

March 2022



8TH AF NEWS

Volume 22 Number 1 Voice of "The Mighty Eighth"



**48th Annual 8th Air Force Historical Society Reunion
Washington, D.C. ~ Arlington, VA
October 19-23, 2022
~INSIDE THIS ISSUE!~**



8th AF News

March 2022

Voice of "The Mighty Eighth"

OFFICERS

President

Anne A Marek (Rick) 2025
2 Logan Ct
Mendham, NJ 07945
(201) 960-1783 cell
(973) 543-8832 home
majorsoldsack@verizon.net

Vice President

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

Treasurer

Paul W Tibbets, IV (Angelle) 2025
5422 Cypress Point Lane
Gonzalez, LA 70737
(225) 773-1983 cell
P2A2Tibbets@gmail.com

Secretary

L Travis Chapin (Ginny) 2023
17303 Euler Road
Bowling Green, OH 43402
(419) 575-4337
tchapin@bgsu.edu

Directors:

Mark Klingensmith (Wanda) 2025
420 Glenmeade Rd
Greensburg, PA 15601-1138
(724) 787-3063 cell
mrkent54@comcast.net

Steve Snyder (Glenda) 2025
601 Seabreeze Dr
Seal Beach, CA 90740
(562) 596-6902 cell
palmsny@gmail.com

Kevin E Wilson, PhD (Ellen) 2025
5937 Woodfield Dr
Kernersville, NC 27284
(336) 407-3290
KEWilsonPhD@aol.com

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 (Joe)
68 Kimberlys Way
Jasper, GA 30143-4769
(912) 748-8884
ManagingDirector@8thafhs.org

INTERNATIONAL REPRESENTATIVES

UNITED KINGDOM

UK Representative

Jeff Hawley
3 The Stiles
Godmanchester, CAM PE29 2JF
United Kingdom
011 4477623 28575
the8thafhsuk@yahoo.com

8th AFHS UK Historian

Paul Bellamy
6 Station Road
Holme, PTE PE7 3PH
United Kingdom
011 4477623 28575
the8thafhsuk@yahoo.com

Education & Outreach, UK

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

112 Birch Tree PL
Daytona Beach, FL 32117
(386) 679-1221
jbey2008@aol.com

INSIDE THIS ISSUE

Front cover: Our Nation's Capitol building at night. Location of our 48th Annual Reunion!

Contacts.....	2
Editor's Notes	3
President's Briefing	4
Treasurer's Ledger.....	5
Noteworthy.....	6
News From Across the Pond.....	7-11
"No Name" B-17.....	12-13
Chapter News.....	14-15
Reunion Info	16-21
Man on the Bike on the Dike	22-25
Heaven Can Wait.....	26-27
TAPS.....	28-30
A Moment in Time.....	31-back cover

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 not for profit corporation..

The 8th A F News is distributed to members of the Society and is not for public sale.

National office is located at:

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

EDITOR'S NOTES



In 1948 the movie, "The Naked City" was released. The TV series soon followed. Shot in a documentary style format, each story concluded with a narrator intoning the iconic line: "There are eight million stories in the naked city. This has been one of them."

While there may not be 8 million stories about the men and women who serve or have served in the 8th Air Force during the past 80 years, there are a lot. And while most of the stories with which we are most familiar are set during WWII, there are even more stories from the years that have followed. Stories that are being lived and "written" right this moment. We must remember that even though the 8th was "born" in 1942, it most certainly didn't "die" there.

Stories of the men and women serving after WWII are just as unique and heroic as the ones we have come to cherish from those of our "Greatest Generation." We just need to remember that with time, comes change.

The 8th Air Force has evolved a great deal since the days of Eaker and Doolittle. The technology, the strategies, the training—all of it has changed. But the one thing that has NOT changed: the courage, dedication, determination, and commitment of the men and women who have served since day one. This is what will continue to set the 8th apart from other military commands.

There is a connection that forever bonds those who serve now, with those who served decades earlier.

In adhering to our mission to "perpetuate the accomplishments and heritage of those in the 8th Air Force" we would be remiss if we did not pursue gathering and sharing the stories of ALL who have served and continue to serve now.

Each story told and saved is just one of tens of thousands of stories yet to be heard.

While it is "our duty to remember," remembering must include the present—which will always be tomorrow's past. Stay tuned!

Until we meet again...
With love always,

Deb

Note: This issue has information on our upcoming 48th Annual Reunion which is absolutely family focused! If you have any questions or need help in filling out the registration information, please contact me.



**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

By renewing or requesting membership in the 8th Air Force Historical Society, I hereby grant permission for the Society to hold and maintain my information as contained herein, indefinitely, with the stipulation that my information not be shared nor be made public to any other entity without my expressed written permission.

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, 3 The Stiles, Godmanchester, CAM PE29 2JF
014804 13503

JOIN ONLINE: www.8thAFHS.org

PRESIDENT'S BRIEFING

Anne Marek
President



President's Briefing

Hello everyone and Happy New Year! The Society's plans for our 48th Annual Reunion are in full swing as you will see in this issue of AF News.

We are very excited about our Arlington location and Washington, D.C. tours which include visiting the Washington Mall and Memorials, Arlington Cemetery, as well as the Udvar-Hazy Center which is part of the Smithsonian Air and Space Museum. Exploring Old Town Alexandria is also on the agenda to. So please mark your calendars for October 19-23, 2022, and plan on joining us.

We also encourage all to make this a "family affair" and bring your grand and great grandchildren with you. I'm sure they will enjoy the area as well!

Your Board of Directors continues to meet regularly via Skype. We accomplished a great deal at our January meeting.

Our website continues being updated and modernized. It will also include a "searchable" database. Plans are that this will be accomplished within the next several weeks.

The Membership Growth and Retention Committee continues in the development of programs designed to encourage 2nd and 3rd gens to become involved. More on this in future issues of the magazine.

I want to remind everyone that there is a "Call for Nominations" in this issue. If any of our members would like to serve on our Board of Directors, now is the time to step up! I encourage you to give it serious thought. Read the protocol, talk to fellow Bomb Group or Chapter members and give it a go. We welcome all who wish to serve.

Thank you all for your support of our Officers and Directors. It is greatly appreciated. If you have anything you wish the Board to address, please reach out to us.

Remember:

**"our focus is on all our veterans,
preserving their legacy,
and keeping the memories alive!"**

Respectfully submitted,

Anne

Anne A. Marek
President, 8th AFHS

TREASURER'S LEDGER

Paul W. Tibbets, IV
Treasurer

Treasurer's Ledger

Hello, this is Paul Tibbets, and I am honored to be serving as the 8th AFHS Treasurer and member of the Board of Directors. A huge shout out to Anne Marek for her four outstanding years as our Treasurer!

For this issue of *8th A F News*, we are reporting the

Financial Statements for the year ending December 31, 2021. As you can see from our P & L statement, this past year was another profitable one for the Society. The bulk of our income comes from two sources:

- Your dues and contributions
- Investments



Although it is early in 2022, you continue to be generous towards the financial health of our Society. As of January 31, 2022, we have received donation checks totaling \$7,500. We are off to a good start...many thanks! Last year, total donations were \$13,500. On the investment side, our financial advisor Mr. Gavin Natelli continues to invest smartly, and our portfolio is strong.

As a member, you can personally help bring revenue into the Society by registering with Amazon Smile when shopping online. It's quick and easy to do (see p. 6). For 2021, Amazon Smile generated \$210 in additional income. While this is not a large amount, it does help. Thank you all for your participation.

If any of you have any questions regarding any of our financial statements, please do not hesitate to reach out. My contact information can be found on page 2.

All the best for a safe and healthy 2022!

Respectfully,
Paul Tibbets
Treasurer, 8 AFHS

The Eighth Air Force Historical Society Profit & Loss January through December 2021	
	Jan - Dec 21
Ordinary Income/Expense	
Income	
4000 - Income/Miscellaneous	
4001 - Amazon Smile	210.29
4003 - Sav ² SAV	6,060.00
4005 - BOA Rewards	131.74
4010 - Member Dues Annual	31,673.05
4014 - Chapter Closings	16,953.01
4019 - Member Contributions/Donations	13,559.46
Total 4000 - Income/Miscellaneous	68,587.55
4050 - Investment Income	
4058 - Portfolio Dividends & Interest	5,707.54
4059 - Realized Gain(Loss) on Invest	0.00
4060 - Unrealized Gain(Loss) on Invest	48,062.28
4061 - Investment Management Fees	0.00
Total 4050 - Investment Income	53,769.82
Total Income	122,357.37
Gross Profit	122,357.37
Expense	
5100 - National Administration Expense	
5102 - Officers/Directors Gen Expense	49.00
5104 - Awards, Gifts & Grants	623.80
5108 - Web Site Expense	12,750.00
5111 - Corporation Charges	70.00
5121 - 8AF History Projects	708.74
Total 5100 - National Administration Expense	14,201.54
5200 - Magazine Expenses	
5210 - Printing Expenses	11,174.32
5220 - Postage Expenses	3,278.29
Total 5200 - Magazine Expenses	14,452.61
5300 - National Office Expenses	
5303 - Telephone/DSL	710.58
5304 - Supplies	1,425.72
5305 - Abila Software/ Computer Exps	2,327.36
5307 - Office Rent	1,200.00
5308 - Insurance	317.00
5312 - FICA-8AFHS portion	3,812.02
5313 - Payroll/ Office Management	49,732.92
5314 - Local Travel/Miscellaneous	211.14
5315 - Postage & Shipping	458.35
5316 - Bank Charges/ Returned checks	691.41
5317 - Dues Collection Expense	949.42
5323 - Merchant Account Usage Fees	2,978.03
5325 - Miscellaneous Expense	13.99
5326 - Payroll processing fees	2,571.76
Total 5300 - National Office Expenses	67,369.70
Total Expense	96,051.85
Net Ordinary Income	26,305.52
Other Income/Expense	
Other Income	
6550 - Annual Meeting Revenue	
6551 - Event Registration	88,869.66
6552 - Other Charges/Rebates	1,860.00
Total 6550 - Annual Meeting Revenue	90,729.66
Total Other Income	90,729.66
Other Expense	
7100 - Annual Meeting Expenses	
7101 - Supplies & Items for Sale	1,854.38
7103 - Hotel Expense/Catering	62,238.96
7104 - Tours/Transportation	11,117.44
7106 - Reimbursements	5,617.00
Total 7100 - Annual Meeting Expenses	80,837.78
Total Other Expense	80,837.78
Net Other Income	9,891.88
Net Income	36,197.40

The Eighth Air Force Historical Society Statement of Financial Position As of December 31, 2021	
	Dec 31, 21
ASSETS	
Current Assets	
Checking/Savings	
1017 - Oppenheimer & Co	295,276.13
1040 - Bank of America Checking Acct.	9,124.29
1042 - Bank of America Savings Acct.	331.63
Total Checking/Savings	304,732.05
Total Current Assets	304,732.05
TOTAL ASSETS	304,732.05
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
2050 - Payroll & Taxes Payable	
2051 - Payroll payable	2,896.57
2052 - FICA & withhold taxes payable	9,230.97
Total 2050 - Payroll & Taxes Payable	12,127.54
Total Other Current Liabilities	12,127.54
Total Current Liabilities	12,127.54
Total Liabilities	12,127.54
Equity	
3200 - *Unrestricted Net Assets	256,407.11
Net Income	36,197.40
Total Equity	292,604.51
TOTAL LIABILITIES & EQUITY	304,732.05

NOTEWORTHY

In this issue, we've included a veteran's story that was originally published in the 303rd's newsletter several years ago. "Kallet's Crew's Enduring Love Affair...With a "No Name" B17" appears on pp. 12-13. In order to enhance our reader's experience, we will print interesting veterans' stories in future issues. This is the first in that series. We have a supply from old newsletters and other sources, but we encourage all of you to send in other accounts you may have.

