 1944, was teaming with aircraft over the Medfield airfield, home to the 491<sup>st</sup> BG. "There were so many RAF bombers returning and Dakotas (C-47s) going out all at once, the ground was reverberating," recalled Cpl Irving "Irv" Tlumak, B24 airplane mechanic and sheet metal specialist. "I knew the invasion was on!"

While Irv repaired a battle damaged B24, his buddy, CPL Sherman Levitt, another airplane mechanic, and Sherman's crew chief, SSgt

Henry Sutton, were pre-fighting another 855<sup>th</sup> BS, B24. The 855<sup>th</sup> clustered near the



*Above: Sherman Levitt (l) and Irving "Irv" Tlumak (r).*

airfields' bomb dump and was a beehive of activity as all the B24s were given a once-over by their mechanics in preparation for a pre-dawn take off. Sgt. C.J. Leleux, a fellow mechanic and friend of Sherman, tended to the lead B24—one of the few to actually fly back to the US after the war.

The 491<sup>st</sup> was unique in the 8<sup>th</sup>. They had only one general mechanic and a crew chief per bomber while the norm was to have 2 mechanics. This was due in part to the 491<sup>st</sup> being one of the last bomb groups to go to England and the

*(Story continued on back cover.)*

# TREASURER'S REPORT

Anne Marek  
Treasurer



As Treasurer of the Society, I'm including the first quarter financial statements, both the Profit and Loss and the Statement of Financial Position, for your information. Please note that we continue to show a profit \$43,089.00 for the year. This is partially due

to the cost-saving measures your Board has implemented as well as Debra's assumption of all the duties involved with the magazine, but also because we had a nice profit from the Dayton reunion and the 493<sup>rd</sup> BG returned their \$23,000 grant. Our Oppenheimer account executive continues to monitor our investments and discusses the account with me several times each month. If you have any questions, please feel free to contact me.

Remember: "It's never too late to remember the 8<sup>th</sup> Air Force Historical Society in your will or estate plan." This can be a major way to insure the continuation of our Society and to fulfill our legacy for all generations!

There is an additional way you can personally help bring in revenue to the Society. The next time you "shop" on Amazon.com be sure to register with Amazon Smile and choose the 8<sup>th</sup> AFHS as your specified charity. For each qualified purchase, Amazon will donate .5% to the Society. Amazon Smile has donated over \$124 million to charities as a result of purchases on their website. Please take advantage of it.

Our reunion in St. Louis will be a fabulous one. I hope to see all of you there.

*Anne*

Profit & Loss	
January through March 2019	
	Jan - Mar 19
Ordinary Income/Expense	
Income	
4000 - Income	
4010 - Member Dues Annual	43,695.73
4019 - Donations	494.00
Total 4000 - Income	44,189.73
4050 - Investment Income	
4058 - Portfolio Dividends & Interest	1,065.39
4059 - Realized Gain/(Loss) on Invest	0.00
4060 - Unrealized Gain/(Loss) on Invest	16,169.31
4061 - Investment Management Fees	0.00
Total 4050 - Investment Income	17,234.70
Total Income	61,424.43
Expense	
5100 - National Administration Expense	
5111 - Corporation Charges	70.00
Total 5100 - National Administration Expense	70.00
5200 - Magazine Expenses	
5210 - Printing Expenses	2,178.00
5220 - Postage Expenses	1,323.27
5260 - Sales Tax	180.37
Total 5200 - Magazine Expenses	3,681.64
5300 - National Office Expenses	
5303 - Telephone/DSL	150.00
5304 - Supplies	166.82
5305 - Abila Software/ Computer Exps	253.00
5307 - Office Rent	300.00
5312 - FICA-8A/AFHS portion	831.93
5313 - Payroll/ Office Management	10,875.00
5315 - Postage & Shipping	365.04
5316 - Bank Charges/ Returned checks	50.18
5317 - Dues Collection Expense	421.02
5323 - Merchant Account Usage Fees	450.93
5325 - Miscellaneous Expense	20.00
5326 - Payroll processing fees	222.00
Total 5300 - National Office Expenses	14,105.92
Total Expense	17,857.56
Net Ordinary Income	43,566.87
Other Income/Expense	
Other Expense	
7100 - Annual Meeting Expenses	
7101 - Supplies & Items for Sale	477.79
Total 7100 - Annual Meeting Expenses	477.79
Total Other Expense	477.79
Net Other Income	-477.79
Net Income	43,089.08

Statement of Financial Position	
As of March 31, 2019	
	Mar 31, 19
ASSETS	
Current Assets	
Checking/Savings	
1017 - Oppenheimer & Co	171,766.00
1040 - Bank of America Checking Acct.	8,214.84
1042 - Bank of America Savings Acct.	37,518.81
Total Checking/Savings	217,499.65
Total Current Assets	217,499.65
TOTAL ASSETS	217,499.65
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
2050 - Payroll & Taxes Payable	
2051 - Payroll payable	2,896.57
2052 - FICA & withhold taxes payable	1,263.21
Total 2050 - Payroll & Taxes Payable	4,159.78
Total Other Current Liabilities	4,159.78
Total Current Liabilities	4,159.78
Total Liabilities	4,159.78
Equity	
3200 - *Unrestricted Net Assets	170,250.79
Net Income	43,089.08
Total Equity	213,339.87
TOTAL LIABILITIES & EQUITY	217,499.65

Support  
Eighth Air Force  
Historical Society Inc.

When you shop at [smile.amazon.com](https://smile.amazon.com),  
Amazon donates.

Go to [smile.amazon.com](https://smile.amazon.com)

[amazon](https://smile.amazon.com)smile

Or, simply type the URL below into your browser:  
<https://smile.amazon.com/ch/59-1757631>



# NOTEWORTHY

\*Please submit ALL articles, etc. at least 30 days PRIOR to the date of the next issue of the 8th AF News! Remember: submission does NOT guarantee publication. Due to size constraints of the magazine, I am very limited in publishing non-solicited material, however, I will review for consideration. Please submit materials via email [preferred] with hi-res photos attached in jpg format. NEVER send originals--they may not be returned. If you have any questions, do not hesitate to contact me. I appreciate your help immensely. DDK



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

Activities include:

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

Everyone invited!

**Please contact:**

**Carol Alfter**

**1306 Adams Way**

**Beavercreek, OH 45434-7098**

**FJAlfter@gmail.com**

## **8th Air Force Historical films and Videos**

**START ENGINES**  
Plus 50 Years

**Available DVDs**

### **Behind The Wire**

Allied Airmen in German Captivity in WWII

### **Voices of Attlebridge**

Interviews with local residents who share their childhood memories of living near the base during WWII and their friendships with Americans

### **Return to Attlebridge**

Three veterans return to their airbase to meet local residents and pay tribute to lost comrades on Memorial Day

All titles available for \$20 each including postage  
Contact: Bill Curtis e-mail bcurtis419@juno.com  
Phone: (785) 766-3351



## **486th/487th BG Association 2019 Reunion**

**July 16-21, 2019**

Omaha, NE

*Must book by July 1, 2019*

Reunion Hotel: Omaha Marriott

10220 Regency Circle

Omaha, NE 68114

Contact:

Deb Denbeck

(402)490-7506 or email ddenbeck@p4k.org

## TRAINING! TRAINING! TRAINING!



Suzie Harrison

American Battle Monuments Commission  
Cambridge American Cemetery and Memorial

**B**y 1944 the Americans were ubiquitous – they were everywhere – with their candy and gum; smart uniforms and film-star good looks; jazz and jitterbugging ... and oh! those nylons, at \$20.00 a pair! The sociable GIs were beloved by adults and children alike.

The close alliance between the United States and Great Britain, blossomed into ‘the special relationship’, (Sir Winston Churchill). Nearly 3.5 million Americans passed through Britain between 1942 and 1946, but what was this ‘friendly invasion’ building-up to? It was the Normandy landings and the march to Berlin.

Americans began arriving in 1942, but they were raw recruits. What they needed was training, train-

ing, training ... and that’s exactly what they got. As D-Day approached, exercises became more realistic, culminating with live-fire full-dress rehearsals for everyone.

Taking part in the third dry-run, Exercise Tiger (28 April 1944), was Californian, Sgt Louis Bolton of the 607 Graves Registration Company. At just 19 years old, Louis found himself on a Landing Ship Tank (LST) sailing up the English Channel towards the training area for a rendezvous, from where the troops would assault the beach at Slapton Sands, Devon. This beach was chosen due to its geographical similarities to what was to become known as Utah Beach.

Training was realistic and there were often casualties, but none so great as on this day. His small

# News from Across the Pond...



convoy was spotted by an enemy E-boat patrol, whose torpedoes created mayhem among the unsuspecting vessels. Crammed in amongst the tanks and trucks on deck

were approximately 550 assault troops and another 120 ship crew. LST 507, carrying Louis, was torpedoed, caught fire and sank; LST 511 sustained damage and casualties from friendly fire; LST 531, hit by two torpedoes, rolled over and sank in six minutes; and LST 289, with her stern blown off, but managed to limp back into harbour.

*Photos above and right: Sgt Louis A Bolton, 607 Graves Registration Company, assigned to the 3206 Quartermaster Service Company; and with his lovely young wife, Wilma.*

Many of the soldiers on board the LSTs could not swim. They had been provided with life preservers but not trained how to use them. The young men carried fully laden packs, meaning that when the incorrectly worn lifebelts tipped them head down in the cold waters of the English Channel, they could not recover. Louis and 748 young Americans

lost their lives that day. 88 remain buried in British soil here at Cambridge American

Cemetery; many, many more are commemorated on our Wall of the Missing. He was expecting

to follow the fighting; to meticulously record the names of those who had fought and died. He was not expecting to perish in bitter April seas off the

south coast of Britain, before the invasion even started.

As D-Day approached, units were concentrated in the Channel ports of southern England. During May 1944 every creek and estuary was crammed with landing craft –

‘you could walk across every inlet, without getting your feet wet’. Among those waiting to sail to northern France was a three-man team from the 531st Engineer Shore Regiment.

Some soldiers, were veterans of the three previous invasions. Plucked from Italy and brought to Britain, they were embedded alongside raw recruits to pass on their expertise.

