

March 2023



# 8TH AF NEWS

Volume 23 Number 1 Voice of "The Mighty Eighth"

**S** JUDITH ANDERSON, KENNY BAKER, RALPH BELLAMY, EDGAR BERGEN and CHARLIE MCCARTHY, KATHARINE CORNELL, JANE COWL, BOLGER, FIELDS, VIRGINIA GREY, LYNN FONTANNE, HAYES, KATHARINE HEPBURN, HUGH HERBERT

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**PLUS 6 NAME BANDS!**  
 COUNT BASIE - XAVIER CUGAT  
 BENNY GOODMAN - KAY KYSER  
 GUY LOMBARDO - FREDDY MARTIN

Presented by SOL LESSER • Produced by SOL LESSER • Directed by FRANK BORZAGE  
 SCREEN PLAY BY DELMER DAVES • A FRANK BORZAGE PRODUCTION • Released Thru UNITED ARTISTS

49th Annual 8th Air Force Historical Society Reunion ~ Ontario, CA  
**DETAILS INSIDE!**



# th AF News

March 2023

## Voice of "The Mighty Eighth"

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Front cover: Celebrating Hollwood "Over There" with a vintage Stage Door Canteen poster! Story begins on p.7.

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### THE 8TH A F NEWS

The Eighth Air Force News is dedicated to the memory of Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society in 1975, and Editor of the "News" for sixteen years. It is published quarterly and is the official news magazine of the Society, a 501(c)3 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



During our 37<sup>th</sup> Annual Reunion in 2011, there were over 70 WWII veterans in attendance. This past October at our 48<sup>th</sup>, there were eight. Sadly, we lost one of those 8 heroes, Teddy Kirkpatrick, just weeks ago.

Our reunions began in 1975 as a way for 8<sup>th</sup> A F veterans and their families to stay in touch with one another; to remember not only their time during the war, but to honor the memories of those who never returned. While attendees numbered in the upper hundreds not too long ago, our last reunion saw just over 300—and we considered that a great turnout.

The questions that sit in the middle of the room like the proverbial elephant remain: *What happens when our WWII vets are no longer able to attend our reunions? Will we continue without them?*

Several family members of veterans who are deceased or no longer able to travel are now coming to our

reunions as a way to honor their loved ones. And, as we experienced during our last reunion, there is an entire new generation of 8<sup>th</sup> A F heroes deserving to be celebrated and remembered.

While the Eighth Air Force of today looks a lot different than it did some 80 years ago, the heart and soul of each airman who serves now is just as dedicated and committed to the mission as those who have gone before him.

Please consider coming to our reunion this October in Ontario. Whether you are a 'first timer' or seasoned attendee, there will be something for everyone to enjoy and remember. Hope to see you all there!

With love always,

*Deb*



***Please JOIN or RENEW with 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: \$60 or £50 *outside US***

**Includes digital copy of 8th A F News ONLY~ *Hard copies are \$25 US or £20 outside US (annually)***

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](mailto: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.

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477623 28575

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

# PRESIDENT'S BRIEFING

**Paul W Tibbets IV**  
**President**



Hello everyone and Happy New Year! The Society's plans for our **49th Annual Reunion** are in full swing as you will see in this issue of AF News. We are very excited about our return to the west and our gathering in Ontario, California, October 18-22, 2023! Thirty-five miles northeast of Los Angeles, Ontario is known as the "gateway to Southern California." The city has its own international airport and is near L.A. attractions, Palm Springs, Disneyland and other theme parks, as well as the mountain resorts of Lake Arrowhead and Big Bear.

Three great tours are planned:

- March Field Air Museum & Planes of Fame Air Museum
- Palm Springs Air Museum
- L.A. Farmer's Market & Hollywood Highlights

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. First, we are moving out on our five **Focus Areas** and will have more to report in the coming months. These include (in no particular order):

- Strengthen 8 AFHS relationship and communication with current 8 AFHS bombardment groups/organizations
- Expand 8 AFHS to include post-WWII 8<sup>th</sup> Air Force organizations
- Strengthen 8 AFHS presence on social media
- Strengthen 8 AFHS relationship with the National Museum of the Mighty Eighth Air Force
- Develop funding opportunities

Second, we are kicking off a giving campaign called **Keep 'em Flying**. Along with dues, this income will create a more defined and reliable source of income to cover all our expenses. As you may remember from our previous correspondence and discussion at last year's reunion, after the modest increase in dues and elimination of the expense of printing and mailing the magazine as a benefit of membership, we still operate at a deficit of \$12,000 to \$15,000 a year. This has traditionally been covered, or partially covered, by donations. **Every member of your Board has accepted the challenge**, and we humbly ask for your consideration to participate as well!

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, Directors, and Advisors. It is greatly appreciated. If you have anything you wish the Board to address, please reach out to us.

Respectfully,

*Paul*

Paul Tibbets  
President, 8<sup>th</sup> AFHS

# TREASURER'S LEDGER

Anne Marek  
Treasurer



Greetings everyone –

I am including in this issue of AF News the financial position of the Society for the period ending December

31, 2022. This includes the Profit and Loss Statement and Statement of Financial Position. Those reports are printed here. As you can see our investment income incurred a loss of approximately \$90K last year.

Our portfolio manager, Mr. Gavin Natelli, advises me that so far this year it is up about 18%. He believes that slowly it will come back. We did have to sell off some investments at the end of last year in order to cover the shortfall we had between Annual Meeting income and expenses as well as advance deposits to cover our costs for our Reunion in October. Member contributions and donations totaled \$19,601 last year which is up about \$5K from the previous year. We are extremely grateful for the continued generosity of all our members.

The Board of Directors unanimously approved the “Keep ‘em Flying” Giving Campaign at their January mid-term meeting. *You will find the details on p.6 in this issue.* If any of you have any questions regarding any of our financial statements or this new campaign, please do not hesitate to reach out to me. My contact information can be found on page 2.