We ask that they be "first person narratives", in other words, written BY the veteran.

Ideally, we prefer 2000 words or less, but, depending on the story and space available, we can be flexible on the length.

If you have such a story, PLEASE forward a COPY to:
Mark Klingensmith
420 Glenmeade Rd
Greensburg, PA 15601

My contact info is also on p.2 of this issue if you have any questions.

Thank you for helping us preserve the legacy and memories of all our 8th A F veterans!



Mark

CALL FOR NOMINATIONS

Nominations for candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than May 16, 2022. The following information must be included.

- Full name and address of the person being nominated and 8th AFHS membership number and group affiliation if applicable.
- Prior or current military service if applicable.
- Brief resume of the nominee.

The Secretary will relay all nominations to the Nominating Committee. Nominations received by the Secretary after May 16, 2022 or any nominations without complete information will not be considered.

In accordance with policy, nominees are required to submit the following documents (either electronically or by mail) to the Secretary no later than July 1, 2022, in order to be placed on the ballot.

- A resume or other form of curriculum vitae.
- If the nominee is in a profession that requires a professional license to practice, a copy of that license.
- A copy of the nominee's passport and/or driver's license (photo ID).
- If the nominee was in the military, a copy of the DD214, or last orders if currently serving.

Send all nominations & documents to:

Kevin E Wilson, 5937 Woodfield Dr., Kernersville, NC 27284

Email: kewilsonPhD@aol.com

Support Eighth Air Force Historical Society Inc.

When you shop at smile.amazon.com,
Amazon donates.

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



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

*Please submit ALL articles, etc. at least 45 days PRIOR to the date of the next issue of the 8th AF News to reserve space; content must be received 30 days prior to publishing date!

*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].

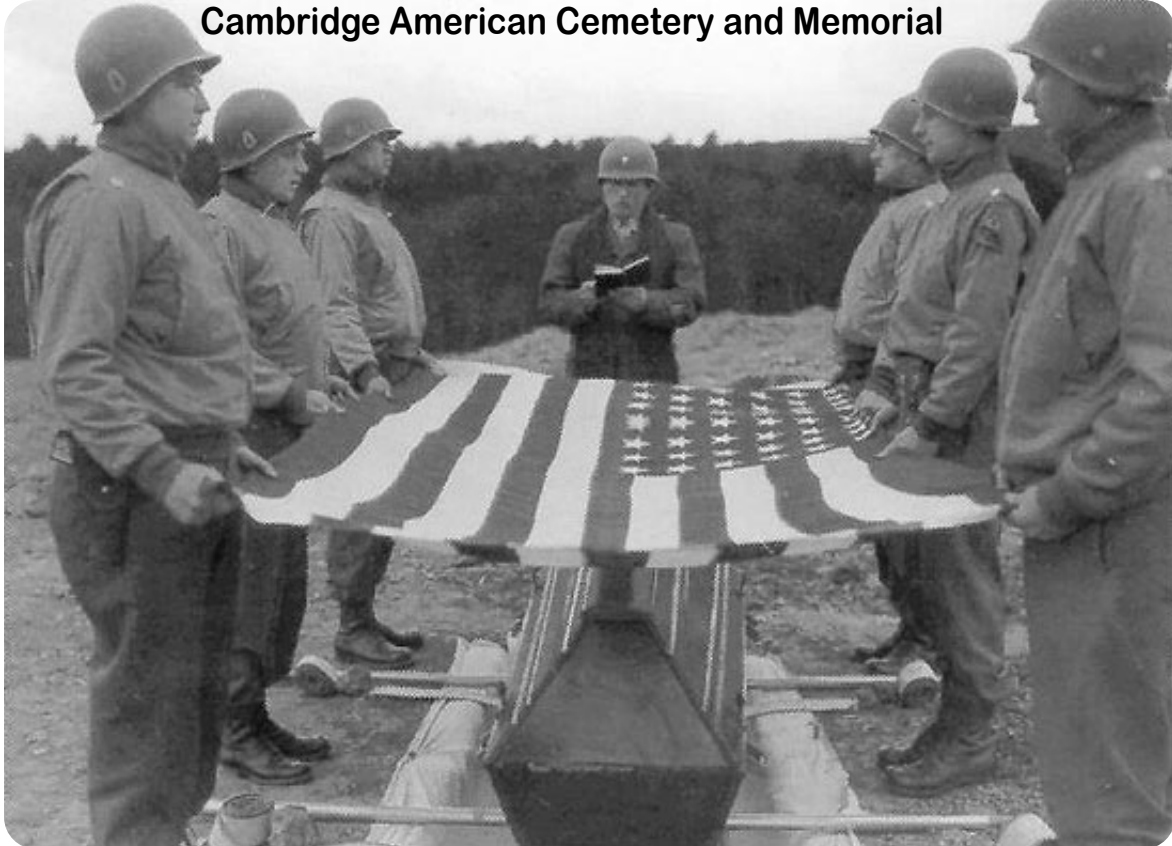
*Written text MUST be TYPED and sent as a WORD.doc, with hi-res photos attached in jpg format.

*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

"...there are no atheists in fox-holes."

by Suzie Harrison
American Battle Monuments Commission
Cambridge American Cemetery and Memorial



A Christian Chaplain (note the Cross on his helmet) reads the last rites for Major General Maurice E. Rose (1899-1945), CG 3d Armored Division, Germany March 1945.

The title quote has been attributed to many people, but is believed to have started to circulate after the publication of an *Associated Press* article on 11 April 1942. Lieutenant Colonel Warren J. Clear, jumping into a fox-hole during the fighting and retreat of troops from Bataan in the Philippines, found he was not alone. Also sheltering from the attack was a Sergeant. Once the bombardment – during which both men prayed loudly – had ceased, Clear said:

'Sergeant, I noticed you were praying.'

'Yes, sir,' he answered, without batting an

eye, *'there are no atheists in foxholes.'*

So, who was there to listen to the men? Who was their conduit to a Higher Power?

Army Chaplains were there for all needs, spiritual and pastoral. Yes, Chaplains went to war, but not with a gun – with a Bible and Prayer Book. It was their job to be the repository of the hopes, fears, and worries of the men. Although relatively senior in rank, they, like military doctors and lawyers, were outside of the regular chain of command – a safe go-between.

News from Across the Pond...

It is well documented that aircrews formed close-knit friendships during training, and these friendships only strengthened once assigned to a squadron. But as mission attrition ‘culled’ their comrades, the ‘veterans’ soon learned not get too close to any replacements. Along with everything else that men were enduring, the pain of losing a friend was too great. Ground crews suffered the same problem – care for the aircraft, so that crews returned home, but don’t get close to the flyers.

Legendary war correspondent, Walter Cronkite, embedded with 303BG at Molesworth, said it well, as he escorted a visitor around a bomber base, *“Don’t make friends with the kids ... It’s too much when they are lost, and most of them, you know, will be.”*

RAF Chaplain Guy Mayfield

Based at RAF Duxford during the Battle of Britain, Chaplain Guy Mayfield experienced similar challenges, as illustrated by the entries in his war diary. He was there for everyone, but care for the Spitfire pilots of No19 Squadron was a particularly difficult duty. Friendships had to be formed quickly, and Guy’s entry for 23 June 1941 states ominously, *“I take such a joy in friendship, in knowing people well, in trying to be known, in getting fond of people, and looking forward; and overall hangs this shadow – will they be here for the next time?”* He invested a great deal of his time simply being available to the Airmen, and he quickly noticed that most were so young that they had not really had a chance to learn about life. *“What happens when you die?”*

Is it wrong to be frightened of dying? How should you live if you are twenty and will be dead by the end of summer?” This was a heavy burden for Guy, trying to be that moral compass, and not letting them get into conflict with commanders. Yet, for



all that, the fighter pilots would get into their aircraft and protect their country from the enemy, and as he wrote, *“All one’s prayers cannot keep them in the sky.”*

Rev. Leslie Skinner (pictured here)

These sentiments were echoed many times by Rev. Leslie Skinner. As a member of the Sherwood Rangers Yeomanry (SRY), a tank regiment, Skinner was the first British Chaplain to land on the Normandy beaches (Gold) on D-Day, at 07:25. Apart from a headwound, which briefly saw him sent to

the rear (England) for a few days, he stayed and “fought” in the front line with the SRY all the way to Karlshöfen, near Bremen, until the war ended on 8 May 1945. On 19 November 1944, he mused that *“...the informal service I had taken with forward tanks after entering Germany near Beek (east of Nijmegen) ...[was]... Probably the first British service in Germany of the Invasion.”* By this time the SRY was mingling closely with US units, and giving artillery support to the American Infantry, along the undulating line of the border.

When the regiment was stood down to rest, there was no rest for the chaplain, who would be busy arranging and taking church services, and Holy Communion (HC), as shown by his schedule for 24 December 1944.

News from Across the Pond...

- 09:45 – Sherwood Rangers. 200 attended; 15 HC
- 11:15 – HQ Essex Yeomanry and Battery. 150 attended; 7 HC
- 12:15 – Battery Essex yeomanry. 45 attended; 3 HC
- 15:00 – Battery Essex Yeomanry. 35 attendd; 7 HC



Above, Rev. Skinner attends to a burial in the field. For the Americans, much of this work was carried out by the Graves Registration Service. He bears the 'red cross' armband of the Medical Aid Stations, and the insignia of his faith is also marked on his helmet.

Rev. Skinner's duties – some self-imposed – while at the battle front, were impressive: record casual-

ties; select burial grounds; burials (sometimes this included exhumations and re-burials as the fighting moved); write notification letters to Next-of-Kin; correspond with families; conduct church services; and provide care and support for the men of his congregation. Skinner often performed these duties alone, so as to not distract the tank crews from their deadly business. One of his key self-appointed tasks was to trace and recover the Missing, often beyond the front line. *"I hate posting anyone missing--always so distressing for the families,"* notes a war diary entry. *"Recovering bodies on minefields was always a nasty business. One seemed able to carry on, uncomfortably, for a time until fear began to take over. It would press in on one that it was walking about here that this poor chap got it. One began to shake from head to foot and become almost too afraid to move. Being all alone did not help."*

The one job that both Leslie Skinner and Guy Mayfield state took all of their strength and endeavor was the removal of remains from tanks or aircraft. This was a horrible duty on any level. One which neither man felt should be carried out by comrades of the dead, as it would be detrimental to morale.