One such team consisted of experienced soldier Otis Ham, 36, a professional baseball player; with Jay Rencher (Snowflake, Arizona) and Dan Shellenberg (Youngstown, Ohio), both aged 19. Their Commanding Officer told the engineers, “You are going to be cannon fodder ... three out

of every four men will be dead within the first hour ... each man will train with two partners, so there will be one man [left] to get the job done...”

And train they did. My father (a Junior Doctor) noted in his diary, seeing American soldiers





# News from Across the Pond...



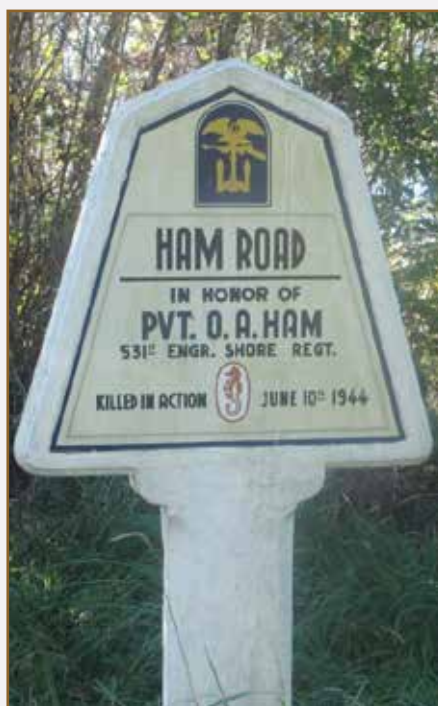
practicing mine clearance on the beach at Ilfracombe, Devon. I like to think that among those men were Otis, Jay and Dan.

**Above:** Pvt Otis A Ham, the hard task master, who had to lick two 18 years old recruits into shape. His several awards were Purple Heart, French Croix de Guerre with Bronze Star.

The Shore Engineers landed an hour before the main assault; their job, to clear a path through the obstacles on Utah beach and destroy 1000s of mines – many well below the water-line – leaving a safe route for the landing craft.

They worked ceaselessly, achieving their objective. Rencher remembers, “The commander had been right. Before 7am, on the 6 June, two of the three of us were dead”. Otis had both legs amputated below the

knee. The last thing he said was, ‘What the heck does a baseball player do without any legs?’ Otis is buried in Cambridge; Dan was repatriated.



**Photo above:** After the landings, the routes originally used by the troops

and vehicles were named for those who had taken part; like Ham Road at Pouppeville.

At Cambridge American Cemetery there are many such personal histories.

In a way, the story of Louis Bolton brings us full circle. It was engineers from the American Graves Registration Command who realised the vision of the landscapers and architects to create the permanent World War II Cemetery on Madingley Hill. It was they who organised the interments of US war dead to their final resting place, before it was handed over to ABMC.

We honour all those missing or buried during our Memorial Day Ceremony – the theme this year was the 75<sup>th</sup> Anniversary of D-Day.

# The Woman Who Typed the D-Day Plans

by Sherri Smith Brown

*The woman who typed General Dwight D. Eisenhower's final orders authorizing the June 6, 1944 D-Day Normandy invasion in World War II died December 3, 2013 in Fayetteville, Georgia.*

*Helen Kogel Denton, 91, who kept that secret even from her husband of nearly four decades, was buried in the Jonesboro City Cemetery on December 7, 2013, Pearl Harbor Day.*

The short obituary said this:

*"She retired from Delta Air Lines where she was a secretary in the Maintenance Department. She was preceded in death by her husband Noel Denton and her son Jon Denton. She is survived by numerous extended family members and many loving friends. She was an active member of the Veterans of Foreign Wars Post #3650. She also served for many years as a volunteer for the American Red Cross."*

*[Editor's note: This article originally appeared in **Fayette Woman** magazine, in October 2005, which featured the story of this remarkable woman, who knew how to keep a secret — for a time, the biggest secret in the world. That story is reprinted here with permission and our gratitude.]*



**Helen Kogel Denton has led a rich and rewarding life. But she has one regret.**

***"I wish that I had told Noel," she says. "It just never seemed important at the time. Our life was so full. And, I had been so conditioned to NOT tell what I had done. To forget it. And I guess that's what I did. But, you know, I'll see him someday — him and Jon both — and the first thing I'm going to tell them ... is my story."***

The room was small – about 10 x 10 – with one long, black curtained window drawn to keep any light from filtering out to the bomb plagued streets. In front of the window sat a long table, used by various officers—two Americans, a

Canadian, a Brit, an Australian. A door was on one wall; a fireplace on another, usually lit during those late winter English months.

Corporal Helen Kogel sat in the center of the room at a desk just large enough for her Royal manual typewriter and the stack of papers that were her duty to type. There was little talking except for the dictation she would take from the officers in the mornings. No one discussed with her what she was doing. But she knew.

Usually, her brown, curly head was bent over the typewriter; her hazel eyes intent on the words she typed meticulously in order not to make a mistake. She had three carbon copies to make with every page of type. Mistakes were a nuisance—just something to slow the process down even more.

For nearly eight weeks, five days a week, eight hours a day, the routine was the same. She would type from the dictation and from the stack of papers that were brought to her as the various officers came in and out. Each newly typed page was stamped TOP SECRET.

At the end of the day, the original and the three copies would be placed into four different notebooks; and

the MP, who kept constant watch outside the door, would take her three sheets of carbon paper and the typewriter ribbon she had used that day and put it in the fire. After they watched it burn, the MP escorted the corporal back to her hotel on Barclay Square and she would join the rest of her fellow WACs for dinner.

She told no one of her assignment and no one asked where she spent her days. After all, they were all part of General Dwight D. Eisenhower's staff, it was 1944 during World War II, German bombs were falling on London, and their work was top secret.

One day in late April, Corp. Kogel typed the last page of her assignment. One of the officers placed the pages into their respective notebooks, which were several inches thick by now, and said, "Would you like to go with us to take this to Gen. Eisenhower?"

The corporal had worked as a secretary on the General's staff for nearly a year, but had never spoken to him, only saluted from a distance. She was honored to go to his office.

"Corporal, do you know what you've typed?" asked Gen. Eisenhower. Corp. Kogel said, "Yes, sir. These are the battle plans that you will use for the invasion of France."

Corp. Helen Kogel, a 23-year-old from South Dakota, had just become a part of history. She had typed the complete battle plans for the invasion of the Normandy Coast and the liberation of Europe — Operation Overload, D-Day. And she was unable to confide in anyone.

She knew the number of ships, aircraft and men, what units would be deployed, where each army involved would land. She knew ship movements, people movements. Where planes would drop bombs. She knew that the 101st Airborne — where two hometown friends served — would go in first to cut railroad lines, blow up bridges, and seize landing strips. She knew everything except the date it would begin. But she guessed it would be soon. And she could not discuss with it with anyone, in fact, she was told to forget what she had typed.

*Below, President Barack Obama greets Gen. Dwight D. Eisenhower's former secretary Helen Kogel Denton during the 110th Veterans of Foreign Wars National Convention, Aug. 17, 2009.*



When hundreds of Allied planes began flying over London day and night toward the coast, she suspected that the invasion might be beginning but said nothing. Even when she heard Sir Winston Churchill speak on the radio on June 6, and realized that Gen. Eisenhower, supreme commander of the United

States Army, was setting in motion the Allied Invasion of Europe, the greatest military operation the world has ever known, she did not confide her knowledge to anyone.

As the Allied troops stormed the Normandy beaches, Corp. Kogel and the rest of Gen. Eisenhower's staff made preparations for going to France themselves. General Eisenhower would need his office staff as soon as possible after the Allied forces got to Paris.

German V-1 bombs were making life in London hellish, and the 30-girl staff was sleeping three floors underground in bunkers at night. It would be safer to get to France.

A few days before her departure, Corp. Kogel arrived at a telegraph office to wire her parents not to send any more mail to her until she contacted them again with a new address.

Suddenly, a "V-1" bomb whistled overhead, the sound stopped suddenly — an indication that the bomb was on top of you and about to drop — and the office where she stood blew up. The force knocked her down and out. She awoke screaming with shattered glass covering her entire body and someone shaking her, telling her she was going to be OK.

A few days later, Corp. Kogel's WAC unit left London for Southampton, where they boarded a Navy transport ship and crossed the English Channel in the dark of night with lights out. When the ship was within a few miles of Utah Beach, Corp. Kogel's unit was told



to put on their knapsacks, climb over the ship's rail and down the gigantic ship's rope ladder to a smaller landing craft on the water that would take them as close to the beach as possible.

Like the troops just a few weeks before them, the women walked out of the landing craft into waist high water toward the flatness of Utah Beach. This time, however, there were no bombs blowing up around them — only the red glow and sound of gunfire in the distance.

Told not to move once they reached the beach, Corp. Kogel and her group sat until daybreak when a truck came from the base camp. Standing in line for mess and still wet from their landing, she remarked to a friend that she would be happy to get some dry clothes and wondered how soon they would be able to get their personal bags that had been floated to shore. A young sergeant standing behind her offered to get a jeep and take them to find the bags. His name was Noel Denton.

For the next six weeks, Corp. Kogel and the other 29 women lived on Utah Beach in two-person tents in a special holding area. During that time, she listened for daily news from the front line, which was just a few miles away, ate meals with the troops, watched Bing Crosby and Bob Hope from the back of a pickup truck for hundreds of troops at Utah Beach, walked on the beach around her area, heard that Paris had been liberated ... and fell in love.

~ ~ ~ ~ ~

A diminutive, silver-haired Helen



Kogel Denton sits on the couch in her Fayetteville home. “Noel was a staff sergeant in the Signal Corps. He and his men would go into towns after they had been taken by the Allied forces and set up telephone wires then come back to the base camp at night. They were also waiting to go to Paris to set up lines in Gen. Eisenhower’s office so they could talk to London and Washington.”

Dating on a Normandy Beach during the invasion of France was not easy, but the couple found a way. “We would walk out to a little farm that had apple juice and Cognac,” reminisces Helen, “and we would sit on a log and drink and talk....”

Gen. Eisenhower’s staff was flown into Paris as soon as it was liberated on August 25, 1944. The tall, handsome Sgt. Denton was there, too — for about three weeks. Then the romance was confined to telephone calls from the front lines and weekend passes to Paris.