Anne  
Anne A. Marek  
Treasurer, 8th AFHS

Profit and Loss	
January - December 2022	
	Total
<b>Income</b>	
4000 Income/Miscellaneous	0.00
4001 Amazon Smile	174.76
4005 BOA Rewards	8.17
4010 Member Dues Annual	46,170.78
4012 Magazine Subscription	1,625.00
4019 Member Contributions/Donations	19,601.42
Total 4000 Income/Miscellaneous	\$ 67,580.13
4050 Investment Income	0.00
4058 Portfolio Dividends & Interest	3,817.55
4059 Realized Gain/(Loss) on Invest	0.00
4060 Unrealized Gain/(Loss) on Invest	-61,050.94
4061 Investment Management Fees	0.00
Total 4050 Investment Income	-\$ 87,873.39
Total Income	-\$ 20,293.26
Gross Profit	-\$ 20,293.26
<b>Expenses</b>	
5100 National Administration Expense	0.00
5102 Officers/Directors Gen Expense	742.85
5108 Web Site Expense	12,920.00
5111 Corporation Charges	70.00
5121 8AF History Projects	362.93
Total 5100 National Administration Expense	\$ 14,125.78
5200 Magazine Expenses	0.00
5210 Printing Expenses	16,952.76
5220 Postage Expenses	10,313.35
Total 5200 Magazine Expenses	\$ 27,276.11
5300 National Office Expenses	0.00
5303 Telephone/DSL	750.01
5304 Supplies	286.73
5305 Abila Software/ Computer Exps	2,820.33
5307 Office Rent	1,200.00
5308 Insurance	2,063.89
5312 FICA-8AFHS portion	3,804.57
5313 Payroll/ Office Management	49,832.92
5315 Postage & Shipping	470.50
5316 Bank Charges/ Returned checks	354.55
5317 Dues Collection Expense	1,811.73
5323 Merchant Account Usage Fees	2,500.55
5326 Payroll processing fees	1,615.00
Total 5300 National Office Expenses	\$ 67,610.78
Total Expenses	\$ 108,912.67
Net Operating Income	-\$ 129,205.93
<b>Other Income</b>	
6550 Annual Meeting Revenue	0.00
6551 Event Registration	85,172.09
Total 6550 Annual Meeting Revenue	\$ 85,172.09
Total Other Income	\$ 85,172.09
<b>Other Expenses</b>	
7100 Annual Meeting Expenses	\$ 49,832.92
7101 Supplies & Items for Sale	\$ 50,303.42
7103 Hotel Expense/Catering	\$ 50,657.97
7104 Tours/Transportation	\$ 52,469.70
7106 Reimbursements	\$ 54,970.25
Total 7100 Annual Meeting Expenses	\$ 66,685.25
Total Other Expenses	\$ 124,096.03
Net Other Income	\$ 233,008.70
Net Income	\$ 103,802.77

Statement of Financial Position	
As of December 31, 2022	
	Total
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Bank Accounts</b>	
1017 Oppenheimer & Co	135,301.91
1040 Bank of America Checking Acct.	33,921.49
1042 Bank of America Savings Acct.	32.46
Total Bank Accounts	\$169,255.86
Total Current Assets	\$169,255.86
<b>TOTAL ASSETS</b>	
\$169,255.86	
<b>LIABILITIES AND EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Other Current Liabilities</b>	
2050 Payroll & Taxes Payable	
2051 Payroll payable	2,896.57
2052 FICA & withhold taxes payable	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
<b>Equity</b>	
3200 *Unrestricted Net Assets	292,604.51
Net Income	-135,476.19
Total Equity	\$157,128.32
<b>TOTAL LIABILITIES AND EQUITY</b>	\$169,255.86



# “Keep ‘em Flying” Giving Campaign

The Board of Directors of the 8th Air Force Historical Society is kicking off an on-going Giving Campaign. Its mission is to keep our administrative functions operational. Historically it runs on a \$12-15,000 yearly deficit which has been partially covered by member donations when they send in their annual membership dues. We need the Society to have a more defined and reliable source of income.

We can accomplish our mission by establishing a group of members who are committed annually to keep the Society financially solvent. In this way, the Society will continue to preserve the legacy of our family members and loved ones who continually put their lives in danger and in some cases made the ultimate sacrifice. So please join our “Keep ‘em Flying” Giving Campaign by becoming a Charter Member in 2023. These Charter Members will provide critical financial support for the continuation of the Society. They will receive an appreciation certificate and be recognized on our website and on their Annual Reunion nametag. The first 22 to join will also receive the limited-edition 8th AFHS Ball Cap.

All participating Leaders will receive the premier benefits of their annual membership dues of \$60 being covered, and they will receive a hard copy of AF News which is a \$25 value. Below are the different levels of membership as a part of the “Keep ‘em Flying” Giving Campaign.

- \* Level 1 – Flight Leader with an annual donation of \$500 will receive both premier benefits.
- \* Level 2 – Squadron Leader with an annual donation of \$750 will receive both premier benefits plus the registration fee of \$45 to attend the Annual Reunion.
- \* Level 3 – Group Leader with an annual donation of \$1,000 will receive both premier benefits plus the registration fee of \$45 to attend the Annual Reunion and your Rendezvous Dinner ticket.
- \* Level 4 – Wing Leader with an annual donation of \$1,500 you will receive both premier benefits plus the registration fee of \$45 to attend the Annual Reunion, your Rendezvous Dinner ticket and your Gala Banquet ticket.

**Every member of your Board of Directors has stepped up and joined!** We invite you to become a Charter Member in 2023 and help us get the “Keep ‘em Flying” Giving Campaign off to an excellent start. Please use the coupon below to enroll. We thank you for your generosity.

Make sure **YOUR** name is on our “Keep ‘em Flying” Leader Board @ [www.8thAFHS.org](http://www.8thAFHS.org)

## “Keep ‘em Flying” Giving Campaign

First Name: \_\_\_\_\_ Middle Initial: \_\_\_\_\_ Last Name: \_\_\_\_\_  
 Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_  
 Zip code: \_\_\_\_\_ Email: \_\_\_\_\_

Level 1 – Flight Leader at \$500 \_\_\_\_\_      Level 2 – Squadron Leader at \$750 \_\_\_\_\_  
 Level 3 – Group Leader at \$1,000 \_\_\_\_\_      Level 4 – Wing Leader at \$1,500 \_\_\_\_\_

Please check which level you are choosing and mail with your check or credit card information to:

8th Air Force Historical Society, 68 Kimberlys Way, Jasper, GA 30143-4769.

Visa, MasterCard or American Express credit cards only.

Credit Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_ Amount \$ \_\_\_\_\_

By joining the 8th AFHS “Keep ‘em Flying” Giving Campaign and sending in this form, I hereby authorize the Society to process this application without my expressed written permission.

# HOLLYWOOD 'Over There'



by Suzie Harrison

American Battle  
Monuments Commission  
Cambridge American Cemetery  
and Memorial

Staff at Cambridge American Cemetery never cease to be amazed by the breadth of the stories of those for whom the American Battle Monuments Commission cares for in its cemeteries. The men and women ABMC commemorates really do come from all walks of life.

When Britain finally entered the war in Europe, many British citizens found themselves in the wrong place at the wrong time – they were for whatever reason overseas. They could either make their way home or prepare to hunker down and stick it out.

## David Niven

One of those was ex-Highland Light Infantry (HLI) officer, David Niven, who was waiting in Hollywood for the release of the film *Raffles* (December 1939), in which he starred opposite Olivia de Havilland. (*poster above*)

Having *suffered* an upper-middle class upbringing, Niven - a boy given to pranks - had found his way into the British army, as so many such gentlemen did

in in the 1920s and 30s. Commissioned as a Second Lieutenant in the HLI, he was posted to Malta, and then Dover Barracks, UK. Being a very personable young man, he made many useful contacts. However, life in a peacetime army began to pall, and after four years he decided, “I could become a good soldier, but I had seen the grass on the other side of the fence and oh! Brother! was it green.” Thus, he resigned his commission, and left for pastures new, in the USA.