The Chaplain Corps of the US Army

Like their British counterparts, men who entered the US Army Chaplain Corps were already fully ordained priests. Their role just as arduous, and they suffered equal psychological and mental strain. The Chaplain School, which had only been established in 1918, was stood down in 1928 due to low demand, but it was quickly re-activated after the attack on Pearl Harbor. The Army induction for clergy took place in a number of locations, including Harvard University. *"The 200-hour, 28-day session entailed instruction in military organization, customs and courtesies, military law, first aid, chaplain activities, and graves registration. Calisthenics,*

News from Across the Pond...

gas mask drills, and outdoor map orientation.” By the end of 1945, the school had turned out 8,183 qualified military chaplains. Depending on where they were to be sent, a few weeks of extra training were provided to enable them to bond with the men, eg. at the Air Corps School in San Antonio, Texas. The Chaplain School not only emphasized cooperation between faiths, but it also planned for the reality of a racially segregated US Army, by appointing 790 “black” chaplains.

Roman Catholic priest, Father Francis L. Sampson, volunteered for an airborne assignment. The intense two-week training alongside the paratroopers, and the requirement that Chaplains jump too, came as a bit of a shock! Only fear of embarrassment stopped him from quitting. A natural athlete, he graduated in May 1943.

On 6 June 1944, Father Francis made the paratroop drop with the men of the 501st Parachute Infantry Regiment, 101 ABN DIV. Having stepped out of the C-47 transport, he remembered that, “*I placed myself in the hands of my guardian angel,*” and promptly landed in a drainage ditch. Another paratrooper, Baptist Chaplain McGee, narrowly missed crashing into the church at *Angoville-au-Plain* before landing. He rather self-deprecatingly imagined the newspaper headline back home ... “*Chaplain Killed by Church.*”

Father Sampson travelled where his men travelled, suffered when they suffered, cared for the wounded, prayed for the dead, all under fire. At the aid station known as ‘Klondike’ at *Basse Addeville*, he found himself caring for 14 badly wounded paratroopers while caught between the two lines. He spent the night of 6-7 June waving a white bed-sheet outside



Major General Francis L. Sampson, 12th Chief of Chaplains of the United States Army

every 15 minutes in an effort to protect them. Suffering repeated artillery bombardment from an American battery which did not know the aid station was still occupied, he continued to give what relief he could and to pray with the men. As the aid station suffered a succession of direct hits, he flung himself on top of the wounded to shield them. As adversary soldiers over-ran the station, attempting to counter-attack, Father Sampson attended to several of the enemy wounded. Once the area was back in Allied hands, he assisted with the casualty evacuation. Chaplain Sampson was wounded, his clothes in tatters, but 11 paratroopers survived the ordeal, and he ensured an orderly evacuation, leaving only after the last man had been loaded onto the transport. Just an hour later, after withdrawing to relative safety, Chaplain Sampson was found donating his rare blood-type to a wounded soldier before collapsing into a parachute lined foxhole for some well-earned rest.

Medal of Honor

“The padre exemplified selflessness and regarded his own survival as incidental...” wrote Colonel Johnson, commander of the 501st Parachute Infantry Regiment, as he nominated Chaplain Sampson to be considered for the *Medal of Honor*. The recommendation went up the chain of command, receiving endorsements from both General Omar Bradley and General Dwight D. Eisenhower. However, Army Chief of Staff, General George C. Marshall, in strict observance of Army protocol, reduced the commendation to a *Distinguished Service Cross*, since Chaplains served as “non-combatants.”

Four clergymen (three Christian, one Jewish),

News from Across the Pond...



Chaplain--Captain Ernest W. S. Macdonald



Chaplain--First Lt. Valmore G Savignac



Chaplain--Captain David H Youngdahl

aboard the American troopship *SS Dorchester*, en-route to Greenland (Convoy SG-19), acted in a similarly selfless manner. When the vessel was torpedoed on 3 February 1943, they gave their own lifebelts and warm clothing to those in need and focused on helping men to the lifeboats. Having done all they could to protect the men, all four went down with the ship while holding hands, praying, and singing hymns. Like Chaplain Sampson, they too were recommended for the *Medal of Honor*, and like Sampson, their medals were also reduced. Their names are inscribed on ABMC's Tablets of the Missing at the East Coast Memorial, Battery Park, New York: Lt. Alexander Goode, Jewish; Lt. George Fox, Methodist; Lt. Clark Poling, Dutch Reformed; and Lt. John Washington, Roman Catholic.

At Cambridge American Cemetery, six Chaplains are commemorated. The names of three of them, lost on the same day as the *Dorchester*, are inscribed on the Wall of the Missing. They were all travelling aboard the *USS Henry R Mallory*, a troopship carrying 494 souls toward Reykjavik, as part of Convoy SC-118. On 7 February 1943, in the southwestern approaches off Iceland, *Mallory* was surrounded and torpedoed by a large wolfpack of U-Boats. In the darkness, ensuing panic, and freezing conditions few would be saved. Of the nine Chaplains

on board only two survived. Little is known of the final moments of 1st Lt Father Valmore G. Savignac, or Captain David H. Youngdahl, whose roles were to offer comfort and support to the troops. Captain Ernest W.S. MacDonald is credited with repeatedly going below decks to rescue the injured. Personnel saved from the vessel attested to the Chaplains doing "*heroic work in calming the men.*"

Aftermath

Thanks were due for the bravery and commitment of the Chaplains, which was not always stated at the time, but only upon reflection. British Major John Semken, Military Cross and US Silver Star, Sherwood Rangers Yeomanry, in a farewell letter to Leslie Skinner, wrote, "*Your presence among us was something we always took for granted, and for which we never spoke our thanks in any proper way, yet by being there you helped to keep us sane in all the hell of what we had to do and might have become.*"

**Father who endest all
Pity our broken sleep.
For we lie down with tears
And waken but to weep.**

KALLET'S CREW'S ENDURING LOVE AFFAIR

...WITH A "NO NAME" B-17

By Sidney Kallet

So here we were in Savannah, Georgia, in August of 1944, under orders to pick up a B-17 Flying Fortress, deliver it to England and report for duty to the 8th Air Force. As pilot and chief officer of the crew, I had to sign for the aircraft as a piece of equipment loaned to me by the Air Force, which I was expected to return at a later date. The price listed on the receipt was \$125,000.

The crew and I went out on the field to our new plane, number 43-38451. I felt like I was picking up a rental car by looking for the correct license plate number. There it was, this beautiful, silver, brand new Flying Fortress, all my own! I could hardly wait to climb into the pilot's seat. It was like getting into a new car. You couldn't wait to drive out of the dealer's showroom. During the next couple of weeks, we flew "451" checking out all the instruments, engines, controls, radios and operational features. This was similar to a shakedown cruise that the Navy does with a new ship prior to releasing it for combat. The time finally came when we were ordered to deliver "451" to a staging area in England where we would be assigned as a bomber crew to a Group in the 8th Air Force.

The flight over the Atlantic took

two weeks due to bad weather along the entire route. Our first stop overnight to refuel was in New Hampshire, then on to Goose Bay, Labrador, again overnight. From there we flew to Greenland and were forced to spend one week there due to bad weather in England. Our next stop was Iceland, overnight to refuel, then off to England. All the time we were over the Atlantic our B-17 "451" flew like a dream. We finally reached our destination, and to my dismay I had to turn over "451" to a pool of other B-17s which were to be assigned to various bomb groups in England. My crew was ordered to report to the 303rd Bomb Group, 360th Squadron, in Molesworth. I was near the runway watching new replacement aircraft being ferried in when I saw this beautiful silver B-17 coming in for a landing. To my delight, it was "451." I ran to squadron headquarters to see the Commanding Officer and asked if "451" could be assigned to my crew since I had flown it all the way from the States. He agreed, saying it would bring us good luck.

On 7 October 1944, we started flying missions as a crew, sometimes 3 or 4 times a week. Never once did I encounter any trouble or have to abort a mission due

to mechanical failure. The operational success of our plane was due to our wonderful ground crew and their mechanical skill.

All went well until our 33rd mission over Ingolstadt, Germany, an attack on railway marshalling yards. By now we had P-51 and P-47 fighter escort as protection against enemy fighter planes, and very little anti-aircraft fire was encountered that day. Our bomb load consisted of 100-pound fragmentation bombs, each with an arming spinner, and tied together in bundles of six. The bomb run was nice and smooth, and all went well until "Bombs Away." At that moment I heard a loud bang that sounded like a single shot from the top gun turret just behind me.

All hell broke loose and things started happening. The number 2 engine on the left wing was losing power and the number 4 on the right lost oil pressure. I pushed all throttles forward, checked the instruments, and then feathered both engines while I was still able to do so. The ball turret gunner, Ed Macy, shouted over the interphone, "*black smoke out of number 3 engine.*" On too many occasions we had seen bombers burst into flames and explode killing everyone on board, so I immediately feathered

number 3. Our B-17 "451" was now flying on one engine. I placed my hand on the toggle switch and was about to sound the "bail out" bell. Jumping would have meant crew members killed in action or made prisoners of war. I decided that we would stay with "451." We fell out of formation and dropped from 27,000 feet to about 15,000 feet, where I was able to level off and maintain altitude. The number 1 engine was running at full throttle, and I was not able to slow it down. It seemed that the throttle cable had sheared off and, fortunately, the engine assumed a full throttle position through an automatic spring load for just such an occasion. I was concerned about

the fuel the one engine was using since a single engine wide open uses more fuel than four engines at low power.

Soon after we dropped out of formation, two P-47s came along side as protection against enemy fighters. They escorted us all the way back to the English Channel at which point they did a slow roll and took off into the distance. After reaching the Channel I had the crew throw out anything they could, guns, ammunition and whatever was not tied down, in order to lighten the load. I started a slow descent and headed for home. Close to Molesworth I called the tower and explained the situation so as to prepare them for a crash landing. I lowered the landing gear and to my relief it worked fine. The wind stream

started rotating the tires which gave me a chance to check the brakes. As Co-Pilot Clarence D. Bristol and I looked out the windows I applied brakes and nothing happened. The wheels kept spinning.

I instructed the crew, with the exception of the copilot, to take up crash landing positions in the radio room. Clarence and I were



then ready to bring in "451." I made a wide turn onto the final approach, let down slowly to the runway, and Clarence shut power on the number 1 engine that was still running full. We touched down, the landing gear held up, and Clarence immediately shut down the master electric switch to avoid any chance of fire. I applied the brakes hoping that I might get one shot but nothing happened. We kept rolling. I was able to kick the rudder while we still had enough speed and our plane turned off the runway into the mud and slowly bounced to a stop. It had rained the day before and the ground was muddy. Fire trucks, ambulances and crash wagons were there to greet us. Fortunately, they were not needed.