*Left, Helen’s husband, Noel Denton.*

Liberated Paris was a wonderful experience for Corp. Kogel who loved to dance at the USO, visit museums and travel the countryside. She witnessed the lights coming back on in Paris from the rooftop of her hotel as well as the V-Day Celebration. “The day after the lights were turned on, we marched in a parade down the Champs-Élysées,” said Helen, proudly showing a photo of her unit marching as throngs of Parisians cheered. “We polished our shoes and our buttons and pressed our uniforms. It was thrilling.”

With a story like that, Helen, who was raised on a South Dakota farm, says she knew when she returned home in October of 1945 after the war was over, that she was not going to be a farmer’s wife. So did Noel Denton.

He had grown up in College Park and returned to the job he had with Southern Bell in Atlanta before the war. A few months later, Noel traveled to South Dakota to ask for Helen’s hand in marriage — a marriage that would continue the love that had begun on a beach in Normandy during the D-Day invasion.

Helen and Noel spent 36 wonderful years together, living in Clayton County where they raised show Collies, a passion of Noel’s. In 1954, the couple adopted a 5-month-old baby, Noel Jonathan Junior, who became the center of their life. With Jon in tow, the Dentons traveled the country showing Collies



they had raised at their Deep South Kennel in Clayton County. In 1967, with Jon in junior high school, Helen went to work for Delta Air Lines where she was employed until she retired 15 years later.

As an employee of Delta, Helen took the opportunity to travel with Noel and Jon, going back often to London and Paris as well as Germany, Belgium and other parts of France, including Normandy and Utah Beach.

But in all their years together, and their trips abroad, Helen never told Noel — nor anyone else — about the role she had played in history.

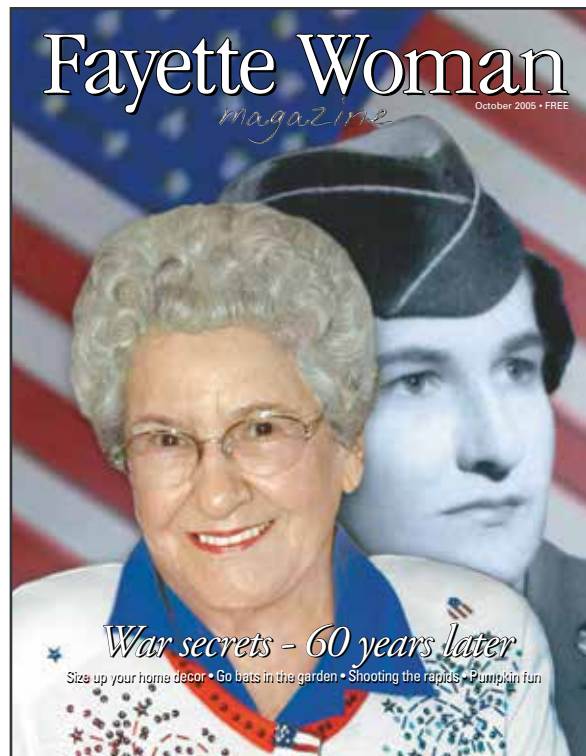
In 1982, Helen and Noel lost Jon in an accident and a few months later, Helen's beloved Noel died from a heart attack.

"You know, they are gone, but they're still with me," says Helen, pointing to the wall of photos next to her bed. "I see them first thing every morning and the last thing every night," she smiles. "And I have a lot of memories."

After his retirement from Southern Bell, Noel had become the treasurer of the Collie Club of America and an accredited AKC judge, traveling around the country and the world. Helen carried on his dream by fulfilling his position as treasurer of the club and, later, being elected president of the club's foundation. "I had to do something. I had to keep going," she says. Volunteering

became a priority in Helen's life. She has served as Post Commander of the Riverdale Chapter of the Veterans of Foreign Wars for the past eight years and District Commander of that same organization.

She is an active member of the Delta Pioneers — an organization of retired Delta employees — raising funds for The March of Dimes, United Way, CARE and Cancer



drives. She has served on the Red Cross Speakers Bureau, on the South Metro Advisory Committee and is a member of the Office of Volunteer Administration.

Plaques and proclamations attest to the time she has spent helping others: recipient of the DAR Community Service Award, the Clara Barton Award of Meritorious Service, the Martin Luther King, Jr. Center for Non-violent Social Change Award. A letter from President Bill Clinton congratulates

her on being nominated for the Golden Rule Award for community service.

But not until 1994 and the 50th anniversary of D-Day did Helen tell anyone that she had typed the battle plans for the invasion.

"A friend asked what women had done during WWII and if any women were involved in the invasion and I mentioned it," remembers Helen. The next thing she knew, the friend had called a local TV station and from that she was asked to speak about her experiences at Fort Gillem.

And as Helen says, "I've been telling my story ever since."

Helen says the more she speaks about her experience, the more she realizes how much she wants people to know that women served in WWII and played a significant part. She frequently speaks at civic functions and at area schools where she takes her medals and dog tags to show students. She is often the topic for media coverage, most recently interviewed by NBC. In 2004, she traveled to Washington, D.C., to participate in the World War II Memorial dedication.

She says one of her biggest thrills was speaking before a couple hundred people at Fort McPherson this past June. On Nov. 5, 2005, the city of Riverdale will name a street in her honor followed by her participation in the city's Veteran's Day Parade. "I'm a very lucky woman. A very lucky woman," she says.

*[This story originally appeared in the October 2005 Fayette Woman magazine, the cover of which is shown on this page.]*

# Welcome to St. Louis, MO

## 45th Annual 8th Air Force Historical Society Reunion



### Sights of St. Louis (City Tour)

Thursday, October 17, 2019

Sit back and enjoy the amazing sights of St. Louis as your guide expertly traces the history of St. Louis beginning with the city's original settlement, Laclede's Landing. It is now a nine-block historic district filled with renovated turn-of-the-century buildings housing shops, eateries and offices.

We will visit the famous Gateway Arch, the Nation's tallest monument, which commemorates the gateway to the west for thousands of 19<sup>th</sup> century pioneers. We'll take a tram ride to the top of this 630' stainless steel architectural wonder and get a unique, bird's-eye view of St. Louis. If you're not quite up to those heights, you can enjoy "*Monument to the Dream*," the film documenting the construction of the Arch.

Enjoy the view of Old Cathedral, the oldest cathedral west of the Mississippi. Across the street is the Old Courthouse, the setting for cases involving slavery, the fur trade and equal rights. Of these cases, the Dred Scott Freedom Trial is perhaps the most notable. We will pass Busch Stadium, home of the 2011 World Champion St. Louis Cardinals. Continuing west on Market Street, we will pass several of St. Louis' civic buildings and plazas, as well as Citygarden, a unique urban oasis blending art, architecture and landscape. St. Louis Union Station, once the busiest rail terminal in the world, has undergone a magnificent renovation and is home to a luxury hotel and restaurants.

At the Cathedral Basilica of St. Louis, also known

as the New Cathedral, we will see one of the largest collections of mosaics in the world—84,000 square feet in 8,000 shades of tiny pieces of color! The tiny pieces of tesserae and glass portray scenes from both the Old and New Testaments, the life of Saint Louis IX, King of France, and many men and women prominent in the history of St. Louis.

**9:00am board bus, 2:00pm back at hotel.**  
**\$65/Person includes bus, guide, and gratuities.**  
**BOX LUNCH INCLUDED!**

### Keep the Memory Alive Tour

Friday, October 18, 2019

#### Boeing James S McDonnell Prologue Room

At our first stop on this experience, we will learn the history of the Boeing Company and the companies with which it shares a common heritage paralleling the excit-





ing history of humankind learning to fly. The men and women of the Boeing Company and the aircraft they have built—from the first cloth-and-wood airplanes to today’s sleekest fighters and jetliners—have played a pivotal role in shaping the history of aerospace. The James S. McDonnell Prologue Room in St. Louis tells this panoramic story of nearly eight decades of aviation progress, from biplanes to bombers to space travel. Scale models, dioramas, paintings, and photographs depict such important events as the first flight around the world in 1924, the first take off of a jet fighter from a US Navy carrier in 1946, the first aircraft to land at the South Pole in 1956, and the first manned spacecraft to orbit the Earth in 1962.

## Holocaust Museum and Learning Center

Our next stop is the Holocaust Museum and Learning Center. The work at the Learning Center focuses on building a community of defenders. Even in the face of



this world’s history of genocidal injustices perpetrated in Cambodia, Bosnia, Rwanda, and most recently, Darfur, we cannot lose hope that the next generation will hear, understand, feel compassion, and take action to end such tragedies.

The museum contains eight different installations that you can wind your way through. Begin at the Introductory Room which contains pre-World War II photographs of the survivors who immigrated to St. Louis, continuing through the Rise of Nazism in Germany among many other exhibits.

**9:30am board bus, 1:30pm back at hotel**  
**\$26/Person includes bus, guide, and gratuities.**  
**Lunch/snacks on your own.**

**Sights and Shops in St. Charles Tour**  
**Saturday, October 19, 2019**

Enjoy a visit to St. Charles, the oldest town on the Missouri River. Founded as Les Petites Cotes (The



Little Hills) by French Canadians, St. Charles has carefully preserved its heritage as a river town that has been welcoming visitors since 1769. Thousands of pioneers replenished supplies here on the awesome journey west. St. Charles is a source of multiple historical encounters: the Lewis and Clark Rendezvous, Missouri’s First State Capitol, and the origin of the Boone’s Lick Trail. We’ll take a driving tour of Main Street—a nine block historic district filled with 80 restored buildings dating from 1790 to 1900. This cobblestone street is known for its array of gift, antique and craft shops.

If you wish, you will have time to explore Missouri’s First State Capitol\* or the Lewis & Clark Nature Center\* on your own during this tour. The Capitol has been completely restored and furnished as it appeared during the period of 1821-1826 when the Missouri State Legislature met in St. Charles. The lower level of the Nature Center houses replicas of the three boats of the Lewis & Clark Discovery Expedition. Upstairs, the Nature Center is a “hands-on” museum following the adventures of Lewis and Clark into the wilderness of the West. Take in the various displays of Native American tribes, the men of the expedition with their equipment and artifacts, and a walk through the forest as it was during Lewis and Clark’s expedition.