Being a jobless Limey in Depression-era America, made for a few false starts, but acting having been suggested to him as a possible profession, he made his way to Hollywood. After a party with naval friends aboard *HMS Norfolk* (on a goodwill tour of the West Coast and Canada) he found himself transferred to the sail ship *Bounty* to get back to dry land. This *barque* was created by MGM studios as a replica of *HMS Bounty* which was to star in the eponymous film. The meeting of *Bounty* with her modern counterpart had been a PR stunt. Niven got his first break in *Mutiny on the Bounty* (1935), as Able-bodied Seaman (uncredited)!

# News from Across the Pond...

**Jimmy Stewart**

Charming David, through acquaintances, met Samuel Goldwyn, who beguiled by his *chutzpah*, ended up signing him for a 7-year contract to MGM. This led to a pre-war career of ever-better roles in *Rose Marie* (1936) – “... a lanky young actor from New York was making his debut in the same picture. James Stewart was his name”; *Dodsworth* (1936) - when he first worked with Director William Wyler (*The Memphis Belle*, 1944); *Thank you, Jeeves!* (1936); *The Charge of the Light Brigade* (1936); *The Prisoner of Zenda* (1937); *Dawn Patrol* (1938); *Wuthering Heights* (1939); *Batchelor Mother* (1939), amongst others; and finally *Raffles*.

It was onboard the *Iles de France*, returning from filming for *Dawn Patrol* in Britain, that David Niven met an enthusiastic young Austrian who was planning to open a ski resort in Aspen. Felix was a Nazi sympathizer, who extolled the virtues of Hitler. Niven stated that he “... listened politely but took none of it seriously.” David and Felix became firm friends. In September 1938, just as Niven was considering signing another 7-year contract with MGM, he sat listening to the car radio as Hitler spoke at the 10<sup>th</sup> Nuremberg Rally, the ominous tones of the rolling salutes causing him to feel distinct disquiet. He remembered back to Felix’s percipience.

A year later, just after filming for *Raffles* was completed, when sitting on a ketch with some of the *British Raj* (the Hollywood coterie of British actors) someone rowed out to inform them that they were at war with Germany, “... like millions all over the world, it was beginning to dawn on us that we were pawns in a game that had got out of control.”

Days later, keen to get into the fray as soon as possible, and out of his MGM contract, David falsely told producer Sam Goldwyn that he had been called up. Sam checked with the British Embassy, who said that was not correct, as all Brits were currently being told to stay put! Not daunted, David got his brother in Britain to send a deceptive cable purporting to be from the Army, which read – REPORT REGIMENTAL DEPOT IMMEDIATELY ADJUTANT. Sam let David go, as David told him he was bound to do, being in the Army Reserve. However, this was totally untrue as he had resigned his commission. David received a call from Felix who was bound for Germany. They sailed back to Europe together, and after a final hurrah! in Rome, went their separate ways. Felix died on the Russian Front.

The family that James Maitland ‘Jimmy’ Stewart was born into was considered gentry in Indiana, PA. The family business was the J. M. Stewart Hardware Store, where later Jimmy would help out. He also worked as a projectionist at the Strand Theater, loaded bricks, and painted white lines on the roads. By the age of 10 or 12 flying was his passion; and when he was at High School, he took his first barn-storming flight – for 15 minutes! While in his junior year at Mercersburg, he found Lindbergh’s flight from New York to Paris truly inspirational.

However, he studied architecture at Princeton, and it was there that he also found a taste for acting. After graduation, 1932, he was hired by the University Players in Falmouth, MA, and there he met friend for life, Henry Fonda. Both men moved to New York and Broadway, from where, following successful screen tests, they made their way to Hollywood. Once settled at MGM, Jimmy was able to fulfil his passion for flying. He took lessons and flew from Minesfield (now LA International) and Clover Field, and by 1941 had both private and commercial licenses.

Jimmy Stewart, movie star, was at the top of his game, in films such as *Speed* (1936), his first starring role; *Navy Blue and Gold* (1937); *The Shopworn Angel* (1938); *You Can’t Take It With You* (1938); *It’s A Wonderful Life* (1939); *Mr Smith Goes to Washington* (1939), which received the New York Film Critic’s Circle Award for Best Actor and for which he was nominated for Academy Award for Best Actor; *Destry Rides Again* (1939); *The Philadelphia Story* (1940), for which he won an Academy Award for Best Actor; and his final film before WWII service, *Ziegfeld Girl* (1941).

Yet he was also, “... a strong advocate of preparing for war and building superiority in the air,” so he decided to enlist. Unfortunately, he didn’t recon with the studio system, which tightly contracted the actors to work for them. Louis B Mayer of MGM pressured Stewart into staying out of the army. The draft beat them both to it! However, Mayer was relieved to learn that the Army rejected Jimmy due to him being a bit of a lightweight. Jimmy’s housemate, Burgess ‘Buzz’ Meredith, later remembered a determined Jimmy deciding to volunteer and appeal the army’s decision. This time, presenting Mayer with a *fait accomplis*, Stewart was in!



# News from Across the Pond...

*Jimmy Stewart and Clark Gable.  
(pictured right)*

With his background, Jimmy Stewart was assigned to the Army Air Corps, and commenced training as a pilot. After a check ride with instructor Capt. Bobby Heilpern, he was remarked as "... shy, intense, not much of a talker, and a very competent pilot." The actor made some public appearances and did radio work; the soldier took his turn with close order drill, KP and guard duty, finally being commissioned as a second lieutenant. Next on Jimmy's check list was to be assigned to a combat unit overseas. Deciding, again to do this without a *leg-up*, he opted for a twin-engine instructor. Based in New Mexico, he would take 3-day passes to Hollywood, occasionally meeting up with newly commissioned air force officer, Clark Gable, whose wife, Gina Lombard had recently died in an air crash while on a war-bond fundraising trip. This life-changing ordeal had pushed Gable into an active wartime role, and combat gunnery school, making Stewart even more determined. He fell in love with the B-17 Flying Fortress, graduating nearly top of his class. Jimmy badly wanted that combat job, but there was a rumor that he would be taken off flying status, so he cornered Col 'Hap' Arnold, who knew Stewart as "... mature, experienced and dependable ..." Arnold promptly promoted Stewart to captain and



*"My dear Jim boy,  
Soon after you read this letter, you will be on your way to the worst sort of danger. I have had this in mind for a long time and I am very much concerned...But Jim, I am banking on the enclosed copy of the 91st Psalm. The thing that takes the place of fear and worry is the promise in these words...I can say no more. I continue only to pray. Goodbye, my dear. God bless you and keep you, I love you more than I can tell you.  
Dad"*



## Glenn Miller

Alton Glen Miller was a son of the high plains and mid-west. The third child of Lewis (itinerant carpenter) and Mattie Lou Miller (schoolteacher), he was born in Clarinda, Iowa, on 1 March 1904. In 1906, Miller Sr. moved the family to Nebraska, where Alton's middle name mysteriously changed to Glenn.

In 1916 the family moved to Grant City, Missouri, where 13-year-old Glenn's first job was shining shoes. The family was not well off and used music as an escape. Miller remembered buying his first trombone with money earned from milking cows and mixing concrete.

*Glenn and Helen Miller  
(pictured left)*

Glenn was determined to make a career from his composing, playing, and musical arrangements. Ben Pollack gave him his first big break, and he played in the band alongside Benny Goodman.