We later found out that one of our own bombs, probably due to a faulty spinner fuse, exploded on the way out just below our plane. The bomb was of the type that was scored like a hand grenade so it would burst into many small pieces upon explosion. The fuel tanks in the wings were self-sealing so we did not lose fuel. The damage was so extensive that

I wondered how the wings had held up and did not fall apart on the way home. That only convinced me again how reliable the B-17 Flying Fortress was, and the damage it can absorb and still keep flying.

Our "451" was grounded for repairs. As a crew we completed the last two of our 35 missions in any pick-up

plane available, finishing on 20 January 1945 after an attack on a railroad bridge in Mannheim, Germany. We all felt that we had lost a good friend who had served us well in many a tight spot, and it was time to move on.

Kallet Crew in photo above:
(Back L-R) 1Lt Clifford F. Muth, Jr. (CP), 2Lt Michael D. McCarty (N), 1Lt Sidney Kallet (P), 1Lt Lewis S. Harrison (B)

(Front L-R) Sgt Raymond J. Killelea (WG), Sgt Frank W. Clarke (R), Sgt William J. Lewis (E), Sgt Edward J. Macy (BT), Sgt Joseph Terreri (TG)

Originally published in the Hell's Angels Newsletter, November 2001, Eddie Deerfield, Editor. Reprinted here with permission.

CHAPTER NEWS



8th Air Force Historical Society Oregon Chapter Edited by Joan Hamilton

On Saturday, November 13, 2021, the Oregon Chapter of the 8th Air Force Historical Society dedicated a memorial plaque at Beaverton Memorial Park honoring the U.S. 8th Air Force for this year's Veteran's Day. The 8th Air Force, which became known as the "Mighty Eighth," served as the U.S.'s contribution to the air war against Nazi aggression in World War II.

The memorial commemorates the service and sacrifice of

Americans who served in the Mighty Eighth in World War II from 1942-1945. The Oregon Chapter of the 8th Air Force Historical Society was founded to preserve the living history of the 8th Air Force Veterans from this region. With the passing of so many of these heroes, it is time to more publicly and permanently memorialize them.

F. G. Meyer, Adjutant of Beaverton Post #124 of the American Legion Dept. of Oregon, commented "The American Legion Beaverton Post #124 is greatly honored to have been chosen as the home for this

8th Air Force memorial plaque. The plaque is a wonderful and fitting addition to the Beaverton Veterans Memorial Park." [Press Release: Dwight Gruber]

8th Air Force Historical Society Wisconsin Chapter Don Hilbig, President

It was a raucous birthday celebration for our Chapter member, Don O'Reilly, who turned 100 years old in November. The accompanying photos tell the story. Don was a military policeman at several 8th Air Force bases in England and loves to share his stories, especially those

CHAPTER NEWS



about the events of D-Day. This



meeting was held on December 7th and, along with Don, we paid tribute to 8th Air Force veterans



Bob Birmingham (458th Bomb Group, B-24 crewman) and Chet Gardeski (305th Bomb Group, B-17 flight engineer). Bob turned 96 and Chet was 98.

On a more serious note, we also recognized and commemorated Pearl Harbor Day with a reading of names of Wisconsin military

personnel killed in the attack; prayers; and a poignant reading of the poem "High Flight" by John Gillespie McGee, an RCAF pilot killed in England in 1941. We also noted the recent pass-



ing of chapter brothers Harvin Abrahamson and John Rogala – R.I.P. We ended the service with the solemn playing of "Taps". The meeting was concluded with a birthday luncheon followed by an exciting presentation on the history of the P-51 Mustang fighter by Gregory Krueger, Curator



of Exhibits for the Wisconsin Veterans Museum. All in all, a chapter meeting to remember.



Photos: (Clockwise from top) Don Hilbig, WI Chapter president, addresses the group; Cindy Drehmel accepts award from Tom Hansen for her many years of faithful service leading the Chapter; Don's official 100th birthday cake; Don O'Reilly speaking to the group; Chet Gardeski (305th BG) acknowledges the crowd's applause; Don O'Reilly with his special cake; and center, Bob Birmingham describing his experiences as a B-24 nose gunner/toggler, 458th BG.

48TH ANNUAL 8TH AFHS REUNION WASHINGTON, D.C. ~ ARLINGTON, VA OCTOBER 19-23, 2022

Washington, D.C. has been our nation's capital since July 16, 1790. Be prepared for an incredible reunion experience the entire family will enjoy every single day!

Our Thursday morning tour:

Steven F. Udvar-Hazy Center



Opened in 2003, the Steven F. Udvar-Hazy Center serves as a partner facility to the National Air and Space Museum. The two locations together attract more than 8 million visits per year, making the National Air and Space complex the most popular museum in the United States.

For aviation enthusiasts young and old, the Udvar-Hazy Center is just plain cool. The expansive museum consists of two hangars—the Boeing Aviation Hangar and the James S. McDonnell Space Hangar—which house dozens of aircraft and spacecraft. Some of the most notable include the Lockheed SR-71 Blackbird, a Concorde, and the space shuttle Discovery. The Mary Baker Engen Restoration Hangar has

an observation overlook, allowing visitors to see the preservation and restoration work underway by the Museum's collections staff.

The aircraft and spacecraft hanging overhead would be impressive enough, but the Udvar-Hazy Center also offers thousands of additional artifacts to view and many interactive, family friendly exhibits and activities. Prepare to take off and explore Sport Aviation, World War II Aviation, Space Science, and more. Before departure, browse the museum store and take home unique aviation and space themed souvenirs.

Our Thursday afternoon tour includes:

Arlington National Cemetery Tour



Experience a narrated trolley tour of the Arlington National Cemetery. Our private tour of Arlington National Cemetery includes stops near the Ord & Weitzel walking gate to see President John F. Kennedy's gravesite, U.S. Coast Guard Memorial, U.S. Army Gen. John J. Pershing's gravesite, the Tomb of the Unknown Soldier—including chang-

ing of the guard—and the Arlington House (The Robert E. Lee Memorial).

Air Force Memorial

The Air Force Memorial honors the service and heritage of the men and women of the United States Air Force. The three stainless steel spires reach a height of 402 feet above sea-level. It is adjacent to the Arlington National Cemetery and overlooks the Pentagon.

US Marine Corps War Memorial (Iwo Jima Memorial)



The U.S. Marine Corps War Memorial's world-famous statue, which is based on the iconic photograph taken by Associated Press photographer Joe Rosenthal, depicts the six soldiers who raised the second American flag at Iwo Jima in the Japanese Volcano Islands on February 23, 1945, signifying the conclusion of the American campaign in the Pacific during World War II.

Friday afternoon we will tour the Washington Mall.





Some of the highlights include:

Vietnam Veterans Memorial

This memorial honors member of the U.S. armed forces who fought, died in service or were listed MIA during the Vietnam War. It is divided into three separate parts; the Three Soldiers statue, the Vietnam Women’s Memorial, and the well-known Vietnam Veterans Memorial Wall. Controversy



surrounded the memorial’s unconventional design for its dark color and lack of decoration, but it quickly became a place of grieving, pilgrimage and healing. Today it stands as one of the most visited and moving memorials on the National Mall, as visitors have made a tradition of leaving mementos, letters and photographs of loved ones lost in the war.

Korean War Veterans Memorial

The Korean War Veterans Memorial was dedicated in 1995, on the 42nd anniversary of the armistice that ended the conflict. The memorial consists of 19 statues of soldiers representing a squad on patrol, drawn from each branch of the Armed Forces. The 19 figures create a reflection on the wall, symbolizing the border between North and South Korea: the 38th parallel. Alongside the soldiers stands the Mural Wall

with more than 2,400 photographs of men, women, and dogs who served in Korea.

Pershing Park/World War I Memorial

The American flag was raised over the World War I Memorial for the first time on Friday, April 16, 2021, at the formal unveiling of the memorial that honors the 4.7 million Americans who served their nation in World War I, including 116,516 who made the supreme sacrifice. Built by the United States World War I Centennial Commission and designed by architect Joseph Weishaar, the new memorial incorporates the existing memorial to Gen. John J. Pershing, commander of the American Expeditionary Forces during the war.



World War II Memorial

The National World War II Memorial, which honors the spirit and sacrifice of the 16 million men and women who served overseas and the more than 400,000 who perished, opened to the public in April 2004. The memorial built to celebrate the the heroes of the Greatest Generation remains one of the most visited sites on the National Mall, with more than 4.2 million visits in 2014. Each year, more than 300 Honor Flights bring World War II veterans, as well as those who served in the Korean and Vietnam wars, to the memorials dedicated to their service.

For a change of pace, on Saturday our tour will take you to:

Old Town Alexandria

On the Potomac River within eye-sight of Washington, D.C., Alexandria, VA, is nationally recognized for its rich history and beautifully preserved 18th and 19th century architecture. Named a Top 3 Best Small City in the U.S. 2021 by the Condé Nast Traveler Readers’ Choice Awards and one of the South’s Best Cities 2020 by Southern Living, Alexandria hums with a cosmopolitan feel and a walkable lifestyle—a welcoming weekend escape next to our nation’s capital. A nationally designated historic district founded in 1749, Old Town Alexandria is home to more than 200 independent restaurants and boutiques alongside

intimate historic museums and new happenings at the waterfront, making it the perfect home base for your D.C. vacation and an unforgettable getaway of its own.

Explore. Relax. Regroup. Have lunch at any of the

numerous restaurants or bistros.

Busses will return you to the hotel in plenty of time to get ready for our evening Gala!





48th Annual 8th AFHS REUNION

Crystal Gateway Marriott, Arlington, VA

October 19-23, 2022

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.

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 up to 3 guests registering with you. The principle attendee **MUST** be a current member of the Society to register for the reunion. You may JOIN and/or RENEW directly on the registration form. If you are a veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ ALL meals are priced separately. Breakfast/Brunch Buffet will be served beginning on Thursday, October 20, thru Sunday, October 23. Be sure and select your choice of entrée if you plan on attending the Saturday evening gala.
- ⇒ There are four [4] 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.

◇ 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
[a 3% convenience fee will be added]

and then

**EMAIL to:
ManagingDirector@8thAFHS.org**

ALL registration forms **MUST** be received by **September 16, 2022** 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



48th Annual 8th AFHS REUNION

Crystal Gateway Marriott, Arlington, VA
October 19-23, 2022

HOTEL RESERVATION INFORMATION

(800) 393-3680

CLICK HERE--> Book your group rate for 48th Annual Reunion Air Force Historical Society

(Reference '8th AFHS' for group rate)

Location

The Crystal Gateway Marriott is located at **1700 Richmond Highway, Arlington, VA, 22202**, and provides the perfect home base for your visit to the Washington, D.C. area. Ideally located in Arlington, VA, the hotel is near Reagan National Airport (DCA) & Washington, D.C. The exciting new National Landing development is close by as are Pentagon City, downtown Washington D.C., and Old Town Alexandria. All are easily accessible via the nearby Crystal City Metro. Stylishly refreshed hotel accommodations showcase deluxe bedding, Smart TVs, walk-in showers and city views. Challenge yourself to a workout in the expansive fitness center before dining at **15th & Eads**, the sophisticated American restaurant. You will be dazzled by the comprehensively transformed Arlington Ballroom, which can seat up to 2,100 guests. This hotel has it all.