**12:00pm board bus, 4:00pm back at hotel.**  
**\$26/Person includes bus, guide, and gratuities.**  
**Lunch is on your own.\*\***

*\*If you wish to visit the First Missouri State Capitol State Historic Site, admission is \$4.50/Person and is NOT included in the cost of this tour.*

*Also, you may choose to visit the Lewis & Clark Boat House and Nature Center, admission is \$5.00/Person and again, is NOT included in the cost of this tour.*

*\*\*A list of restaurants will be provided for your convenience.*



# 45th ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO  
October 16-20, 2019

## REGISTRATION INSTRUCTIONS

### STOP!

#### ◇ RESERVE YOUR HOTEL ROOM **FIRST!**

The reunion hotel has a liberal cancellation policy—in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that our vendor commitments and guarantees will allow, less a \$5 processing fee.

*Canceling your hotel reservation does NOT cancel your reunion activities.*

#### ◇ COMPLETE THE REGISTRATION FORM

Please fill out the registration form completely.

- ⇒ Fill out your name as you wish it to be on your name tag—and for any others registering with you. If you are a WWII veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ ALL meals are priced separately—INCLUDING breakfast. Make sure to indicate [X] on your registration sheet which mornings you want breakfast and the total # of people on your registration sheet who will be having breakfast on each day. Be sure and select your entrée if you plan on attending the Saturday evening gala.
- ⇒ There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. **The Sights of St. Louis Tour INCLUDES** a box lunch.

#### ◇ MAIL IN YOUR REGISTRATION FORM

Once you have completed your registration form, please total up the amount owed and include a check, money order, or complete the credit card information on the form, payable to the **8th AFHS** and mail to:

**8th AFHS  
68 Kimberlys Way  
Jasper, GA 30143-4769**

Or you may **SCAN** your registration form [*if paying by credit card*] and **EMAIL** to:  
**ManagingDirector@8thAFHS.org**

**ALL** registration forms **MUST** be received by **September 25, 2019** in order to guarantee your place. If you have any questions or problems in completing your registration, please contact:

**Debra Kujawa  
Managing Director  
8th AFHS  
912-748-8884  
ManagingDirector@8thAFHS.org**

**ALL reunion information and forms are available on our website: 8thAFHS.org**





## 45th ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO  
October 16-20, 2019

### HOTEL RESERVATION INFORMATION

**888-627-7066 or ONLINE registration on our website!**

**(Reference Sheraton Westport 'CHALET' and 8th AIR FORCE for group rate)**

#### Location

The Sheraton Westport Lakeside Chalet is located in Westport Plaza, (191 Westport Plaza, St. Louis, MO 63146) which features 18 shops, popular restaurants, and entertainment venues like the Westport Playhouse, The Funny Bone Comedy Club, Jive and Wail Piano Bar, and Backstreet Jazz and Blues. Guests will enjoy convenient access to popular destinations and attractions. We're located just 10 minutes from historic St. Charles, 15 minutes from Forest Park, home of the Saint Louis Zoo, Science Center, Art Museum and the History Museum. We're also close to the world-famous Gateway Arch, the St. Louis Cardinals baseball stadium, Six Flags® and Missouri's Wine Country.

#### Shuttle Service

For those of you flying into St. Louis, there is complimentary shuttle service to and from the airport to the hotel. Go to Baggage Claim/Hotel Shuttle exits—the shuttle runs every half hour.

#### Upscale Amenities

Enjoy complimentary wireless High Speed Internet in all public areas, concierge service, plus signature amenities you'll only find at Sheraton. Wake up energized after a restful night's sleep in a plush Sheraton Sweet Sleeper® Bed. Sheraton Club rooms and suites provide guests with special access to the Sheraton Club Lounge, offering complimentary breakfast, evening hors d'oeuvres, and a variety of beverage options. Stay connected at our lobby's connectivity hub, the Link@Sheraton™ experience with Microsoft®. Stay fit with a visit to our Sheraton Fitness center, programmed by Core Performance™.

#### Dining Options Aboard

The Terrace Restaurant and Lucerne Restaurant feature a wide variety of menu items served in a friendly, casual atmosphere. There is also a private dining area perfect for intimate gatherings. In the summer, enjoy poolside refreshments every weekend at the Tiki Bar, serving snacks, beer, wine and frozen drinks. We also offer guests the convenience and privacy of in-room dining service. Stroll through the Westport Plaza Complex and visit any one of their many casual and fine-dining options, from seafood restaurants to specialty cafés.

#### RESERVATION INFORMATION

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

**Reunion Dates:** October 16-20, 2019

**Rate:** \$122 + tax (currently 17.863%) Rates are offered 3 days prior and 3 days post reunion based on availability.

**Cut off Date:** 9/15/2019

**Cancellation Policy:** All reservations have a 48 hour cancellation policy, or attendee will be charged one night room rate plus tax.

#### WHEELCHAIR RENTALS

**ScotAround:** (888) 441-7575 or ScotAround.com

#### HOSPITALITY SUITES

This year, the 8th AFHS is pleased to announce that we are again offering **HOSPITALITY SUITES** to groups at **NO CHARGE**. The number of suites is limited, so we ask that you reserve your suite as soon as possible. Suites are located in close proximity to one another and most are large enough for two or more groups to share space.

In order to guarantee your suite,  
please call or email ASAP:

**Debra Kujawa**

**Managing Director**

**912-748-8884**

**ManagingDirector@8thAFHS.org**



# 45th ANNUAL 8th AFHS REUNION

## Sheraton Westport Lakeside Chalet, St. Louis, MO

### October 16-20, 2019

#### Wednesday, October 16

1:00pm — 6:00pm	<b>Reunion Registration open</b>
6:00pm — 7:00pm	Complimentary Welcome Reception, followed by dinner on your own
7:00pm — 9:00pm	8th AFHS Board Meeting
7:00pm — until	Hospitality Suites remain open throughout reunion

#### Thursday, October 17

7:30am — 8:30am	Breakfast
8:00am — 12:00pm	<b>Reunion Registration open</b>
9:00am — 2:00pm	<b>Sights of St. Louis (City Tour)*</b>
1:00pm — 6:00pm	<b>Reunion Registration open</b>
2:15pm — 3:00pm	Curator's Corner
3:15pm — 5:00pm	<b>"Researching the Past: Step-by-Step"</b> —David Schmitt, Lane Callaway, & others
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Buffet dinner and program: <b>"Op Frantic" &amp; Mission Update</b> , Lane Callaway

#### Friday, October 18

7:30am — 8:30am	Breakfast
8:00am — 12:00pm	<b>Reunion Registration open</b>
8:00am — 9:15am	Group Meetings
9:30am — 1:30pm	<b>Keep the Memory Alive Tour (includes Holocaust Museum)*</b>
1:00pm — 6:00pm	<b>Reunion Registration open</b>
1:45pm — 3:00pm	<b>Historical Presentation: "Eighth Airfields as Wartime Homes"</b>
3:15pm — 4:30pm	<b>Q &amp; A WWII Vets</b>
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Rendezvous Dinners

#### Saturday, October 19

7:30am — 8:30am	Breakfast
8:00am — 12:00pm	<b>Reunion Registration open</b>
8:45am — 10:15am	General Membership Meeting
12:00pm — 4:00pm	8th AFHS Board Meeting
12:00pm — 4:00pm	<b>Sights and Shops in St. Charles Tour*</b>
1:00pm — 6:00pm	<b>Reunion Registration open</b>
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 10:00pm	Gala Dinner and Program

#### Sunday, October 20

7:30am — 8:30am	Breakfast
-----------------	-----------

**\*It is important that you be in the bus boarding area  
at least ten [10] minutes prior to the scheduled departure times.  
All tours require a minimum of 45 participants, unless otherwise stated.  
Driver and Staff gratuities ARE included in the tour prices.**



# REGISTRATION FORM

## 45th ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO  
October 16—20, 2019

CUT-OFF DATE IS September 25, 2019	Price p/p	# of People	TOTAL
<b><u>DUES</u></b>			
The principal attendee <b><i>MUST</i></b> be a member of the <b>8th AFHS</b> to register for this reunion. If you are NOT a CURRENT member, <b>please pay your yearly dues here:</b>	\$ 40	#	\$
<b><u>REGISTRATION FEE</u></b>			
Includes meeting expenses and other reunion expenses.	\$ 45	#	\$
Registration fee for children ages 8-16 attending more than 1 function & staying at hotel:	\$ 30	#	\$
<b><u>BREAKFAST BUFFET (please indicate below and place totals to the right)</u></b>			
Please indicate <b>[X]</b> which days you would like buffet breakfast and quantity: Thursday ___ # ___ Friday ___ # ___ Saturday ___ # ___ Sunday ___ # ___	Price per breakfast: \$ 23	Total # of breakfasts: #	\$
<b><u>DINNERS</u></b>			
Thursday, Oct 17 — EVENING DINNER BUFFET Roasted Pork Loin & Grilled Chicken Breast	\$ 48	#	\$
Friday, Oct 18—RENDEZVOUS DINNER Chicken Marsala	\$ 48	#	\$
Saturday, Oct 19—GALA BANQUET (Please select entrée)			
Sliced London Broil with Bordelaise Sauce	\$ 48	#	\$
Pan Seared Salmon with Balsamic Reduction	\$ 48	#	\$
Vegetarian plate(s) Please indicate <b>[X]</b> : Thurs ___ # ___ Fri ___ # ___ Sat ___ # ___	\$ 48	#	\$
<b><u>TOUR OPTIONS:</u></b>			
Thursday, Oct 17: Sights of St. Louis Tour— <b>INCLUDES BOX LUNCH</b>	\$ 65	#	\$
Friday, Oct 18: Keep the Memory Alive Tour—Lunch on your own	\$ 26	#	\$
Saturday, Oct 19: Sights and Shops in St. Charles Tour—Lunch on your own	\$ 26	#	\$
<b>Total amount payable to: 8th AFHS</b>			\$

Please **PRINT**. If registering a WWII veteran here, please list their name first.