# News from Across the Pond...

Since their days at the University of Colorado, Glenn had also been maintaining a long-distance courtship with Helen Burger eventually marrying her on 6 October 1928. Perhaps the secret of their successful marriage was the fact that she grounded the 'itinerant jazz musician,' suggesting he explore different musical styles and continue his studies with Dr Joseph Shillinger (who was also known for training George Gershwin and Oscar Levant).



When Miller replaced a trumpet in the band he had formed, with a clarinet – transposing the music to the higher register – he had finally found his 'sound.' Indeed, he was the first artist to be presented (1941) with a 'gold disc,' for 'Chattanooga Choo Choo.'

In summer 1941, Glenn Miller, with his civilian band, was at the height of his fame and fortune. At the time of the attack on Pearl Harbor – which brought the Americans into WWII – he was too old (37) to fight, but determined to take part, he registered for the draft. On 8 December 1941, Dave Dexter Jr, editor of *Down Beat* (also critic and recording executive) was dining at the Café Rouge, Hotel Pennsylvania, NY, when an introspective Glenn walked over and said ...

*"I wonder if any of us are aware of the enormity of the changes in our lives soon to come now that we're at war. Dave, you and I, our mothers and Dads, the children we may someday have, and even their children will be directly affected by what happened in the Pacific yesterday. America will never again be the way it was at midnight last Saturday. Even the world will never be the same. I don't know what I can contribute to the war effort but I am damn well going to find out? There must be something a broken down old trombone player can do to help."*

Glenn finally wangled his call-up in summer 1942, having to break contracts and disband his orchestra. Following 2 months basic training, he was given the

rank of Captain AAF. His orders were to form service bands. It was a year before his talents were really acknowledged. Who could forget the scene in 'The Glenn Miller Story,' where the marching band had to play regular army, traditional Sousa marches for a military review? How the swing of those boys perked-up when he decided change to the St Louis Blues March. Hauled in front of his Commanding Officer he grumbled, "are you still flying planes from the last war?" General Walter R Weaver (Technical Training Command) asked Miller to produce a plan to revitalize Army music. Some of Glenn's suggestions were:

- Utilize all available talent
- Organize smaller bands for every occasion, and for different sized venues
- Establish a musical training pool
- Procure equipment and music
- Prepare sheet music to accompany broadcasts for each enlisted man
- Expand station music programs

This allowed him to save many talented musicians from the front line, such as Henry Mancini and Tony Martin.

Glenn was posted overseas and flew to Britain, arriving 21 June 1944. The 60-strong orchestra, sailing on the liner Queen Elizabeth, now a troopship – stalked by U-boats as she crossed the Atlantic – arrived in Scotland on 28 June.

## United Service Organization

In 1941, prior to American's entry into WWII, President Roosevelt requested the creation of a group that would support welfare initiatives for the military man. Composed of the Salvation Army, Young Men's Christian Association (YMCA), Young Women's Christian Association, National Catholic Community Services, National Travelers Aid Association, and the National Jewish Welfare Board, it became the United Service Organization or USO. This vision included Glenn Miller, with his Sunset Serenade radio show, playing at recruiting drives and war bond rallies. Initially, the USO worked only in the USA, providing help for military wives and setting up dances, movie shows and free coffee and donuts. Later, USO began

# News from Across the Pond...

the popular Camp Shows, when stars such as Laurel & Hardy and Chico Marx would entertain the troops. By the end of winter 1941, 186 military theaters existed in the USA. The concept was to be a GI's home away from home.

Hollywood stepped up to the plate and many of the stars made a huge commitment with their time on a voluntary basis, often to the detriment of their own health. In the teeth of Studio contracts, they were

determined to do their bit, and studio releases enabled them to contribute. Like Glenn Miller's band, this saved many talented people from the front line.

Below: *There were rumblings from the public regarding the number of Hollywood stars avoiding the draft, from which you can draw your own conclusions.* <https://clickamericana.com/topics/war-topics/truth-hollywood-draft-deferments-ww2-1942>

NAME OF STAR	DEPENDENTS	STATUS, WAR ACTIVITIES, ETC.
Bud Abbott	Wife, one child	Active in Bond drives, Government shorts, camp tours.
Don Ameche	Wife, four children	Radio programs for different charities and Government. "Command Performance" show and U. S. O. appearances.
Humphrey Bogart	Wife	Radio for patriotic and war programs. Personal appearances. Coast Guard Auxiliary. Has turned his boat over to Coast Guard.
George Brent	Wife (not dependent)	Going on full-time duty as civilian instructor with Army Air Force.
James Cagney	Wife, relatives	Executive member of Hollywood Victory Committee. Was on Caravan—made personal appearances, went on radio.
John Carroll	Wife (divorced), one child	Radio shows and personal appearances for Bond sales.
Gary Cooper	Wife, one child	Radio appearances for charity and war shows.
Lou Costello	Wife, two children	Active in Bond drives, Government shorts, camp tours.
Bing Crosby	Wife, four children	Favorite entertainer for all branches of service. Has appeared at many camps. Also appeared for Red Cross and other causes. Tours with the Crosby-Hope Golf Circus.
Robert Cummings	Wife, mother	Flight Commander with Civil Air Patrol. Also captain in Air Corps Reserve awaiting assignment to active duty.
Brian Donlevy	Wife	Personal appearances on road.
Nelson Eddy	Wife and mother	Air-raid warden.
Errol Flynn	Wife (divorced), one child	Rejected physically after trying to enlist. Radio programs for Government.
Glenn Ford	Mother	In training for Coast Guard. Radio and personal appearances.
John Garfield	Wife, one child	Toured Army camps.
Cary Grant	Wife (not dependent)	Personal appearances; Victory Caravan; "Command Performance" radio shows. Very large contributor—first to British, now to American relief organizations.
Jon Hall	Wife (not dependent)	On radio for Treasury Department. Also personal appearances. Awaiting call.
Van Heflin	Wife	Entering service within sixty days.
Bob Hope	Wife, two children	Probably has done more charity and service shows than anyone else in country. Radio shows and recordings for service use. Tours with Crosby-Hope Golf Circus. Toured camps with own show in Northwest, Alaska and Aleutian Islands.
John Howard	Mother and father	Radio shows.
Alan Ladd	Wife (not dependent), one child	Reported physical disability.
Fred MacMurray	Wife, one child	Radio shows for Government. Very active worker for Hollywood Victory Committee. Active in civilian defense service.
Joel McCrea	Wife (not dependent), two children	Government air programs and show for Mexican Army.
Ray Milland	Wife, one child	Considerable radio work for Government.
George Montgomery	Single, family dependents	Radio and personal appearances for Bond-selling.
Dennis Morgan	Wife, three children	Air-raid warden.
George Murphy	Wife, one child	Camp and Government air shows. Hollywood Victory Committee.