Shuttle Service

For those of you flying into the **Ronald Reagan Washington National Airport**, there is complimentary shuttle service to and from the airport to the hotel. To use the shuttle, go to the lower level, baggage claim. At this time the shuttle will pick up at door 4 and/or 7. Times are every 30 minutes at the quarter hour past and 15 minutes until the hour. The shuttle runs from 5am to midnight, daily. You do NOT need to call and/or reserve the shuttle.

If You Drive

Self parking is \$39 per day in the underground garage, valet parking is \$45 per day.

RESERVATION INFORMATION

Group Name: *8th Air Force Historical Society*

Reunion Dates: October 19-23, 2022

Rate: \$198+14.25% Rates are offered 3 days prior and 3 days post reunion based on availability.

Cut off Date: 9/28/2022

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
Reserve chair rentals early!

HOSPITALITY SUITES

HOSPITALITY SUITES will be offered to groups on a first come, first reserved basis.

The number of suites is limited, so we ask that you reserve your suite as soon as possible. Suites are located throughout the hotel, but we will post location information at the registration desk as to where each group is located!

PLEASE contact ME ASAP to reserve your suite!

Call or email ASAP:

**Debra Kujawa
Managing Director
912-748-8884**

ManagingDirector@8thAFHS.org



REUNION SCHEDULE

48th Annual 8th AFHS REUNION

Crystal Gateway Marriott, Arlington, VA
October 19-23, 2022

Wednesday, October 19

1:00pm — 6:00pm	Reunion Registration open
6:00pm — 7:00pm	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 20

7:45am — 8:45am	Breakfast/Brunch Buffet
8:00am — 12:00pm	Reunion Registration open
9:00am — 12:00pm	Steven F Udvar-Hazy Center Tour
1:30pm — 4:30pm	Arlington Cemetery & Memorials Tour
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Buffet dinner and program: <i>"Preserving a Legacy, the Footsteps of Bud Owens"</i>

Friday, October 21

7:45am — 8:45am	Breakfast/Brunch Buffet
8:00am — 12:00pm	Reunion Registration TBD*
9:30am — 11:00am	Group Meetings
12:30pm — 4:30pm	Washington Mall, Memorials, & Monuments Tour
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Rendezvous Dinners

Saturday, October 22

7:45am — 8:45am	Breakfast/Brunch Buffet
8:00am — 12:00pm	Reunion Registration TBD*
8:45am — 10:15am	General Membership Meeting
12:00pm — 4:00pm	8th AFHS Board Meeting
11:00am — 3:30pm	Exploring Old Town Arlington, VA Tour
1:00pm — 6:00pm	Reunion Registration TBD*
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 10:00pm	Gala Dinner and Program

Sunday, October 23

7:30am — 8:30am	Breakfast/Brunch Buffet
-----------------	-------------------------

*** TBD Registration may be closed during the time scheduled for certain tours.
Please pick up registration packets at your earliest convenience.**

***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

48th Annual 8th AFHS REUNION

Crystal Gateway Marriott, Arlington, VA
October 19-23, 2022

REGISTRATION CUT-OFF DATE IS September 16, 2022 (NO refunds on cancellations past this date)	Price p/p	# of People	TOTAL
DUES: The principal attendee <i>MUST</i> be a CURRENT member of the 8th AFHS to register for this reunion. If you are NOT CURRENT, or a member, please pay your yearly dues here:	\$ 40	#	\$
REGISTRATION FEE (non-refundable): EVERY attendee MUST pay registration fee	\$ 45	#	\$
BREAKFAST/BRUNCH BUFFET served 7:45am-8:45am, Thursday-Sunday (Price is \$40 per person per day) Thursday: # _____ Friday: # _____ Saturday: # _____ Sunday: # _____	\$ 40	#	\$
<u>DINNERS</u>			
Thursday, Oct 20: Dinner Buffet	\$ 57	#	\$
Friday, Oct 21: Rendezvous Dinners—Roasted Free-Range Chicken & all the trimmings!	\$ 58	#	\$
Saturday, Oct 22: GALA Banquet (Please select one entrée per person)			
Grilled Marinated Flank Steak (beef)	\$ 58	#	\$
Pan Seared Herb Crusted Salmon	\$ 58	#	\$
Vegetarian, vegan, gluten free, etc—Please indicate type: Thurs _____ Fri _____ Sat _____	\$ 58	#	\$
TOUR OPTIONS: ALL tours are LUNCH ON YOUR OWN each day			
Thursday, Oct 20: 9am-12pm Steven F Udvar-Hazy Center	\$ 38	#	\$
Thursday, Oct 20: 1:30pm-4:30pm Arlington Cemetery & Monuments	\$ 25	#	\$
Friday, Oct 21: 12:30pm-4:30pm Washington Mall & Memorials	\$ 38	#	\$
Saturday, Oct 22: 11:00am-3:30pm Historic Old Town Alexandria, VA	\$ 38	#	\$
Total amount payable to: 8th AFHS			\$

Please PRINT. If registering a veteran, please list their name, first. *MAXIMUM of FOUR [4] persons per registration form, please!*

MEMBER NAME (for name tag): _____ WWII VETERAN? _____

BG/FG Affiliation (for Rendezvous Dinner seating) _____ Post WWII Veteran: _____ (Branch of Military): _____

SPOUSE or GUEST #1: _____

GUEST #2: _____ GUEST #3: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH #: _____ EMAIL: _____

EMERGENCY CONTACT: _____ PH #: _____

PLEASE INDICATE IF YOU WILL BE USING A WHEELCHAIR ON TOURS: _____ NEED HYDRAULIC LIFT?: _____

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

IF paying by credit card, you may SCAN and email form to: ManagingDirector@8thAFHS.org



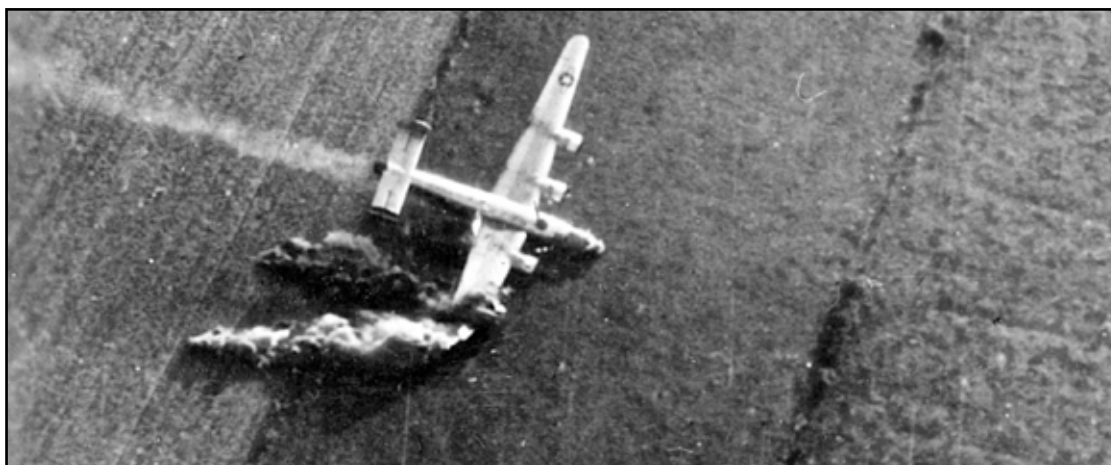
The Search for the Man on the Bike on the Dike

by Robert Baumgardner, Jr.

I heard the story of the bicyclist on the dike only one time, in July 2000 at the party marking the 80th birthday of my uncle, Col. Haynes Madden Baumgardner (USAF, retired). That was the first time I saw the scrapbook recording his experience as pilot of a B-24 Liberator bomber in the 491st Bombardment Group of the U.S. 8th Air Force during World War II. As we leafed through the stiff, black pages, he described the low-altitude supply mission he flew to Allied troops in the Netherlands on 18 September 1944, the second day of Operation Market Garden. Returning from the drop zone he saw the plane flown by squadron leader Capt. James Hunter shot down and explode in front of him. In response, the rest of the squadron descended as

low as possible and flew on “below dike level”, as Haynes put it. Approaching one of those dikes Haynes saw a man on a bicycle directly in his path. Flying at 210 mph only a few feet off the ground, he had neither time nor room to maneuver. The bicyclist survived only by throwing himself off the bicycle as the plane’s propellers sliced the air over him.

On that summer day in 2000 I was captivated by photographs in the scrapbook, which show supply-laden parachutes blooming behind low-flying B-24s, GIs in jeeps headed toward the Wilhelmina Canal (seen in “A Bridge Too Far”), and, most searing—Captain Hunter’s bomber at the moment the right wing tip touches the ground. And I wondered



Plane flying low over dike

what the bicyclist thought of his near-fatal encounter with my uncle. But, I did not have time to find out until I retired two months after Haynes died in 2017. Mindful of my uncle's wartime service and 30-year career in the U.S. Air Force, I decided to do everything I could to find *the man on the bike on the dike*.