MEMBER NAME (for name tag): \_\_\_\_\_

WWII Veteran \_\_\_\_\_ BG/FG Affiliation (for Rendezvous Dinner seating): \_\_\_\_\_ POW: \_\_\_\_\_ (Korea, Vietnam, etc.): \_\_\_\_\_

SPOUSE or PERSON attending: \_\_\_\_\_

ADDITIONAL GUESTS: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DAYTIME PH #: \_\_\_\_\_ EMAIL: \_\_\_\_\_

EMERGENCY CONTACT: \_\_\_\_\_ PH #: \_\_\_\_\_

PLEASE INDICATE ANY PHYSICAL OR DIETARY RESTRICTIONS: \_\_\_\_\_

IF PAYING BY CREDIT CARD —M/C; VISA; or AmEx (**a 3% convenience fee will be added**):

CARD #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ *Your contact information will only be shared with attendees.*

**MAIL completed form with check or credit card info to: 8th AFHS ~ 68 Kimberlys Way ~ Jasper, GA 30143-4769**



# FRENCH LEGION OF HONOR AND

Manny Abrams**	392nd BG	Wallace E Cowan*	487th BG	Stanley Goldstein	466th BG
Stewart Ackerman	303rd BG	James D Cox*	303rd BG	Ralph Goldsticker, Jr.**	452nd BG
J R Akin	95th BG	James W Cox, Jr*	94th BG	Hewitt B Gomez	492nd BG
Vernon G Alexander**	493rd BG	Salvatore Cracolici	96th BG	George Gorman	96th BG
Jay D Allen	94th BG	Thomas L Creekmore	305th BG	Marvin Graham	392nd BG
Andy Anderson	100th BG	Leo R Croce*	398th BG	Sidney Grant	493rd BG
Ed Anderson	453rd BG	Howard Croner	452nd BG	Wesley Grayer	493rd BG
William H Andrew*	493rd BG	Robert Culp	100th BG	Charles J Greenough	379th BG
Richard Andrews	379th BG	John F Curcio	458th BG	Bruce F Gregg*	487th BG
William Junior Arnold*	303rd BG	Wayne Davis	452nd BG	Robert Gross	34th BG
Albert Arreola**	100th BG	Steve de Pyssler	VIII BC	Joseph "Joe" Gualano	493rd BG
Victor G Aubry, Jr*	493rd BG	Victor DeCaria**	446th BG	Rudolph "Rudy" Guerrero	493rd BG
Albert Audette	385th BG	Eddie Deerfield	303rd BG	Laurence R Gulick**	466th BG
George W Bachmann, Jr	306th BG	Louis E Deutsch	446th BG	Milton R Gunther	487th BG
James A Baker*	339th FG	Harold L Dietz	466th BG	C Norman Gustafson	384th BG
Orville Baker	445th BG	Richard Dinning	351st BG	Carl Gustafson	453rd BG
Willis Barney	379th BG	Jack F Disney	94th BG	Russell W Gustafson	452nd BG
Oliver L Bashor	303rd BG	Donald A D'Lugos	466th BG	Paul C Haedike	452nd BG
Andrew L Bates*	436th TCG	Jack Dodson	398th BG	Adolph R Hanslik*	124th SC Radio Intel
John Wesley Beaver*	92nd BG	John H Doyle	94th BG	Percival L Hanson	305th BG
William Becker	492nd BG	John J Dunnigan	351st BG	Haas M Hargrave**	493rd BG
Richard L "Dick" Bedford	353rd FG	Norman R Dunphe	448th BG	Alfred B Harris	390th BG
Sheldon Beigel	306th BG	George Durgin	493rd BG	Howard G Harris*	Veteran
Caesar J Benigno	352nd BG	Peter Durso	493rd BG	Morton Harris	95th BG
Nelson Berger	100th BG	Alfred Dusey	447th BG	Glenn A Harrison**	96th BG
Tony Bezer	490th BG	Eugene Dworacz*	448th BG	Charles E Harter*	3rd Army
Leo S Bielinski	44th BG	Harold Dwyer	34th BG	Robert B Hastie	95th BG
Jack F Blackham*	34th BG	Don Echols	458th BG	Robert Haynes	493rd BG
William D Bodiford**	487th BG	Stanley Edelman	351st BG	Robert Hecker	401st BG
August C Bolino	388th BG	Richard J Eiseman**	94th BG	Walter Hendricks	452nd BG
Bob Bowen	398th BG	William "Bill" Eisenhart	303rd BG	Lewis E Herron	100th BG
James M Bond	385th BG	James H Eshelman	385th BG	John R Hildebran**	453rd BG
Frank T Bostwick	466th BG	Dr. James Facos	388th BG	Temple Hix Hill	392nd BG
Robert L Brandt	452nd BG	George Farrar*	384th BG	Robert H Hitchcock	303rd BG
Gordon Breeding**	34th BG	Joseph Fischer	94th BG	Bill Holden	1st B RNR
Carl F Brown, Jr	4th FG	Harry Mundy Fisher*	467th BG	Don E Holmes**	458th BG
Dudley Brown**	94th BG	Robert Fisher**	384th BG	David Holst*	448th BG
Harvey Brundage*	91st BG	John C Flora*	482nd BG	Dewey A Holst**	448th BG
Joe Burdis	388th BG	Clifford J Foss	29th TCG	Theodore C "Ted" Hood	306th BG
Ed Burnham	95th BG	Donald H Foulk	303rd BG	Charles S Hopla*	447th BG
Charles F Byrd*	493rd BG	Donald M Frank	389th BG	William F Houlihan*	306th BG
Paul E Calkin**	100th BG	Paul Frank*	96th BG	Wayne E Howarter*	34th BG
Douglas S Canant*	1st SAD	Herbert Friedlander**	351st BG	James Howell	447th BG
William R Carlile, Jr.	306th BG	Joel Friedman	34th BG	Jake Howland	91st BG
Frank Casey*	487th BG	James E Frolking**	479th FG	Jack C Hubbard	306th BG
Andrew D Caswell**	91st BG	Frank Gaccione	7th PRG	David Huckabay	489th BG
Clarence F Cherry**	100th BG	Henry C Gagnon	385th BG	Blaine Hufnagle	94th BG
Guy Chookoorian**	94th BG	Anthony J Gallagher*	100th BG	Colin A Hunley*	493rd BG
John P Chopelas**	452nd BG	Joseph Garber	96th BG	Melvin Hurwitz	493rd BG
Samuel A Christiano**	18th WSQ	Ted Gary	493rd BG	Albion Kenneth Hutcherson	95th BG
George E Clark*	3rd Army	Robert Genesky	493rd BG	Joseph O Ingram, Jr	96th BG
John A Clark	100th BG	Stoddard B Gerald*	55th FG	Gustave W Jacobson	94th BG
John J Clark*	452nd BG	William Gerecitano**	388th BG	Bennie L Jefferies	306th BG
James O Clemons	484th BG	Gerald Gerston	392nd BG	Arthur Jenkins	390th BG
Grayson Cocharo	492nd BG	Albert Gese	20th FG	David Johnson	1st B RNR
Myron Cohen	91st BG	Dr. C W "Bill" Getz**	491st BG	Martin Jordan	351st BG
Paul J Collins**	447th BG	Joe Glasser	94th BG	Jay Karpin**	493rd BG
Joseph Connaughton	319th BG	Reuben Glazer	445th BG	Edward J Kastanek*	493rd BG
Marbury L Councell, Jr	96th BG	Dallas Godsey**	351st BG	John Katsaros	401st BG
Jay Dee Cowan*	490th BG	Irving Goldstein*	439th TCG	Samuel Katz	389th BG



# JUBILEE OF LIBERTY RECIPIENTS



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

# Eighth Air Force on D-Day, Sixth of June 1944

by William Lane Callaway

Historian of Eighth Air Force and Joint-Global Strike Operations Center

**T**he air battle conducted by Eighth Air Force over the Normandy landing beaches on D-Day the sixth of June 1944, was one of the few times where more than 2,000 aircraft were dispatched by the Eighth during the air war over Europe in World War II. On this singular day Eighth Air Force surged its airpower to cover the return of Allied ground forces to the Continent of Europe through northwest France.

Eighth Air Force conducted two missions on June 6, 1944. Mission #394, dispatched 1,805 bombers with Mission #395 dispatching 782 bombers and 2,651 fighters (including those from Ninth Air Force) to support airdrops and amphibious landings of Allied ground forces on Normandy beaches during Operation Overlord.

Arguably these air operations by Eighth Air Force over the Normandy area in early June 1944 was not the start but actually the culmination of an air campaign begun in late 1943.

On December 27, 1943 through a New Year's message from General Henry H. "Hap" Arnold, Commanding General of United States Army Air Forces to General James H. "Jimmy" Doolittle (Eighth Air Force in England) and General Nathan F. Twining (Fifteenth Air Force in Italy) a significant directive on strategic airpower was issued to these air commanders. General Arnold's charge to both commanders: "Therefore my personal message to you – this is a



MUST – is to, Destroy the Enemy Air Force wherever you find them, in the air, on the ground and in the factories." The directive concluded: "It is a conceded fact that OVERLORD and ANVIL [Allied invasion of Southern France, renamed Dragoon] will not be possible unless the German Air Force is destroyed."

A most decisive implementation of this clear directive was conducted in early 1944 during a week-long series of air battles conducted February 20 through 25 in what has become known as "Big Week." During this

week of very excellent flying weather at the time during a harsh winter, Eighth Air Force generated 3,922 bomber and 3,839 fighter daylight sorties. As well at night and in collaboration, the bombers of the Royal Air Force (RAF) Bomber Command also struck. This combined air effort struck throughout Western and Central Europe. These systematic air attacks struck German airfields; hit enemy aircraft in flight, on the ground, and at factories waiting to be delivered; and bombed German aircraft industrial sites.

“Big Week” proved to be a tipping point as well as the harbinger of achieving the intent and spirit of General Arnold’s directive. Eighth Air Force was just getting started.

For its part, the German Air Force (GAF) was not frozen or meek in its reactions although its strength and capacity had been worn down. Understanding Eighth Air Force was growing in its airpower assets, had adopted auxiliary fuel tanks for its fighter force, and had received a new fighter – the P-51 Mustang; the GAF beginning in January 1944 developed techniques for conserving its aircraft fleet.

German planners created new dispersal airfields in occupied countries to divide Allied counter-air focus. Another German tactic was to plot approaching American fighters and have their aircraft take off but avoid air combat. Once American fighters left the area, then these GAF assets returned to the base. And as can be expected, Eighth Air Force adjusted to these German avoidance techniques. By the end of April 1944, it became a standard operating procedure for Eighth Air Force fighters to strafe any enemy airfield they came upon as a target of opportunity.