# News from Across the Pond...

## The Truth about Hollywood Deferments

(Continued from page 34)

NAME OF STAR	DEPENDENTS	STATUS, WAR ACTIVITIES
Lloyd Nolan	Wife, one child	Personal appearance for Treasury Department.
John Payne	Wife (divorced), one child	Has just enlisted in Air Corps as a private. Reports for duty on completion of "Hello, Frisco. Hello."
Walter Pidgeon	Wife, one child	Bond-selling tours.
Robert Preston	Wife	Radio, war program shows.
George Raft	Wife	Has a group of young boxers that he takes from camp to camp—at his own expense—to entertain service men.
Roy Rogers	Wife, one child	Personal appearances selling Bonds, camp tours.
Cesar Romero	Single, family dependents	Personal appearances. Government radio programs. Air-raid warden. Lieutenant in the State Guard. Member of the Evacuation Corps.
Mickey Rooney	Wife (divorce pending)	Radio programs, camp tours, personal appearances.
Red Skelton	Wife	More than two hundred personal appearances. Toured small camps and barracks not big enough to draw regular shows.
Robert Stack	Single	Just received commission as ensign in Navy. Now training in aerial gunnery.
Robert Sterling	Single, family dependents	Going into Air Corps training school for pilots as soon as called. Radio war program show. Active in civilian defense services.
Robert Taylor	Wife (not dependent)	Does considerable privately for men in uniform.
Franchot Tone	Wife	Victory Committee and San Diego Navy show.
Spencer Tracy	Wife, two children	Radio shows for Government.
John Wayne	Wife, four children	Air-raid warden.
Johnny Weissmuller	Wife, two children	Radio "Command Performance" and has made Red Cross golf appearances, filling in for Bing Crosby or Bob Hope.
Orson Welles	Wife (divorced), one child	Rejected because of physical disability. Good-will Ambassador to South America. Government radio programs. "Stars Over America" Bond-selling tour.
Robert Young	Wife, two children	Bond-selling tours, radio programs for Government, active in civilian defense organizations.

NOTE: You will not find listed the names of those stars who are over active military age. Be it said once more, up to the moment of our going to press, this is the most complete information obtainable.

The next step, once America was on a war footing, was to take USO out to the field. The American Theatre Wing was instrumental in devising the entertainment and providing food for the Stage Door Canteens, open to American and Allied service personnel. Born on Broadway, New York, the Canteens were soon to be found in theatre-land all over the USA and Americas. After the similarly named movie was made, the funds raised by the sale of the film rights provided the Canteen finance. Five months from inception, overseas units were also being deployed to Australia and the United Kingdom.



Left: Chairman, Bette Davis at the Hollywood Canteen

## Hollywood Canteen

Separate from the east coast Stage Door Canteens was the Hollywood Canteen. Broadway actor John Garfield had had rheumatic fever as a child and was pronounced *4-F: unfit for military duty*. Determined to do his bit, he told Bette Davis of his conviction that Hollywood should set up its own Canteen. He persuaded her to be chairman, which she accepted and considered to be her greatest personal achievement.

The entertainment and dance floor were for the enlisted GIs only. Officers were welcome, and could watch the action, but sat apart and paid for the privilege. Somewhere between 150-200 hostesses were needed a night. Divided into Junior (late teens, early-20s) and Senior, they were drawn from the coteries of actresses, wardrobe ladies and studio secretaries. All were vetted and fingerprinted by the

# News from Across the Pond...



*Far left: Bob Hope and Dinah Shore wash dishes with US Vice President Henry Wallace at the Hollywood Canteen*

FBI, who issued identity cards. Senior Hostesses would often swap-out with their Junior colleagues and take to the dance floor, where a stunned young sailor could find himself dancing cheek-to-cheek with Marlene Dietrich.

Bette introduced strict rules for all volunteers, but the hostesses had to abide by extra limitations:

- No dancing more than once with each serviceman
- No leaving Canteen premises with servicemen
- No handing out telephone numbers – although they were allowed to give partners the Studio address
- No meeting servicemen outside the Canteen vicinity

The rules were there for the comfort and safety of everyone; however, they were occasionally broken... It was a winter's night in 1942, and hostess Omega 'Meg' Nisbet was on duty. By day she worked at RKO Studios in the Messenger Department. As Glenn Miller tunes were filling the hall, a tall, blond-haired air cadet, called Woodrow Cole, asked her to dance. There must have been something special about him because she allowed him a second dance! They made an assignation and met later that night on the corner of Sunset and Vine – breaking a cardinal Canteen rule. In April 1943, they were married on Easter Sunday, but their idyll was soon shattered. Woody, a Bombardier with the 8AF, was sent overseas to Britain.

We will now leave our protagonists, about half-way across the Atlantic – to be continued!



*Left: Woodrow "Woody" Wilson Cole*



*Left: After participating in a floor show, regular volunteer Rita Hayworth cuts pies in the kitchen.*



*Above right: 6-foot-tall actress Bunny Waters towers over 5'3" Henry Pilla during a slow dance.*



*Above: Dancer Fay McKenzie was a regular at the Canteen – whether jitterbugging with the servicemen or entertaining up on stage*



# MAYDAY! MAYDAY!



By Edward Korgan, Jr.

Sunday afternoon, November 10, 1963, I reported to duty at the air traffic control tower, Lajes, AFB, on the island of Terceira in the Azores Islands. The Azores Islands are located approximately 700 miles east of Portugal in the Atlantic Ocean. The tower was located approximately 1000 feet above the only runway located on the base. Air traffic on Sunday evening was usually slow for the 1500 hour to the 2300 hour. By 2000 hours all traffic had been dispatched with no anticipation of traffic for the rest of the evening. Approximately 2100 hours a horrible incident began to take shape which I have remembered vividly to this day.

I was the American, a young A/2c on the Portuguese Air Traffic Control team. The tower teams had both Americans and Portuguese airmen on all teams. A Portuguese Sergeant, considered the team captain, was the supervisor on my shift. Approximately 2130 hours very soft speech was heard on the VHF emergency band.

*"mayday...mayday"*

"Mayday" was the call given by pilots who are facing extreme difficult problems while operating their aircraft. The call came in on an emergency frequency monitored by ALL stations in the air traffic control world.

At work, I was constantly listening for any calls on the several channels that were in the tower. I heard weak mumbling, distressed communication

on the emergency channel in front of me. I picked up the microphone and returned the call:

*"Mayday caller I have received your message."*

There was no return answer. After several return calls to the caller, I received a return call in a weak and garbled message, barely intelligible. I was given the responsibility to work the incident and try to make contact with the caller.

While sitting in the B-position, considered to be the ground control position in the tower, I desperately tried to understand the scrambled and muffled voice on the emergency channel 121.5. After several minutes the communication began to clear up.

*"MAYDAY...MAYDAY, Air Force 51-2420 declaring an emergency with the loss of all Nav aids and only a manual compass available for flight."*

I jumped to the microphone, clicked on 121.5, the VHF emergency channel and broadcasted, *"2439, I read your garbled transmission, please state your needs again."*

I received no response to the transmission.

*"AF 51-2420, Lajes Tower reads your emergency call."*

Still no response. I hurriedly began to broadcast the message every 10 seconds. After three or four calls to the distressed plane, the pilot received the call. I answered back.