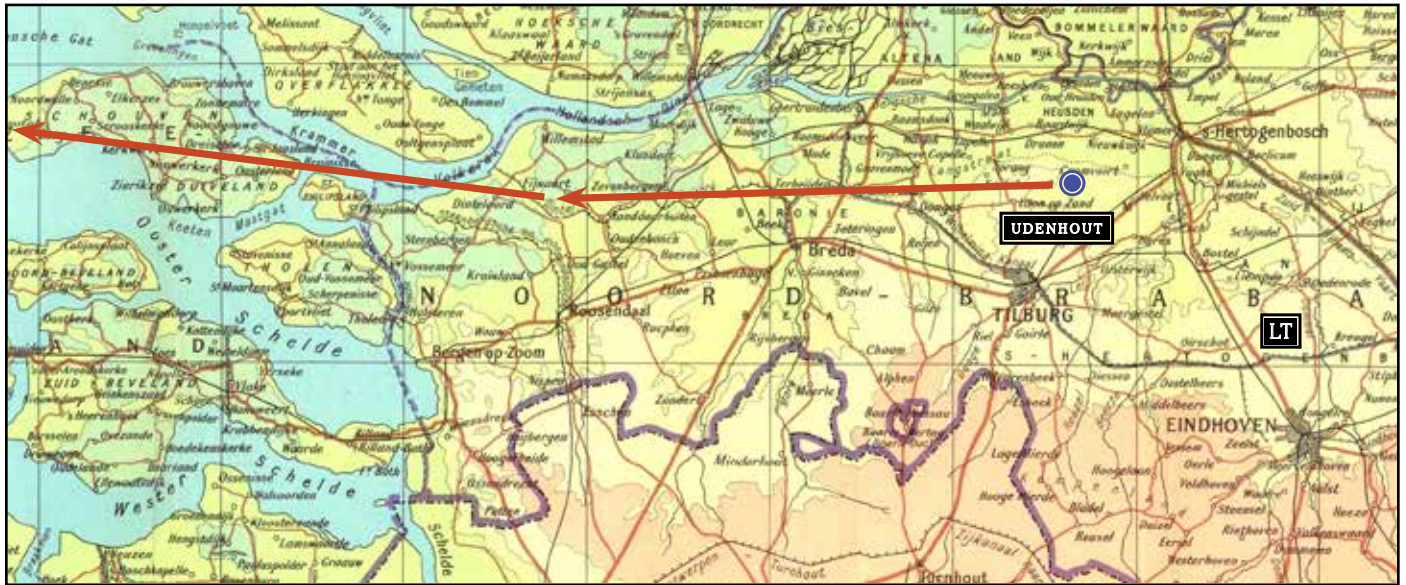
My first day in retirement I began an on-line search for information about the 18 September 1944 mission. I contacted U. S. Air Force archives, U. S. National Archives, the Library of Congress, WWII-related museums in the UK and, most important, every WWII-related museum in the Netherlands. Many people were politely discouraging, describing my hunt for an unknown man somewhere in a country with thousands of dikes as 70+ years too late, and all but impossible (the phrase "needle in a haystack" was a popular response). But, Ernst J. Vos, volunteer at Wings of Liberation Museum, was interested immediately. With crewmembers' accounts from the declassified after-action report for the 18 September mission (thank you, National Archives) and Ernst's deep knowledge of Operation Market Garden (the focus of his museum), we were able to define the approximate route of the 491st Bombardment Group from Capt. Hunter's crash site (thank you Air Crew Remembered) to the Dutch coast. And the search began in earnest.

Knowing the approximate route of the low-flying squadron narrowed the search to a

60-mile-long corridor across southern Netherlands. I contacted historical societies, regional archives, newspapers, churches, and local history buffs in the corridor. In tandem with the on-line search, I scoured my family's archives and found a 1995 letter my uncle had written to his extended family, describing his most interesting missions.

*"On Sunday, 17 September, our Bomb Group flew two practice missions, one in the morning, one in the afternoon, to get acquainted with a 250-foot low-level mission. We took off with our supplies on Monday...When we dropped our supplies to turn left and climb out, I saw our Group Leader (Capt. James K. Hunter) crash, as his right wing tip hit the ground. The Deputy Leader stayed low and we returned to the Channel at tree top level or below...I flew below dike level at times, just climbed a little to clear and right back down. **[I will] never forget the bicyclist crossing the dike in front who saw us at the last minute, threw himself to the ground.**"*
[emphasis added]

In spite of these efforts, 17 months of on-line searching did not reveal the bicyclist. I knew that the bicyclist and his immediate family were not likely to be active on the internet, given their



Above, map showing route out of Holland

age. So, I ran an ad in the personals section of a regional Dutch newspaper. It appeared next to an ad for erotic services and, (predictably?) garnered no responses. Finally, desperation spawned inspiration. I commissioned a brochure to take to the Netherlands and hand out at commemorations of the 75th anniversary of Operation Market Garden in September 2019, in hopes that someone interested in WWII history had heard this bizarre tale. In the meantime, in April 2019 I sent digital copies of the brochure to my Dutch correspondents. One of them, Henk den Ridder, journalist at a regional newspaper in southern Netherlands, wrote a story that appeared in the print version of *BN de Stem* on Monday, May 13. (To see this and related stories on-line, go to bndestem.nl. Click on the magnifying glass icon, then next to the word “Zoek”, type: Baumgardner 1944. Then, you can copy and paste into Google Translate, unless your Dutch is much better than mine.)

The day the article was published den Ridder received an email from Henri van Leent, resident of Zevenbergen, saying that he was the grandson of the bicyclist, and that his 97-year-old mother, Adriana, still remembered the day her father came home and exclaimed that he almost had been killed by a low-flying airplane. Remarkably, Henk had lived next door to the van Leents for 25 years but had never heard this story!

In a follow-up interview, Adriana (known to all as Tante (“Aunt”) Ad) recalled that on Monday afternoon, September 18, 1944, her father, 52-year-old Gerardus (Geert) Krijnen arrived home “enormously scared and startled”. She said that “He shouted that he had almost died.” Then he described his near-fatal encounter with a large, low-flying plane at the Zwartenberg bridge. Geert had left his son Jan’s hospital bedside in nearby Breda and ridden his bicycle along the dirt road back toward Zevenbergen. As he approached the bridge over the Mark River he heard the roar of engines and saw coming toward him a large airplane, skimming the ground at high speed. He jumped off the bicycle and ran down the embankment as the plane passed over his head. Then, he picked up his bicycle and pushed on to the house on Koekoeksedijk, where he lived with his wife, Johanna, and their four other children.

Just the day before, Geert and Johanna’s son, Jan, had been taken by ambulance to Diaconesseziekenhuis hospital in Breda, paralyzed by a then-undiagnosed brain tumor. Geert and 22-year-old Adriana visited Jan over the next few days, until the Zwartenberg bridge was destroyed and fighting between German and Allied forces made the 20-km trip too dangerous to attempt. Weeks later, after the Germans were routed, Geert was able to bike to Breda again, only to find that



Lt. Haynes M Baumgardner

Jan had died November 22. Because the family had only one bicycle, only Geert could attend Jan's funeral.

On September 21, 2019 (75 years and 3 days after the encounter) we visited Henri and Tante Ad in Zevenbergen. Then we found out just how remarkable the successful completion of my quest was. Adriana had never told the story of her father's encounter with the B-24 to anyone, including her son, Henri. In the midst of the destruction that occurred as the Allies and Germans fought over Zevenbergen, this quirky incident faded into insignificance. In November 1944 more than half the town's population, including the Krijnens, had crowded into the basement of the Catholic church for 9 days and nights to avoid shelling that destroyed much of the town, including the belfry over their heads. Besides, bringing up the bicycle incident would have revived the painful memory of the lonely death of Adriana's younger brother, Jan, which was never mentioned in the

family. So, if "Tante Ad" had not lived to the age of 97, had she not retained her remarkable memory, if she hadn't subscribed to *BN de Stem*, and if she hadn't read the paper that particular Monday morning in May, we never would have found the man on the bike on the dike. To see a video of our meeting (and the re-enactment of the encounter between the bicyclist and the B-24) check out this

YouTube link: <https://www.youtube.com/watch?v=hAsAMZ-ykf-I>



The Krijnen house on Koekoeksedijk, outside Zevenbergen

Geert Krijnen continued working in a sugar beet processing plant after the war. He died March 26, 1977, at the age of 84, having outlived six of his ten children. Adriana married

Jan van Leent in 1954, and they had one son,

Henri. Jan died in 2011. Henri is a retired cook and his mother's caregiver, living next door to her on Nieuwe Kerkstraat in Zevenbergen.

For more information, please contact:

Robert W. Baumgardner, Jr.
rbphotos@austin.rr.com

"HEAVEN CAN WAIT" THE FINAL MISSION

BY COLLIN ALLAN

Evan E Allan of Mapleton, Utah, was the co-pilot on a B-24 Liberator bomber named, "Heaven Can Wait" during World War II. In early September of 1944 he wrote his fiancée that he had completed 22 missions over enemy territory and was beginning to "sweat it out"—meaning that after the completion of the rest of his missions to complete a tour of duty he would be eligible to return home for a furlough.

A recent letter from Lt. Col. Jim Woods states that he arrived at the 489th bomber field near Halesworth, England, near the end of August. He said,

"...it was the practice of the 489th to send a seasoned co-pilot with new crew on their first mission. On September 11, 1944, our first mission was to Magdeburg, Germany, and I found it most comforting to 'have an old hand' sitting beside me when the flak (which was moderate to intense and very accurate) started to burst around us. I think I might have panicked had it not been for the calm demeanor and encouraging words I got from Evan Allan."

About this time, Field Marshal



Montgomery, Britain's highest military leader, was concocting a plan to have Airborne troops dropped into the Netherlands to secure key bridges and then his army would move up the autobahns to Arnhem and across the Rhine River to drive into Germany, well into the fall of 1944. It was a plan fraught with logistic problems and unknowns, depending greatly on key timing and operational perfection. The paratroopers were to be supplied by air drops from B-24's. This operation was called "Market Garden" and is described in the book and movie, "A Bridge Too Far."

The 489th Bomb Group had a key role to play: they were to re-supply General James Gavin's All American 82nd Airborne Division near Groesbeek on September 18th. The 82nd's objective was the bridge at Nijmegen. The paratroopers were dropped on September 17th.

To avoid detection by German radar, the 24's came in across the Dutch coast flying at an elevation of 50 feet. Any German troops that were in the vicinity fired at the planes with any weapons they had. The Dutch people were also out in the streets cheer-

ing and waving—hoping that five long years of occupation by the Nazis was nearing the end. When flying so near to the ground, it was difficult to get bearings. The plan called for a turn at a bridge over the Waal River and then on to the Drop Zone. The bridge had been blown up by the Germans during the night and was difficult to locate.

The Drop Zone was in a farming area of rolling hills at an elevation of between 200-300 feet. (Most of the Netherlands is below sea level.) When the bombers came over the trees to the west of the Drop Zone, they were greeted by confusion. Gliders, parachutes, and wrecked gliders were scattered about. They knew the supplies were desperately needed and it was critical to get them in the right place. A radio beacon and smoke pots were the

identifying ways to guide them in. Unknown to the bombers, in an all too typical military SNAFU, the Groesbeck beacon had been taken to Eindhoven and the Eindhoven beacon was at Groesbeck—offering no help at all. During the morning, there had been an artillery duel with the Germans in the Reichswald Forest—about 3-4 miles distant. The Germans had set three Dutch farmhouses on fire, and they were still smoking. The battle smoke still covered the area making the smoke pots difficult to detect. Rather than drop in the wrong spot, the decision was made to circle to the left and come in again. This resulted in continued machine gun and small arms fire from the ground. Louis Hagen, on the ground wrote,

“...another fleet of supply planes came over to drop urgently needed ammo and food. The cold-blooded pluck and heroism of the pilots was incredible. They came in their lumbering four-engine machines at 600 feet searching for our position. The anti-aircraft fire was such as I have only heard during the worst raids on London but concentrated in one small area. The German gunners were firing at point-blank range, and the supply planes were more or less sitting targets. The rattle of machine guns from the scores of planes, the heavy anti-aircraft fire all around us, the sky filled with flashes and puffs of exploding shells, burning planes and hundreds and hundreds of red, white, yellow, and blue supply parachutes dropping—all in a small area—all activity on the

ground seemed to be suspended and forgotten on both sides. One could do nothing but stare...awe-inspired at the inferno above.”