Between Big Week and D-Day, strategic bombers continued to attack GAF airfields and aircraft factories. The majority of bombing attacks by Eighth Air Force, Fifteenth Air Force, and RAF Bomber Command against

German aviation manufacturing infrastructure came in the last half of May into the first of June. When new production sites for aircraft were discovered as the Germans contin-



ued to build dispersed plants, they were struck. Previously struck but reconstituted aircraft manufacturing facilities were struck again by Allied strategic bombers. By D-Day, every known major aircraft component and assembly factory had been hit and



severely damaged.

Both Eighth and Fifteenth Air Forces on May 29 and 30, launched at total of 2,035 bomber sorties which dropped 4,000 tons of munitions on 18 aircraft component manufacturing targets. In the aggregate the focus on

destroying specifically aircraft components disrupted the ability of the German Air Force to recuperate from its losses suffered in the air war since early 1944 leading up to execution of Operation Overlord. Notwithstanding this effort against aircraft industry, German flying units were also struck by Eighth Air Force especially those stationed at French, Belgian, and Dutch airfields so to push German fighter operations away from coastal areas.

Also during the first half of 1944, bomber and fighter units continued to be fielded to Eighth Air Force so that by June 1944, the Eighth reached its full authorized strength. The flow of replacement aircrews and aircraft also increased to Eighth Air Force along with increased fielding of America’s newest fighter aircraft – the P-51 Mustang.

During the initial days of June the primary effort for Eighth Air Force switched to support planned landing operations. On the morning of D-Day, June 6 an estimated 11,000 aircraft, including those from Eighth Air Force, were in the air over southern England marking that day as the highest number of aircraft flights in a single day than any other day since the beginning of aviation history.

And on June 6 itself, in order to provide the overall commander, General Dwight D. Eisenhower an eyewitness report of the Normandy landings, two Eighth Air Force P-38s flew over the beachheads with their pilots making observations. One of these P-38s was piloted by the Commander of Eighth Air Force, General Jimmy Doolittle.

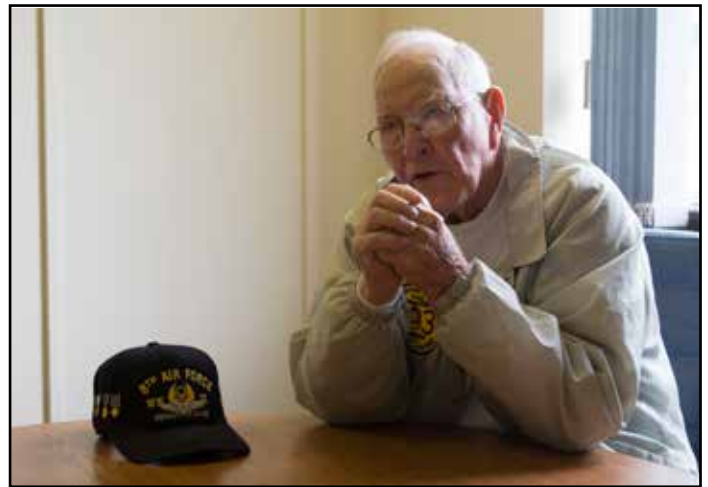
*Photos: “USAAF Official Photograph” – all dated 6 June 1944. The recon P-38s had cameras but Doolittle was more interested to look-see more than take photos. However, these views would have been the ones Doolittle saw.*



# My First Mission: 6 June 1944

An interview with William C. "Bill" Toombs, Sr.  
493<sup>rd</sup> BG, 861<sup>st</sup> BS

by Debra Kujawa



*Editor's note: The 493rd BG was the last to arrive in the ETO as an intact group of the 8th--"The LAST but the BEST"--and became operational on 6 June 1944. The entire 493rd flew their 1st mission on D-Day.*

**B**ill Toombs enlisted in the Army Air Corps, aged 18, in 1942. The following is from a brief 'conversation' between Bill and I, regarding memories of his first mission which took place on June 6, 1944...D-Day.

Spending the better part of 18 months in training following his enlistment, Bill finally embarked on his journey into war flying up the US coastline over to Iceland, eventually landing in Wales, and then reaching Debach, England—home to the 493<sup>rd</sup> Bomb Group. His home for the next 6 months.

**How old were you when you got to your base at Debach, England?**

*'I was 19 when we left the states,' he said, 'and I should remember celebrating my birthday—but I don't exactly—I turned 20 during our flight over to England.'*

***In a way it was an adventure, because it was a chance to go somewhere and see something different, I would never have gone overseas to England, probably never would have had the chance, if it hadn't been for the war.'***

~ Bill Toombs

*We flew a lot of practice missions for about 3 weeks, familiarizing ourselves with the lay of the land and landmarks.'*

**Take me up to June 5<sup>th</sup>—the night before D-Day, and the morning of June 6<sup>th</sup>.**

*'We were all restricted to base that night. That wasn't all that unusual. They didn't want us out*

*on the town before flying. They even shut down the bars on base. Since I was the Flight Engineer, it was part of my responsibility to wake the rest of the crew, so about 3am—maybe 4am—someone came into our hut and woke me up. I got the rest of the crew up and we all went into the mess hall for breakfast. Usually, it was always powdered eggs, but that morning was different. We got real eggs! A couple of the crew mentioned they had heard a bunch of thunder echoing over the Channel. I told them, "That doesn't sound like thunder!" We still didn't realize the amount of equipment—landing boats and crafts, air-planes, etc. that was being readied for the invasion.*

*It was drizzling rain when we got to the briefing hut. We were all expecting another practice mission that day, but when they pulled back the sheet that was covering the mission board, I remember hearing the words, "Gentlemen, today we are invading the continent!"'*



## What was your group's target on D-Day and what happened?

*'Our mission was to bomb the railyards at Lisieux, France. This was supposed to stop communication between Lisieux and the beaches.*

*We took off at daylight, broke through the overcast, and that's when we saw all of the planes in the sky. Planes everywhere! I could see the sky, but our ball turret gunner could see the Channel. He said the Channel was so full of ships that someone could step across the Channel ship to ship, and never get their feet wet.*

*When we got to Lisieux, our target was covered over by clouds and drizzle. We couldn't see anything of our target, so we looked for a target of opportunity. We had very little FLAK and saw no enemy fighters. It was actually the easiest mission I ever flew.'*

## So, when did you finally realize the magnitude of what you and your crew were part of?

*'We really didn't talk about it that much. A lot of groups flew 2 missions that day, but we just flew the one. Two of our 493<sup>rd</sup> planes crashed in the Channel—we found out many years later there was only one survivor. I had a chance to meet and talk with him during one of our reunions!*

*We also listened to the German radio—the propaganda—they even knew we were coming. We heard one broadcast where they said, "We want to welcome a new*

*bomb group—the 493<sup>rd</sup>. Come on over. We're waiting on you!"'*

## Is there anything else you'd like to add about your missions or crew?

*'I don't think there was a better crew anywhere than our crew. Our pilot was originally in the Army; had enrolled in civilian pilot training, but washed out. He got into the Air Corps and became one of the finest pilots out there.*

*Our co-pilot played football. He was a big, husky guy.*

*Our navigator was a psychologist. That made for some interesting conversations.*

*The bombardier was Jewish. He never seemed to worry about getting shot down or killed, but I think the rest of us always kind of worried about it. At least a little bit.'*

Bill flew twenty missions with the B-24 before being transferred to B-17s 'flew like a dream' with very little familiarization. On his fourth B-17 mission, over Germany, number three engine was shot out by a fighter, thereby starving a fourth engine of fuel. He and the pilot discussed the options and decided not to bail out, instead setting course for Brussels - now liberated - and ditching all the guns and heavy gear as they lost altitude. The pilot was able to make a wheels-up landing in a turnip field where they were collected by Canadian troops and taken to the nearest air base. From there they went into a

town where everybody was still wildly celebrating liberation from four years of German occupation. Even the horses had American flags on their bridles and when Bill went for a haircut and shave the barber refused to take any money.

Recalling his time at Debach Bill says he went to about 100 dances; never danced with the same girl twice and never made a date. Most airmen would carry a good luck charm, his was a silver dollar. The group had the services of Catholic and Protestant priests and a rabbi - everybody prayed before a flight, the Catholics were offered confession and communion after briefing.



Postwar Bill Toombs went to college for two years hoping to be a dentist, but demand exceeded supply at the time and he went back to work for the railroad retiring after 43 years. He and wife, Faye, live in North Little Rock, AR.

*Photos by William Craig Dubishar.*

# CHAPTER NEWS



**Oregon Chapter  
8<sup>th</sup> Air Force Historical Society  
Edited by Joan E. Hamilton  
Photo (above of Cpt Dick  
Duggan) by Tom Philo**

*[Correction/clarification: The tribute to Captain John “Jack” Cramer in the March 2019 edition of the 8th AFNews was written by Don Bourgeois with Greg Wooldridge, John Calvin, Don Young, and Mark Story.]*

Cpt Dick Duggan gave an inspirational presentation during our August 2018 chapter meeting. Here are some of the highlights!

Dick Duggan served in the Oregon Air National Guard in the early 1960s. According to Dick Duggan, “The Cold War was really warming up during the late 1950s and early 1960s. It was the only war going on. I was lucky to spend six years in the military when there was no actual combat going on.

I grew up in North Portland and, in 1951, enrolled at the University of Portland where they had AFROTC which gave me a deferral from the Korean War draft. I graduated in May of 1955 with an engineering degree and a commission as a 2<sup>nd</sup> Lieutenant in the Air Force Reserve. In October of 1955, I reported to Lackland AFB in San Antonio and began my three-year active duty commitment. I was assigned to Flight Training Class 57 Echo, the best and most fun job I ever had. In December of 1955, I reported to Marana Air Base Arizona for primary pilot training in the Polecat Squadron. I soloed in a Beech T-34A, a military modification of the Beechcraft Bonanza, in January 1956. One problem with this airplane was a lack of power. If you weren’t pulling enough back pressure when you went up to do a loop, you could run out of air speed and the T-34 would slide down on its tail and whip stall. So, the first maneuver they taught us was a vertical recovery where you’d hit hard rudder and

fall sideways into a dive and pull out. After 40 hours in the T-34, I moved on to the North American T-28A which had a 7-cylinder 800 horsepower Wright engine that would cut out during flight, so I practiced a lot of forced landings. After 6 months at Marana, I went on to basic jet training at Webb AFB Texas where I flew the Lockheed T-33A, a stretch version of the F-80. I learned to use an oxygen mask, fly formation, and deal with high-altitude flying. After receiving my wings, I went to advanced training at Perrin AFB Texas and earned a combat rating. I flew the North American F-86D, a cousin of the F-86 Sabre. The D model had airborne radar. This all-weather aircraft was designed to intercept bombers. It was supersonic and would go through MACH 1 when diving straight down, whether the engine was in afterburner or idle. I was discharged early in March of 1958. When Class 57E graduated, flying jobs were only available to officers with regular commissions.