*"Lajes, reading your call. We are declaring an emergency with no nav aids other than a manual com-*

*pass. Position unknown with low fuel, approximately 20 minutes of fuel."*

Direction finding equipment was in the tower, but seldom used, and mostly in emergency situations. This navigation aid took a beam from the aircraft to the receiving station, and the needles showed a bearing and heading for the plane to fly to the receiver. The screen resembled a magnified compass and gave a heading to the field to give the pilot and bearing in the direction of the aircraft's location. The pilot could key his mike for about 10 seconds and the controller could read both points displayed on the needle. The pilot would be given the heading to fly to the station in this case, Lajes AFB.

I requested the pilot to key his mike for 10 seconds. A bearing of approximately 300 degrees and heading of 140 was deciphered. Immediately the RAPCON (radar approach control) was notified to begin a radar search for the plane in the area northwest from Lajes. The plane did not show up at 50 miles by radar, so the radar was expanded out to 100 miles which was its limit. The plane did not show up on the extended range. I continued the DF headings to the station every 20 to 30 seconds. At one point in the communications the pilot added he was very short on fuel and asked for a straight in approach to the landing runway. The pilot followed the headings, and the communication was getting clearer readings with better reception from

the plane which indicated the plane was heading toward Lajes AFB.

At approximately 75 miles out, to the north of Graciosa (a check point), a small blip was detected by radar. Radar picked up 2420, took control of the plane, and identified the plane by 45 degree turns turning him back towards Lajes and a safe landing. The pilot requested a slow descent to landing altitude to conserve fuel. The plane was very short on fuel—maybe 15 to 25 minutes of flying time left.

The tower began working on a safe landing procedure. Around 25 miles out the pilot spotted the lights of the island and requested to be turned back to the tower controller for the final landing warnings and clearance. The tower operator was monitoring the radar directions as they also had the emergency channel. It was a very clear night with a full moon giving the pilot a clear VFR (Visual Flight Rules) approach to the runway and landing. There were no departures or arrivals scheduled for the rest of the evening. The Lajes tower controller began to set the emergency landing rescue procedures in place. The plane was approximately 10 minutes from the end of the runway.

In the tower the airport crash crew was alerted to the landing aircraft in an emergency status and its shortage of fuel. Three crash vehicles had been alerted and took positions on the taxiway to concentrate on the landing plane to render any service needed when the plane landed. Two ambulances were also put into position to give emergency aid to any injured. The SP (policing unit) was alerted and took up a position on the tarmac. The plane was now back with the tower operator but still on the emergency channel—all communication was on the emergency 121.5 channel. It was feared that changing channels during the incident might lose communications with the pilot.

The plane turned on final at 8 miles from the end of the runway (over the beach and the small village

of Praia) at approximately 600 feet altitude and descending. The navigation lights were normal, and the descent appeared to be normal. I was in the tower, now on the “A” stand communicating with the aircraft transmitting the safety preparations that had been made for the landing. The aircraft was cleared to land. The pilot was confirming all the communications he received.

At 5 miles out everything looked good for a perfect landing. All the safety vehicles were in place and the descending plane looked good. I was still on the “A” stand next to the ground support radio, watching the plane descend to my left and communicating with the pilot, RAPCON and crash crew. The final communication came from the pilot as I watched and listened.

*“Fuel is gone! Engines have shut down!”*

The WB-47 was about 200 feet up and 3 miles from the approach end of the runway when the plane suddenly flipped 45 degrees to his right and headed toward the ground. Almost immediately it righted itself, flipped back up, and hit the ground belly-up, crashing just short of the runway into a stone fenced field. An engine was ripped off the wing as the plane smashed over the stone fence and lit up from the friction, as the plane slid to the tarmac. Once on the tarmac, it hit a C-97, spinning that plane sideways, then continued to slide to the left onto the approach end of the main and only runway for about 1000 feet before it finally came to a halt.

The impact with the C-97 changed the WB-47’s direction back to the runway. Crash 5 was barreling down the runway toward the sliding plane and on a collision course with the plane. The two ambulance vehicles were following 50 feet behind, red-lights flashing. At the same time, I was on the crash network screaming to the crash driver,

*“Crash 5 the plane is heading toward you!”*

He responded,

*“I got him tower—no worry.”*

Halfway down runway 15/33, about 4000 feet, the plane stopped and burst into flames. The crash driver slammed on the brakes and stopped within ten feet of the plane and immediately started spraying the plane with retardant. Two other crash vehicles quickly covered the plane with retardant. By now, the ambulances had pulled up to plane and could be seen from the tower with the bright fire lighting up the entire area. The two top-side crewmembers were quickly extricated from the opened canopy and cleared safely from the wreckage. There may have been 2 other crew members aboard, but we could not see them from the tower. Military police and the ambulance personnel shared the duties of directing the crewmembers to safety. The fire burned for maybe 10 -15 minutes before it was put out by the three crash crews who had done a miraculous job in preventing a disaster on the runway.

The rescue came together like a Broadway show with a complete sense of responsibility and expertise by all the crews who train daily for just such emergencies. Watching them work from the tower was like putting a piece of art together while saving four human lives.

Two or three days later the pilot and one other crew member paid me a visit in the tower. They expressed profound gratitude for saving their lives and preventing the impending disaster that nearly happened over the Atlantic Ocean. Had I not picked up the scrambled calls for emergency aid, they were certain their plane would have been lost in the unforgiving Atlantic with all aboard.

It’s been nearly sixty years since that November night in 1963, but it will always feel like yesterday to me.

***Editor's note: This WB-47 [51-2420] originally served in the 303rd Bomb Wing, 360th BS--yes, descended from the original "Hell's Angels" 303rd Bomb Group. Photos previous page.***

# 49th Annual 8th AFHS Reunion

## Ontario, CA

### October 18-22, 2023



**T**hirty-five miles northeast of Los Angeles, Ontario is known as the “gateway to Southern California.” The city has its own international airport and is near L.A. attractions, Palm Springs, Disneyland and other theme parks, as well as the mountain resorts of Lake Arrowhead and Big Bear. While in Ontario, visitors can shop for antiques, find bargains at Ontario Mills shopping center, tour Graber Olive House, have fun at Scandia Amusement Park and visit the local Museum of History and Art.

It takes its name from the Ontario Model Colony development established in 1882 by the Canadian engineer George Chaffey and his brothers William Chaffey and Charles Chaffey. They named the settlement after their home province of Ontario.

While Ontario will serve as the home base for our reunion this year, you might consider arriving a day or two early or staying over a couple of extra days to enjoy all that Ontario and the surrounding area has to offer!

**Thursday, October 19, 2023 tour:  
Board at 8:15am depart~8:30am  
Tour is all-inclusive:  
admission and LUNCH!**

#### March Field Air Museum

At March, they like to say, “It’s an airshow every day!” And they’re right!

Explore humanity’s reach for the skies, and the pivotal role of Riverside’s historic March Field in the development of flight. See early aircraft including the 1903 pioneer which launched the era of powered flight, World War II bombing icons and Cold War fighters, an



MQ-1 Predator, and more. There is truly something for everyone in your family at the March Field Air Museum.