When “*Heaven Can Wait*” came in the second time, another group was over the drop zone, so they had to circle again. The third time

When Brumbaugh stood up from his position in the nose, he looked into the cockpit area. There he observed the pilot, Lovelace, slumped over the controls with a bad wound on the left side of his head. The co-pilot, Allan, was also wounded in the head, but was struggling to land the plane. The plane soon landed on its belly. This was described by a gunner in another plane coming down as “partially under control.” The plane slid along the ground for approximately 200 feet, then went through a slow-moving stream about 50 feet wide, hitting a bank on the other side. When it hit the bank, the plane flipped over and broke in two.

Evan Allan was dead at the crash site, along with Neuling, Weideman, the navigator, and Anderson, the top-turret gunner. Lovelace probably survived the crash but died later, as he is still listed as “missing in action.”

The other five crew members survived the crash, although all were knocked unconscious. They survived because of the heroism of Evan Allan, who, even though badly wounded, brought the plane in under control. All five were taken prisoner and never saw the plane again. Evan and three crew-mates were buried in a small cemetery behind a Catholic Church about a half mile from the crash site in Hommersum, Germany. His body was returned for interment in the Evergreen cemetery in 1949.

Photo: copy of page from MACR 9424

9424

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIRCRAFT REPORT

Classification Assigned: **RESTRICTED**
by S. A. BRADSHAW, Lt. Col., AG
by F. M. WENNER, Capt., AG
Date: **24 Oct 44**

IMPORTANT: This Report will be completed in triplicate by each Army Air Forces organization within 48 hours of the time an air or a member is officially reported missing.

1. ORGANIZATION: Location, by name, of command or Air Force: **8th AF Group, 89th Squadron, Detachment None, Suffolk, County, England**

2. SPECIFIC PILOT OR CREWMEMBER: Name: **None**; (b) Course: **Unknown**

3. TARGET OR INTENDED DIRECTION: **GROESBECK, HOLLAND**; (b) TYPE OF MISSION: **Tactical**

4. WEATHER CONDITIONS AND VISIBILITY AT TIME OF LOSS OR TIME OF LAST REPORTED: **Visibility poor, clouds to 6,000 feet**

5. AIRCRAFT: (a) Make, model, serial number, type, and description: **4-engine, 1639, Ford Mustang, Target Area, or last known whereabouts of missing aircraft.**
(b) Specify whether aircraft was last sighted (✓) or last contacted by radio (✓); forced down (✓); seen to crash (X); or information not available (✓).

6. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check one) Enemy Aircraft (✓); Enemy Anti Aircraft (✓); Other circumstances: **None**

7. AIRCRAFT TYPE, MODEL AND SERIAL NUMBER: **F-4U, 42-74786**

8. NICKNAME OF AIRCRAFT, IF ANY: **"HEAVEN CAN WAIT"**

9. CREW: (a) Name, rank and service number of pilot: **LOVELACE, Claude T., 1st Lt., 0-806474**
(b) Name, rank and service number of co-pilot: **ALLAN, Evan, 2nd Lt., 0-719328**
(c) Name, rank and service number of navigator: **NEULING, Emil, 2nd Lt., 0-719328**
(d) Name, rank and service number of bombardier: **BRUMBAUGH, Donald S., 2nd Lt., 0-716709**
(e) Name, rank and service number of engineer: **ANDERSON, Edwin P., S/Sgt., 3805062**
(f) Name, rank and service number of top turret gunner: **BARTON, Ralph E., Sgt., 1615906**
(g) Name, rank and service number of middle turret gunner: **JOHNSON, Basil L., Sgt., 1311284**
(h) Name, rank and service number of tail turret gunner: **COMBE, Clifford T., Sgt., 3787357**
(i) Name, rank and service number of radio operator: **O'NEILL, Nelson G., Pvt., 6 1819837**

10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Missing Casually Yes (✓) or No (✓) (b) Not Missing Casually Yes (✓) or No (✓)

11. NUMBER OF PERSONS ABOARD AIRCRAFT, Crew: **8**; Passengers: **N/A**; Total: **10**
(Starting with Pilot, furnish the following particulars if not known all persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

	Name in Full			Serial Number	Current Status
	(Last Name First)	Rank	Service Number		
1.	Lovelace, Claude T.	1st Lt.	0-806474	MIA	
2.	Allan, Evan	2nd Lt.	0-719328	MIA	
3.	Neuling, Emil	2nd Lt.	0-719328	MIA	
4.	Brumbaugh, Donald S.	2nd Lt.	0-716709	MIA	
5.	Anderson, Edwin P.	S/Sgt.	3805062	MIA	
6.	Barton, Ralph E.	Sgt.	1615906	MIA	
7.	Johnson, Basil L.	Sgt.	1311284	MIA	
8.	Combe, Clifford T.	Sgt.	3787357	MIA	
9.	O'Neill, Nelson G.	Pvt.	6 1819837	MIA	

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE COLUMNS TO INDICATE BASIS FOR SEARCH:

Name in Full (Last Name First)	Rank	Serial Number	by Radio	Check only one Column		
				Last Sighted	Saw Crash	Survived
1. Roney, Ralph	S/Sgt	36449134			X	
2.						
3.						

~~CONFIDENTIAL~~

UNCONFIDENTIAL

they were able to put their supplies in the correct spot, but the price was high. One of the engines was smoking and battle damage was heavy. The enemy had plenty of time to set up guns on the exit route. About one minute after the drop, they were hit hard. At this time, Neuling, the radio operator, was in the bomb bay pulling in the shroud lines. He called over the intercom to the bombardier, Brumbaugh, for help, saying that his leg had been shot off.

Hicks, Lt. Col. Crawford E., USAF



(Ret.), 100, passed peacefully in his sleep during the early hours of Saturday, October 2, 2021. He was preceded in death by his first wife of

46 years, Rene Baron Hicks, his parents, Elmer and Myrtle, his brother Edward, and his sisters Marguerite and Dorothea. He leaves his second wife, Edna Wells Davis Hicks and their two dogs, Ande and Demelza, as well as three sons, six grandchildren, and thirteen great grandchildren.

Crawford was born on February 10, 1921, in Leitchfield, Kentucky to Myrtle Helen Crawford Hicks and Elmer Haden Hicks. He grew up on a farm, and his early life taught him to live without waste and to relish homegrown food. As a boy, he dreamt of being a pilot, and in 1942 he joined the Army Air Corps cadet program. He piloted a B-17 during WWII, flying missions out of Polebrook with the 351st BG. When his plane was shot down on his 10th mission, all the crew members survived but one, and Crawford and the remaining crew safely parachuted out of the burning B-17. Crawford was captured and imprisoned at Stalag Luft 3 near Zagan, Poland, where he spent eleven months as a POW. After a grueling forced march through a wintry German landscape, on April 29, 1945, he was liberated by General Patton.

After the war Crawford married Rene Baron, became a father, and spent another two decades in the U.S. Air Force. During his Air Force career, he taught ROTC at the University of Kentucky at Lexington, spent 3 years in Alaska, and 7 years at Robins Air

Force Base working in the Office of Special Investigations. He retired from the Air Force in 1967 and he and his family moved to Atlanta where he practiced law.

After Rene died in 1990, he moved to Macon, Georgia, taking advantage of its proximity to Robins AFB. He enjoyed the camaraderie at the Robins Officers' Club, and it was there that he met Edna. They shared a surprising connection: while Edna was in London during the WWII blitz, Crawford had been defending her country against the Nazis. They married in 2003. Crawford and Edna found each other late in life and for eighteen years their love filled every family gathering and was an inspiration to all.

Family was Crawford's joy, and he relished time with his sons spent traveling, golfing, and gathering for the Super Bowl every year, and just spending time together. He was just as enthusiastic about spending time with his grandchildren and great grandchildren who adored and cherished him.

Crawford attended Mount Calvary Lutheran Church. He was a member of The Caterpillar Club, the former Robins AFB Officers' Club, the 39th Flight Order of Daedalians, Military Officers Association of America, and was also the commander of POW meetings in Middle Georgia. He spoke frequently at military and ROTC events as well as schools, where he took delight in answering questions.

In the Air Force, he achieved the rank of Lieutenant Colonel and received many honors for his service including an Outstanding Unit award with a bronze star, a Prisoner of War Medal, a WWII Victory Medal, an Air Force Commendation Medal, a Good Conduct Medal, an Air

Medal, a National Defense Service Medal, and an Air Force Longevity Service Award with four oak leaf clusters. He was presented with a Prisoner of War medal by former Chief of Staff General Norton A. Schwartz. Crawford also authored a book recounting his extraordinary experiences as a WWII POW entitled, "Prisoner of War: Memoirs of Crawford E. Hicks." Crawford would have protested at being called a hero. Nonetheless, many of us see him as a war hero, and many of us also see him as a hero of the everyday life, one who took a genuine interest in others and whose warm presence was both joyful and dependable. Crawford had a generous spirit and joy that allowed him to make new friends and new fans wherever he went. He saw everyone as equal and treated them that way. Edna describes Crawford as the biggest flirt one could meet. He loved to help people, had a contagious smile, and never met a stranger.

Gratitude was a constant refrain in his life, and he often said, "Count your blessings," remarking at how blessed he himself was. Crawford led by example, rearing three sons to be like him, men of honor, a friend to all, and generous to those in need. His family lovingly called him "Daddy Warbucks," and also "Crawfie."

Throughout his life, he consistently met adversity with good humor and resilience, refusing to let the trials and tribulations of life bring him down. He never gave up on life, on people, or on relationships. He made his family proud and will continue to make them proud with the life he lived. The loss of this one-of-a-kind man will be felt far and wide.

Left to treasure Crawfie's memory are his wife of 18 years, Edna Wells

Hicks; sons, Steve Hicke (wife, Donna), Rob Hicks (wife, Margie), and Doug Hicks (wife, Julie); grandchildren, Adam (wife, Amy), Corey (husband, Drew), Jayme (husband, Geoff), Jason (partner, Lily), Kristina (husband, Chad), and Bradlee (wife, Emma); and numerous great grandchildren.

Nolan, Bernard Thomas (Barney),



99, passed away on November 30, 2021. Barney was born in Forest Hills, NY and came of age in Astoria during the Great Depression. He

began earning his own way at age 14 and left school at age 17 to help provide for the family. From an early age Barney's passion was airplanes, and he devoured books and magazines on the topic. He joined the Army Air Corps in 1943, primarily because his dream was to fly. (He almost didn't make it because he was two pounds underweight.) He was stationed with the 487th BG in Lavenham, England, and flew 33 missions over Germany and France during WWII. Upon return, he was stationed at Charleston AFB in South Carolina.