# CHAPTER NEWS

I had a reserve commission and returned home.

In January of 1960, I joined the 123<sup>rd</sup> Fighter-Interceptor Squadron (FIS) at the Oregon Air National Guard. My duties were the same as a regular Air Force pilot, fully instrument and combat rated which required at least 6 training flights monthly."

When he served from 1960 to 1963 in the Oregon Air National Guard, he flew the Northrup F-89 Scorpion, an all-weather interceptor which had superior firepower and twice the range of the F-86D. The F-89 had a two-man aircrew. Dick said, "The SAGE Center, (Semi-Automatic Ground Environment), near Corvallis, Oregon integrated all the radars on the Oregon and Northern California Coast and it provided Tactical Ground Control for all the aircrew training intercepts. I flew training missions 50 to 100 miles off the Oregon Coast down to the Oregon-California border. The optimum attack was to approach the target aircraft, such as a bomber, from the side. A tape recorder in the aircraft called Nadar recorded both the pilot's scope and the radar officer's scope. After each training flight we reviewed the tapes with an instructor to look for ways to improve."

In October of 1962, Dick Duggan was part of the active combat group on alert during the Cuban Missile Crisis. He said, "We were at DEFCON 2 which meant all reservists were on base during the time the Soviet ship was being challenged. We spent 2 days in the Oregon Air National Guard hangar which is a strange feeling being quarantined on a military facility just 2½ miles from home. In late 1962, the 123<sup>rd</sup> took over full-time alert

from the 460<sup>th</sup> FIS. That meant 2 air crews on 5-minute readiness to fly 24/7. We'd sleep next to our airplanes with our flight suits on."

After serving with the Oregon Air National Guard for three years, Dick Duggan became a general aviation flight instructor and he also worked for Tektronix for 33 years. He retired from flying in 2000 with about 2500 hours.

## **NY Southern Wing Chapter 8<sup>th</sup> Air Force Historical Society Joseph "Pat" Keeley, President**

I recently drove up to Kingston, New York to visit Stan Goldstein [in photo below, Stan is kneeling, 2nd from the right] the Chapter's Vice-President. It was good seeing Stan who stated he was recently interviewed by the local Daily Freeman paper. I have a copy of the interview on the Chapter's website:

<http://blogs.ny8thswcafhs.org/>

Stan & I discussed his time training in the de Havilland Mosquito the British twin engine fighter-bomber & in April 1944 several Mosquito

aircraft were converted to carry H2X radar in the nose. Stan stated:

*"We started with six crews four at Alconbury and two at another base. The American pilots had difficulties because many systems on the Mosquito worked quite differently than our planes. The plan was to produce radar photographs for pathfinder crews. On the 2nd day of our flying one of the six crews flew into a London defense cable. The two-man crew was killed. A few days later a pilot pulled up the gear instead of the flaps wrecking the plane and injuring the pilot & navigator, both of these occurred at the other base. Again after a few more days another plane was wrecked injuring the crew. The navigator was one of my original classmates, who had gone to Langley with me. At this point they gave up the idea and the three remaining pathfinder navigators were sent to B24 Groups. One went with me to the 466 Bomb Group and we became very close friends. He was killed on a mission where he was leading one of the other groups in our wing while I led our group."*





**Bloch, Henry Wollman, 96,**



passed away peacefully on April 23, 2019, in Kansas City. A deeply loved man who was passionate about his family and

his community, he will long be remembered for his benevolence, humility, and fortitude. Henry achieved the American Dream by pioneering an industry and then went on to become an extraordinary humanitarian. He gave his best, and the best came back to him. The second of three sons of Hortense and Leon Bloch, Henry was born on July 30, 1922, in Kansas City, Missouri. He graduated from Southwest High School in Kansas City and the University of Michigan. A member of the 95th BG, Henry served as a navigator on a B-17 during World War II. His tour of duty included 32 combat missions in Europe for which he earned the Air Medal and three Oak Leaf Clusters for meritorious service. His unit received a Presidential Citation for extraordinary heroism in action against an armed enemy. After the War, Henry teamed up with his older brother Leon to offer a range of services to the smallest of small businesses. But the journey of their United Business Company was so slow-going that Henry couldn't blame Leon for leaving after a few months. Persistence and focus paid off for Henry as he eventually secured a few bookkeeping accounts. It wasn't long before he took on a new

partner, his younger brother Richard (Dick). In 1955, thanks to a mixture of hard work and luck, Henry and Dick transitioned from bookkeeping to income tax preparation and renamed their new venture H&R Block. Two years later, with 17 offices in three states, the Blochs proudly rolled out the slogan, "Nation's Largest Income Tax Service." Over the course of more than 50 years, H&R Block grew to become the largest commercial tax preparation firm in the world, with a vast web of more than 10,000 outlets and 100,000 associates. During his many decades at the helm of H&R Block, Henry was America's tax man. He had started, nurtured, developed, expanded, and diversified one of America's top brands. Henry was also one of the most admired and recognizable CEOs in the country. Yet he never lost the selfless and unassuming nature that made him an uncommon corporate icon. Henry once said, "I always wanted to do something different, something more than just a job, something to contribute to society." Henry married the love of his life, Marion Helzberg, on June 16, 1951. The couple enjoyed a storybook marriage for 62 years until Marion passed away at age 83 in 2013. Twenty-five years earlier, at age 58, Marion began a courageous battle with brain cancer. She never complained and bravely endured, thanks to Henry's continuous and intensely compassionate care. A close friend described their marriage this way: "There's no question about. It was one of a kind.

Nothing was missing." Henry gave Marion all the credit. "She was a great woman, a wonderful wife and magnificent mother. Marion always made me so happy. She was perfect." Family always came first for Henry and Marion. They will be forever remembered by their four devoted children: Robert Bloch (Barbara), Thomas Bloch (Mary), Mary Jo Brown (Robert), and Elizabeth Uhlmann (Paul).

**Deane, William Arthur, 95,**



passed away on March 10, 2019 after a short illness at home with loved ones. He grew up in Torrance, CA and enlisted

in the Army Air Corp in 1942. William became a tail gunner [B-17] with the 388th BG/563 BS. Shot down on their 5th mission over Germany, he spent the next 22 months as a POW in Stalag 17-B in Krems, Austria, surviving a forced march across Austria. After returning home to southern CA, he met his soul mate, Rosalie Dominica Jamar. They were married just shy of 60 years at her passing in 2010. William retired from Union Oil of California after 33 years. In retirement he enjoyed many hobbies. Despite his war experiences he was full of grace, kindness, and humility. To know him was to love him. He is survived by his daughter, Delia (Rod) Hogan, and son, Darrell Deane. Forever loved and remembered by grandchildren Carrie Rosalie Hogan,



Jake Rodney Hogan, and Kyle Deane (Noelle) Hogan. Great grandchildren Whitney Bell Hogan, and Madisyn Rosalie Hogan. Also survived by a loving niece Jeannette (Ray) Fanselau, and nephew Dale (Edith) Deane. Preceded in death by infant Son David, his parents Dale and Janet Deane, his wife Rosalie, and a brother, Francis D. Deane.

**Gilbert, Erlewin Raymond, 95,** passed away on March 18, 2019. He was born on February 7, 1924, in New Orleans, LA, one of 9 children, of whom he was the



last one living. He married his high school sweetheart, "Addie", on September 19, 1942. "Gil" was a veteran of WWII, Korea and Vietnam. He retired from the United States Air Force as a Chief Master Sergeant after 22 years of active and 5 years of reserve duty, and settled in Buena Park, CA in 1969. He was a member of the Fighting 493rd BG Memorial Association, the 8th Air Force Historical Society, the Air Force Sergeants Association, the Southlanders Edsel Owners Club, and along with his wife was actively involved in the local chapter of the Good Sam camping club for approximately 20 years. He and his wife were Southern California State Directors for 4 years, and served as wagon master for many trips including to Alaska and Baja, California. He was preceded in death by the

love of his life, his wife of 72 years, Dorothy "Addie" Gilbert; and is survived by his four children: Melanie Vittitow (George), Art Gilbert (Jan), Marie Adams (Steve) and Richard Gilbert; his granddaughters: Holly (Vittitow) Montlick (David) and Pamela (Vittitow) Higgins; and his great-granddaughters: Nicole and Jolie Montlick. He was the rock of his family, and will be greatly missed.

**Shipman, Richard B. "Dick", 94,** passed away April 16, 2019. He was born on November 22, 1924, in New Brunswick, NJ, the son of Louis and Bertha



Shipman. He was the second of four children. He graduated from New Brunswick High School. He had the honor of being an Eagle Scout. He enlisted in the Army/Air Corps and was a ball turret gunner on a B-17 serving with the 8th Air Force in the European Theater. He was awarded the Distinguished Flying Cross, the Air Medal with 3 oak leaf clusters, and the Presidential Citation. He served his country on 33 missions during WWII. Survivors include a daughter, Lois Koch of Centreville, Va., a granddaughter Kimberly Webb, a grandson Scott Gandek, and a great granddaughter Megan Webb. He was predeceased by his wife of 69 years, Dorothy Hansen Shipman, a son, Richard

K. Shipman as well as 2 brothers, and a sister. He was honored to attend the 70th anniversary of the Normandy Invasion at the National D-Day Monument in Bedford, Va. sponsored by the Rotary Clubs of N.C. and Va. and Honor Air. On April 1 2019, just 2 weeks before his death, he was honored with a beautiful Veteran's Pinning Ceremony, sponsored by MOAA and Four Seasons Hospice.