March Field Air Museum displays nearly 80 historic aircraft spanning nearly 100 years of aviation history. Their collection includes examples ranging from the frail fabric covered bi-planes of the First World War, to the sleek jet fighters of today, from the rugged helicopters of the Vietnam period to the futuristic unmanned aerial vehicles of tomorrow’s battlefields.

More than five decades after its development, the sleek, futuristic Lockheed SR-71 “Blackbird” remains the fastest air-breathing, manned aircraft in the world. Designed by Lockheed engineers assigned to the Advanced Development Program under the leadership of Kelly Johnson, one of the twentieth century’s most inspired aircraft designers, the SR-71 filled a desperate need for reliable

strategic reconnaissance during the Cold War. The

Blackbird’s unique design evolved from the challenges of meeting the goal of operating beyond the range of interception in both speed and altitude. In 1976, more than ten years after its first flight the SR-71 set two world records for its class with a speed of 2,193.167 mph and an altitude of 85,068.997 feet.

Next stop on our tour:



#### Planes of Fame Museum

The story of the Planes of Fame Air Museum (*borrowed from their website*) is the story of one man’s vision.

Ed Maloney knew that protecting our aviation history was important. At a time when very few shared his foresight, he understood the need to preserve, inspire, educate, and honor the legacy of what was then an industry less than half a century old.

Today, his vision is reflected in



the extensive collection of the Planes of Fame Air Museum, comprising



aircraft and artifacts that might have been lost forever. His vision lives in the roar and thunder of rare war-



birds flying overhead to the delight of millions. Moreover, his vision perseveres through the efforts of our volunteers and staff to make the experience of each visitor to the Museum unique and memorable.

The Planes of Fame Air Museum collection now numbers close to 160 aircraft. The majority of these are maintained in pristine condition and are on display throughout the Museum. At the heart of the collection are the warbirds of the Second World War. These include aircraft from all sides of the battlefield. We enter the jet age with examples from the Korean War, the Vietnam War, and several important test aircraft of the period.



**Friday, October 20, 2023 tour:  
Board at 8:45am–depart at 9:00am  
Tour is all-inclusive:  
admission and LUNCH!**



### **Palm Springs Air Museum**

The Palm Springs Air Museum is a living history museum dedicated to educating the public about the role Air Power played in preserving American liberties and way of life. The Museum preserves, exhibits, and flies aircraft from World War Two, Korean War, Vietnam War and the Global War on Terror. A good portion of the aircraft in the collection are in flyable condition.

In addition to flyable and static aircraft, the Museum uses permanent and temporary exhibits, related artifacts, artwork, and library sources to perpetuate American History.

Many of their docents are veterans and are willing to share their experiences and sacrifices for the education of future generations.

**Saturday, October 21, 2023  
Board at 10:45am–depart 11:00am  
Enjoy lunch on your own!**

### **L A Farmer's Market & Hollywood Highlights**

Fred Beck & Roger Dahlhjem wanted to build a "Village" at the corner of 3rd & Fairfax where local farmers could sell their fresh fare. E.B. Gilmore agreed to give it a go. In July 1934, a dozen farmers and a few other merchants parked their trucks at the corner of 3rd & Fairfax and sold their fresh produce from the back of the trucks.

By October 1934, mere months after it opened, farmers and merchants, including restaurants, grocers and service providers, were moving into permanent stalls and the new Farmers Market was so popular that its founders staged a celebration, the first Fall Festival at Farmers Market.

While it grew to be a must-see destination for travelers from around the world, Farmers Market was always the favorite place for L.A. families to shop for groceries.

Hollywood and Farmers Market have been best friends for more than 85 years. During a fundraiser for the



Red Cross in 1936, many stars worked behind the counters at Farmers Market shops. Shirley Temple, the nation's top box office draw, drew a large and adoring crowd at

Brock's Candies.

Enjoy choosing among the fabulous food options for lunch or simply browse the thousands of items for sale, L. A.'s Farmer's Market has a rich colorful past and present, you won't want to miss.



After lunch and shopping you will re-board your bus for a driving tour of Hollywood. You'll also have an opportunity to see the stars on the Hollywood Walk of Fame in front of Grauman's Chinese Theatre. Great stop for photos!



## 49th Annual 8th AFHS REUNION

DoubleTree by Hilton, Ontario Airport, CA

October 18-22, 2023

### 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 72 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. Please note: Breakfast is on your own! Be sure and select your choice of entrée if you plan on attending the Saturday evening gala.
- ⇒ There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. **Tours have limited seating and are filled on a first come first available basis.**

#### ◇ 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 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 23, 2023** 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***



## 49th Annual 8th AFHS REUNION

DoubleTree by Hilton Ontario Airport ~ Ontario, CA

October 18-22, 2023

### HOTEL RESERVATION INFORMATION

(800) 222-8733

(Reference 'Air Force Historical' for group rate)

or **ONLINE** hotel reservation link on our website: [www.8thafhs.org](http://www.8thafhs.org)

If you have ANY problems making your reservations, please CALL me!



### Location

The DoubleTree by Hilton Ontario Airport is located at 222 North Vineyard Avenue, Ontario CA, 91764 and provides the perfect setting for your visit to Southern California. Enjoy breakfast and lunch at Citrus West, their open-air restaurant, and stop by Porter's Prime Steak House for a classic dinner menu. Vineyards offers relaxed drinks, and Misty's Lounge hosts live entertainment every night. Room service is available morning to night. Enjoy the resort atmosphere in wonderfully relaxed surroundings.

### Shuttle Service

For those of you flying into **Ontario International Airport**, there is complimentary shuttle service to and from the airport to the hotel. To use the shuttle **TO** the hotel, you **MUST** call for pickup:

**909-937-0900 option #0**

### If You Drive

Overnight self-parking is \$16.75 (inclusive) per day.

#### RESERVATION INFORMATION

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

**Reunion Dates:** October 18-22, 2023

**Rate:** \$179+14% = \$204.06 per night. Rates are offered 3 days prior and 3 days post reunion based on availability.

**Cut off Date:** 9/23/2023

**Cancellation Policy:** All reservations have a 72 hour cancellation policy, or attendee will be charged one night room rate plus tax.