As fate would have it, Barney met the "girl with the green eyes" at a dance at the Officer's Club. He had to meet Sunny Davis. They were engaged one month later and married five months after that. Sunny went all over the world with Barney until they settled in Northern Virginia in 1958. On December 8, Barney and Sunny would have been married 76 years. Following WWII, Barney flew C54s to Cairo, Casablanca, and Tripoli as part of the Crescent Caravan. Deployments in the 1950s-60s

included Air Bases at Lajes and Ramstein, Andrews AFB, and the Pentagon. Barney earned a B.S. degree in Military Science at the University of Maryland in 1957. He had finessed his way into the Aviation Cadet program without a high school diploma but graduated with honors from UM - a testament to his smarts, intellect, and work ethic.

After he left the Air Force in 1965, Barney worked for NASA as an airborne geosciences program manager until 1981, then as an independent consultant until 1996. This work emphasized airborne measurements of earth resources to enhance satellite observations.

In the 1990s he directed field operations for a NASA rainfall measurement mission in Australia, a highlight of his later career. He also published four books and several magazine articles and gave numerous lectures of his experiences as a B-17 and B-24 bomber pilot during WWII. He was one of the few to have flown both aircraft in combat.

In addition to his professional life, Barney was a skilled cabinet maker and made early American pieces of his own design. He studied piano later in life and learned to play classical compositions. His love of music spanned piano concertos, big bands of the swing era, and orchestral works by George Gershwin. Barney also was an avid student of history and read extensively on ancient times up through modern day events. Barney was a devoted husband and father, and he consistently treated others with kindness and respect. He leaves behind his beautiful Sunny, daughter Pam and son Tom, daughter-in-law Jacquie, and granddaughter Christine and her husband Marc.

Yepes, William J., 99, of Tampa, passed away on December 4, 2021.



He was born on August 15, 1922, in New York City; the son of Paul Yepes and Esther Arroyo. William was preceded in

death by his wife, Lydia, of 64 years, and his daughters Evelyn Yebra and Elizabeth Mays, and by his nieces, Dolores Jackson and Tamara Booth. He is survived by his daughter, Esther Yepes, his granddaughter, Victoria Yepes Taylor (Kevin Taylor), his grandson, Adam Mays, and David Mays, his son-in-law. Also left to miss William: his sister and brother-in-law, Margie Yepes and John Garcia, his nephew John McBride and wife, Pam McBride; as well as his nieces and their children, Lourdes Knapp (Michael Knapp) from California and Angela Ourman from New York, and his nephew-in-law, Cole Booth, in Australia.

During World War II, William served in the Army Air Corp as a Bombardier on the B-17 ("the Flying Fortress") with the 303rd BG, where he flew 28 combat missions over Germany. William was a proud member of the 8th Air Force Historical Society. This past October, he attended their 47th Annual Reunion in Savannah, GA. William was honored to accept an award on behalf of his fellow veterans when it was declared that Thursday, October 28, 2021, would be known as Eighth Air Force Historical Society Day in the County of Chatham, Georgia. His family sends thanks to all of his friends from the 303rd and everyone who attended the reunion.

After the war, William returned to New York City and began his life-

TAPS

long career (of over 30 years) with the U.S. Postal Service retiring from Morgan Station, where he started as a clerk and rose to the level of supervisor. Shortly after his return from the war, he met the love of his life, Lydia, and they had three daughters. They enjoyed traveling through Europe, visiting family both on the East and West coast, and entertaining friends and family in their home. Many years later, with his wife, daughter, and granddaughter, William moved from Queens, NY, to Tampa, FL, to be closer to his sister and brother-in-law and to leave behind those cold, cruel New York City winters. Inspired by a particularly hard winter with three blizzards and lots of shoveling all around a corner house, he proclaimed "In Florida, as God as my witness, I'll never have to shovel again!"

William was a long-time parishioner at St. Paul Catholic Church in Carrollwood and a brother with the Knights of Columbus. He enjoyed attending Sunday mass, reading the newspaper, taking vigorous walks around the neighborhood, and 2-for-1 margaritas at Vallarta's, after Sunday mass. His favorite tunes were Frank Sinatra's "My Way", Barbara Streisand's "The Way We Were," and the mariachi classic, "Bésame Mucho."

When asked what his secret was to living a long life, William proclaimed that "the doctor said to *Keep Breathing!*" ...and a glass of red wine a day doesn't hurt either!

Yowan, Robert Clayton, 95, passed away on Saturday,



November 27, 2021. Born in 1926 as the youngest of 12 in Collinsburg, PA, His favorite boyhood memories

include skating and sledding on the frozen Youghiogheny River with his best friend Len Laurich.

In high school, he felt the call to join the Army Air Corps serving as a ball turret gunner in a B-17 bomber with the 487th BG. His greatest test came as he flew in the single largest air armada assault on December 24, 1944. That day he joined the Caterpillar Club deploying his parachute over Belgium and was rescued by the kindness of local farmers. He was honorably discharged with a Purple Heart shortly after.

He entered the University of Pittsburgh in June 1946 with assistance from the GI Bill. Bob thrived on learning to be a mechanical engineer, becoming an early member of the Pi Tau Sigma fraternity at Pitt and joining the Sigma Tau fraternity.

He married the love of his life, Elizabeth Stahlman on May 17, 1952. They celebrated 69 years of a loving marriage and raised three wonderful children together. Bob was an active member of the Monongahela community. He was enthusiastic about sharing its local history and carrying out the good work of Grace Lutheran Church as President of the Church Council and many other roles.

He was employed by West Penn Power and the United States Steel Corporation, Clairton Works. Bob was passionate and gifted in his work, presenting papers on Instrumentation Control at national engineering conferences and serving as a lifetime member of the American Society of Mechanical Engineers and Instrument Society of America.

As an involved member of his community, he also served as president of the Monongahela Lions Club and Mon Valley Golden Panthers. He held leadership positions in Boy Scouts and Explorer Scouts and was a member of the Disabled American Veterans, Carroll Township American

Legion, and Monongahela Elks. Though he didn't always find talking about his time in war easy, Bob served a 6-year term as the Pennsylvania State Chapter Director of the 8th Air Forces Historical Society and retired in 2020 as the President of the Western Pennsylvania wing of the 8th Air. Some of his favorite memories were of his travels with Betty to the numerous annual meetings of the 487th Air Force bomb group and the many friends he made there.

Bob was preceded in death by his parents, siblings and their spouses, along with a granddaughter, Megan Crowley. He is survived by his wife Betty and their children Susan (Dan) Crowley and their daughter Maura; David (Cynthia) and children Michael, Christopher (daughter Genie), Vivian, Steven and Patrick; Tim (Andrea) and children Lindsey and Tyler.

Special thanks to Joyce Odell and Bertie and George Poziviak for their loving care and support to Bob and Betty.

Bob's life was a commitment to faith, family, and service. He left an indelible impression of courage, optimism, and hard work on all who knew him. He will be truly and deeply missed.

We are NOT automatically notified upon the death of our veterans or other members.

*Please forward all TAPS to:
ManagingDirector@8thAFHS.org
or mail to:*

8th AFHS

68 Kimberlys Way

Jasper, GA 30143-4769

~
912-748-8884

A MOMENT IN TIME

Little Slice of Home

JM Pittman, Next Gen 466th BG



At Richmond Wollstein took a deep breath and tried to compose himself. Landing a four-engine bomber with no hydraulics on a beach was not for the faint of heart. Coming in low and fast, the stricken bomber plowed into the sand and shuddered to a bone jarring stop. Unbuckling his harness, the young pilot rushed to check on his wounded men. Twisted metal, shattered plexiglass, broken cables, spent oxygen bottles, and flight gear littered his path. Adrenalin coursed through his veins as he came face to face with the carnage in the back. The day's mission had left one dead, three wounded, and his Liberator headed for the scrap heap.

Taken off flight status, the Wollstein crew headed to a place of refuge. By the time they arrived, preparations for their care were in full swing. The girls of the American Red Cross had come to Europe for just such an occasion. Like overprotective sisters they would care for the men's every need. Serving coffee and donuts, arranging meals, writing letters, and even sharing a pint here and there would keep these women busy from dawn to dusk. More importantly they were an attentive ear, a tender heart, and a gentle touch for the men who had just lost one of their own. At Attlebridge, home of the 466th Bomb Group, Marge Ayers, Mary

Leeds, and Nell Hatcher would carry on the work. Staffing the Aero

Club, they tended to aircrew and ground crew alike. Many a night was spent listening to a lonely airman pour out his heart. Tired or not, when the Flying Deck Orchestra filled the air with music, they would welcome hundreds of boys ready to 'cut a rug'.

These girls (pictured at left) served without recognition. Air Medals and Distinguished Flying Crosses were never pinned to their uniforms. They never graced the cover of Life Magazine. Their role in support of the 8th Air Force has gone unheralded. From the Rainbow Club near Piccadilly Circle in London to

the Aero Clubs on airfields scattered across Northern England to the Donut Dollies that followed the troops, these young ladies crisscrossed the European landscape bringing a 'Little Slice of Home' to war weary airmen.

Today only a few remember who they were and what they did. Their legacy and their reward can only be found in the grateful hearts of thousands of young men whose lives they touched. SSGT Albert Pittman would write to his wife Louise, "Darling I want you to do something for me. Recently the Red Cross field director has been very, very nice to me and my
(continued on back)





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 previous page)

crew. And I want to show my appreciation in some way. I wish you would write her a letter and thank her for being so nice to me..." Seventy-eight years after writing this letter, his heartfelt thanks still resonate in my mind. To the girls of the American Red Cross, we offer our sincerest thanks for a job well done.

For those past and present, who labor behind the scenes to assist our veterans and keep the memory of their deeds alive we say, do not be weary in well doing. Continue to labor. Your rewards are written in the hearts of those you honor and support. Who knows, seventy-eight years from now someone's son may recall your deeds and how important they were to the people they love.

JM Pittman

Editor's note:

Crew #631 Richard Wollstein Crew 466th BG - 786th BS Standing Left to Right: Fred A. Riebe (B), Richard S. Wollstein (P), Maurus C. Owens (N), James B. Smith (CP). Kneeling Left to Right: William Scott (Ground Crew Chief), Eldred Schroeder (G), Bernard H. Tighe (FE), Charles J. Vejda (R/O), Steve Lindquist (G), Albert W. Pittman (G), Norman Clark (RWG). This crew was shot down on 13 August 1944 while flying B-24H-15-FO #42-52529 "Wild Pussy" (name changed to "Wild Princess" per officers' request) Code: U8-B Wollstein (P), Smith (CP), and Owens (N) were all KIA. Vejda (R/O), Clark (RWG), and Tighe (FE) all evaded capture and eventually returned to England. Lindquist had been KIA on 17 July 1944 when the crew was hit by flak and forced to crash land B-24H-15-FO #42-52511 on the beach near New Romney, England. The rest of the crew were made POW for the duration.