**Smith, Harold W., 99,** passed away on December 19, 2017. Harold was born in Brooklyn, NY, the son of Charles and Georgiana



Smith. He enlisted in the Army in April 1941, assigned to the 4th Bomb Squadron in Boise, Idaho for a one-year tour of duty. Years later, Harold wrote: "As of December 7, 1941, we were all in for the duration of the war and the Air Force was calling for volunteers, so I went to San Antonio, Texas and Hondo, Texas, for my navigational and gunnery training and joined the crew I was assigned to in Sioux City, Iowa." He was navigator [B-24] with the 448th BG and was discharged with the rank of Captain. He was one of the few original crews in their squadron to complete 30 missions. He is survived by his son Bruce Smith of New York, daughter Bobette Karp of Maine; sister Irene Dunn of Florida, a member of the WACs

during the war; four grandchildren, and three great-grandchildren. Harold was preceded in death by Betty, his wife of 63 years.

How Harold and Betty came to be married is a story perhaps worthy of Hollywood. After returning to the US in late 1944, Harold was assigned to B-29 training in Arizona. One day crew 55's pilot, Tom Keene, came to Arizona to tell Harold that Bob Bettcher, 55's co-pilot, had been killed in a nighttime B-29 training flight to Texas. The plane exploded in mid-air after being struck by lightning during a storm, with no survivors. This was a terrible blow to all of the tightly knit surviving crew, to realize that after completing 30 missions as a 21-year-old, his life could end in such a way. Harold wrote a sympathy note to Bob Bettcher's young widow, Betty, who was pregnant with Bob's daughter, Bobette, whom he would never see. Harold and Betty became pen pals and finally met when he stopped in Indiana on his way to NY on leave. Harold said he "fell in love with both of them." They were married soon after in Tucson, AZ eventually moving to Long Island, NY, where in 1948, their son Bruce was born. Harold worked in the banking business for many years, becoming a vice president. He was very active in preserving the memory of the 448th through the Station 146 Tower Association and the 448th Bomb Group Collection in Seething. He attended many reunions in the US and in

England, including the re-dedication of the beautifully restored Seething Control Tower in 1987, a cause to which he remained faithful. After his retirement, Harold spent most of his time with his family. An avid coin collector for most of his life he also enjoyed reading—especially books about Winston Churchill, whom he most admired, and books on WWII and aviation in general. He was an exemplary, generous and loving father. Harold was proud of his service and had many stories to tell. Harold recalled his crew's harrowing crossover trip to England in November 1943 from Marrakesh to St. Mawgan, with four passengers on board, including their squadron's commanding officer. The plane was unarmed and was on a course heading west after leaving the coast to avoid the German fighter planes from occupied France that patrolled the ocean areas close to France and Spain. They had to be careful not to turn east too soon, as the Germans were trying to lure them towards France with false radio signals. Several hours out they ran into "*the worst weather we would ever encounter. The rain, sleet, snow and violent winds tossed the B-24 around like a toy. But worst of all was the ice...*" They shined Aldis lamps on the wings, which were covered in ice. "*The pilots took the plane down to about twenty feet above the huge waves... if icing took over, the war for us would be over before it began. But now the deicer boots were working well and large chunks*

*of ice were falling off the wings. Visibility was about zero.*" They eventually were able to land at St. Mawgan using ILS. Harold later stated that the St. Mawgan flight was their "*most dangerous experience. The Germans couldn't match nature's fury...but not for lack of trying!*"

Harold received many medals, including the DFC and Air Medal. He was also honored to receive the French Legion of Honor and Jubilee of Liberty medals, having flown the Coutances mission on D-Day. These two were presented in a special ceremony on June 6, 2016, the 72nd anniversary of D-Day, at the nursing facility where he resided.

Donald Miller, in his history of the Eighth Air Force Masters of the Air states: "*In the five years it took to research this story I interviewed over 250 veterans of the Eighth Air Force. They were modest to a man, never calling attention to themselves, insisting that the only heroes were the men who didn't make it back. As they leave us, we can only hope we will see their like again.*" This was Harold Smith. He will be greatly missed by all who knew him.

**Please forward all TAPS  
to:**

**ManagingDirector@8thAFHS.org  
or  
8th AFHS  
68 Kimberlys Way  
Jasper, GA 30143-4769  
912-748-8884**

# HOW ABOUT IT!

## What is on *your* mind?

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

Most of our awakened hours are spent on thinking. A lot of things are going on around us for our brain to process. Does all of this thinking procedure affect us? Certainly, it does!!! It controls our moment. King Solomon, in all of his wisdom, answers this question when he said: *"For as he [man] thinketh in his heart, so is he."* (Proverbs 23:7 KJ). There you have it...your thoughts *do* control your outlook on your daily life. Someone else has said, *"Watch your thoughts, for they become words. Watch your words for they become action. Watch your actions for they become your habits. Watch your habits for they become your character. Watch your character, for it becomes your destiny."* Buddha reinforced this idea when he said, *"What we think, we become."*

As a society, we are plummeted constantly by problems coming down on us that seem insolvable. They pound on us, sounding like hail falling on a tin roof. That is a lot of sound and fury!!! We are told many things that could be classified as "fake news" or others explain it as "false narrative." But the evidence is quite clear. We listen to individuals on television engaged in heated discussion explaining to each other issues, which they don't understand. When we see the loss of lives, destruction, unrest, the lack of trust, the absence of integrity, the total lack of compassion and respect for humankind, we know something is wrong. In advising individuals, I suggest that they learn the facts about a situation before making a final decision. Facts are not always easy to come by but they do exist. When people make decisions and when their decisions are evil and detrimental to society, they must be abhorred.

In recent history, President Franklin D. Roosevelt stated: *"I am neither bitter nor cynical but I do wish that there was less immaturity in political thinking."*

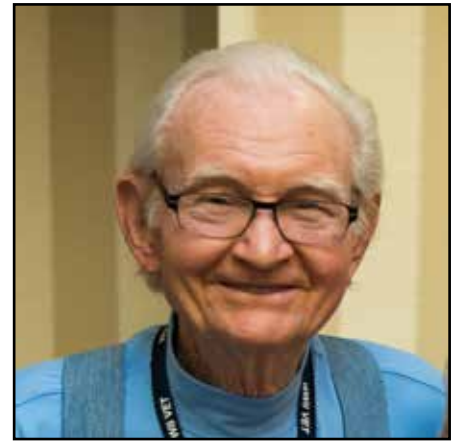
But our thinking produced the period of the three Ks: the assassinations of President Kennedy, his brother Robert Kennedy, and Dr. Martin L King; the bombing of the Court House in Oklahoma City in which many of the casualties were children; then the 9/11 bombing of the World Trade Center in New York City; and the Pentagon in Washington, D.C. All total nearly 3,000 perished. The list goes on and on. In recent months and years, there have been suicide bombings, lives taken in schools, churches, sporting events, in resorts, luxury hotels, subways, on the street, in train stations, and many other places. In all of these events, there are two entities: the **victims** and the **perpetrators**.

In addition to all of the above, we all have our own personal concerns. I wish to give you another list. Consider these things...they will enrich your life and as you grow stronger, others will see these changes in your life and society will be affected. These will not seem very active but they will take you in another direction. Do not take these instructions lightly. Read them, carefully, think about them, emulate them in your life:

Whatsoever things **are true**,  
whatsoever things **are honest**,  
whatsoever things **are just**,  
whatsoever things **are pure**,  
whatsoever things **are lovely**,  
whatsoever things **are of good report**,  
If there be **any virtue** and if there be  
**any praise**, **think on these things.**

Paul further commented and gave additional praise in his letter in which he said *"Those things which you have both learned, and received and heard, and seen in me, do; and the God of Peace shall be with you."* (Phil. 4:9).

In the late 1930s and early 1940s, **peace was a word but not a reality**. In those days, America was a proud nation, a freedom-loving people—but that changed over-night. Why? In



the Pacific Ocean, the US suffered a devastating blow. Its naval fleet was decimated at Pearl Harbor; proud navy vessels were sunk and the ship repair facilities destroyed and the air force shattered. Japanese naval forces roamed unchecked while its ground armies invaded and occupied islands and countries of the South Seas. On the other side of the earth, the military forces of Italy were engaging in warfare with the countries of Northern Africa. Germany's ground forces and air forces were unchallenged and the British Isles were being incessantly bombed. German submarines roamed the Atlantic Ocean almost unchecked. Shipping sea vessels were being sunk at an alarming rate. To contest this reality, President Roosevelt declared that America would become 'The Arsenal of Democracy'. And she did! Over seven million of her young men put their lives on the line and volunteered to serve in her armed forces. Women entered the work-force in record numbers to perform war-time activities; the rest became volunteers. American industry flexed its muscles to support the effort. A young song writer added momentum when he penned the idea: "You've got to..."

Accentuate the positive  
Eliminate the negative  
Latch on to the affirmative  
Don't mess with Mr. In-Between.  
Spread joy to the maximum  
Bring gloom to the minimum  
Have faith or pandemonium  
Is liable to walk upon the scene."  
The way America began to "think" changed the outcome of World War II.  
So, what is on *your* mind?





**8th AF News**  
**8th Air Force Historical Society**  
**68 Kimberlys Way**  
**Jasper, GA 30143-4769**

NONPROFIT ORG  
US POSTAGE  
**PAID**  
NASHVILLE, TN  
PERMIT 1

## **ADDRESS SERVICE REQUESTED**



*(Continued from p. 4)*

mechanics originally assigned them were reassigned to a different group. This resulted in mechanics from 4 other bomb groups being sent to the 491<sup>st</sup> so it could become operational.

Mechanics worked over 65 hours straight keeping bombers—outbound and returning—flight ready during the first 3 days of Operation Overlord. There was a Herculean effort on the part of the mechanics

to service the planes non-stop. Most caught “cat naps” on the hard stands when not working on a B24, but these were rare and brief at best.

The 491<sup>st</sup> BG achieved the highest rate of sorties—total missions--of any B24 group in the 8<sup>th</sup>. They were surpassed by only one other, a B17 bomb group. Incredibly, this achievement came within only four days of flying their first mission and with only

HALF the number of mechanics as were assigned the other groups.

Unfortunately, the 491<sup>st</sup> was never awarded a Presidential Unit Citation in recognition of such achievements. However, all of the mechanics who served in the 491<sup>st</sup> are understandably proud to have played such a critical role in not only the D-Day missions, but in every single mission flown by the 491<sup>st</sup>.

All mechanics who served during WWII played

a vital role in the Allied victory. While the aircrews rightfully deserved to receive the recognition, had it not been for the dedication of the



mechanics and crew chiefs, the air war over Europe would have never existed.

*Photo above shows 491st BG  
Mechanics Group*