#### WHEELCHAIR RENTALS

**ScotAround:** (888) 441-7575 or [ScotAround.com](http://ScotAround.com)

#### 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](mailto:ManagingDirector@8thAFHS.org)**



# REUNION SCHEDULE

## 49th Annual 8th AFHS REUNION

DoubleTree by Hilton Ontario Airport ~ Ontario, CA

October 18-22, 2023

### Wednesday, October 18

8:00am — 5:00pm 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 19

7:30am — 8:30am Breakfast on your own\*  
8:00am — 5:00pm Reunion Registration open **TBD\*\***  
8:30am — 4:30pm **March Field Air Museum & Planes of Fame Museum ~ Includes Lunch**  
6:00pm — 9:00pm Cash Bar Open  
7:00pm — 9:00pm Buffet dinner and program: **Greg Stathatos ~ B-17 Archaeology Founder**

### Friday, October 20

7:30am — 8:30am Breakfast on your own  
8:00am — 5:00pm Reunion Registration **TBD**  
7:45am — 8:45am Group Meetings  
9:00am — 4:00pm **Palm Springs Air Museum ~ Includes Lunch**  
6:00pm — 9:00pm Cash Bar Open  
7:00pm — 9:00pm Rendezvous Dinners

### Saturday, October 21

7:30am — 8:30am Breakfast on your own  
8:00am — 5:00pm Reunion Registration **TBD**  
8:45am — 10:15am General Membership Meeting  
12:00pm — 4:00pm 8th AFHS Board Meeting  
11:00am — 4:30pm **L. A. Farmer's Market & Hollywood [Includes Grauman's Chinese Theatre]**  
6:00pm — 9:00pm Cash Bar Open  
7:00pm — 10:00pm Gala Dinner and Program ~ **Col Erik L Aufderheide, USAF AFRC 452**

### Sunday, October 23

7:30am — 8:30am Breakfast on your own

***\*Breakfast is NOT included in our reunion package...please check times with hotel.***

***\*\*TBD Registration may be closed during the time scheduled  
for certain tours and/or group meetings.***

***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.**

**Staff gratuities ARE included in the tour prices ~ Please remember to tip your driver!**



# REGISTRATION FORM

## 49th Annual 8th AFHS REUNION

DoubleTree by Hilton, Ontario Airport, CA  
October 18-22, 2023

REGISTRATION CUT-OFF DATE IS September 23, 2023 (NO refunds on cancellations past this date)	Price p/p	# of People	TOTAL
<b>DUES:</b> The principal attendee <i>MUST</i> be a <b>CURRENT</b> member of the 8th AFHS to register for this reunion. If you are <b>NOT CURRENT</b> , or a member, please pay your yearly dues here:	\$ 60	#	\$
<b>REGISTRATION FEE (non-refundable): EVERY attendee MUST pay registration fee</b>	\$ 45	#	\$
<b><u>DINNERS</u></b>			
Thursday, Oct 19: Dinner Buffet ~ Chef's delightful favorites welcoming you to California!	\$ 60	#	\$
Friday, Oct 20: Rendezvous Dinners—Rosemary Infused Chicken & all the trimmings!	\$ 55	#	\$
Saturday, Oct 21: GALA Banquet (Please select one entrée per person)			
Grilled Flat Iron Steak (beef) with red wine jus de veau and sides	\$ 55	#	\$
Pepper Crusted Salmon (seafood) with amazing sides	\$ 55	#	\$
Vegetarian, vegan, gluten free, etc—Please indicate type: Thurs ____ Fri ____ Sat ____	\$ 55	#	\$
<b>TOUR OPTIONS: <u>LUNCH INCLUDED</u> on Thursday &amp; Friday!</b>			
Thursday, Oct 19: 8:30am-4:30pm ~ March Field Air Museum & Planes of Fame ~ Includes LUNCH*	\$ 44*	#	\$
Friday, Oct 20: 9:00am-4:00pm ~ Palm Springs Air Museum ~ Includes LUNCH*	\$ 60*	#	\$
Saturday, Oct 21: 11:00am-4:30pm ~ L A Farmer's Market & Hollywood ~ <u>LUNCH ON YOUR OWN!</u>	\$ 40	#	\$
<b>Total amount payable to: 8th AFHS</b>			\$

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

MEMBER NAME (for name tag): \_\_\_\_\_ WWII VETERAN? \_\_\_\_\_

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

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

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

SPOUSE or GUEST #1: \_\_\_\_\_

GUEST #2: \_\_\_\_\_ GUEST #3: \_\_\_\_\_

ADDRESS if different from above: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DAYTIME PH # if different from above: \_\_\_\_\_ 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: \_\_\_\_\_

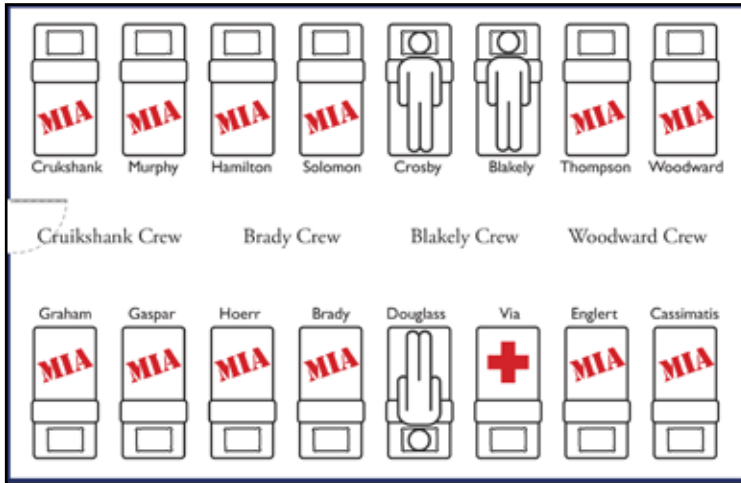
SIGNATURE: \_\_\_\_\_

*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](mailto:ManagingDirector@8thAFHS.org)

**Questions? PLEASE CALL: (912) 748-8884**



# Thirteen Empty Bunks

By Jim Blakely  
 Son of Everett Blakely  
 Pilot ~ 100th BG, 418th BS

Once home base to the 100th Bombardment Group during World War II, RAF Thorpe Abbots is mostly open fields now. But, during the war years, it was an active air base housing several thousand airmen and ground personnel of the Mighty Eighth Air Force. The restored Control Tower has been turned into the 100th Bomb Group Memorial Museum in honor of the storied group stationed there, known for good reason as The Bloody Hundredth. Its losses in combat airmen were steep. By the end of the war, more than 26,000 members of the Eighth Air Force would be killed—more fatalities than the entire United States Marine Corps. As historians and veterans alike would later say: “Every position in every plane was vulnerable; there were no foxholes in the sky.”

The airmen lived in Nissen huts; each a giant half-round corrugated can. The diagram above shows the home of sixteen officers from the crews of B-17s, the heavy bombers that flew daylight missions deep into the heart of the enemy. A B-17 had a crew of ten: six were enlisted men and four—the pilot, copilot, navigator, and bombardier—were officers. Officers from the same crew lived together, side by side with crews of other planes. Often the enlisted men of these crews shared quarters as well, but in separate barracks.

Those small huts could get crowded; yet by mid-October 1943, there was plenty of room in one. Thirteen of the sixteen cots were empty. Three of four B-17s had been lost in a short span of time. The other plane was damaged beyond repair. Each bed had a tale to tell.

And the tale told by the empty beds was especially nerve-wracking. When a plane was shot down—and parents or other loved ones wrote letters—the letters

were returned to sender, marked, ‘missing in action.’ But their families were notified as soon as the government received information.

One example: Frank Murphy, from this barracks, was shot down on the October 10 mission to Münster. Twelve days later, his family was told he was missing in action. They worried he was dead. It could take a month or more for them to be notified of his fate. In Murphy’s case, it came in this terse Western Union telegram from the War Department.

*Washington DC Nov 3*  
*Mrs. Mary S. Murphy*

*Report received through the International Red Cross states that your son, Captain Frank D. Murphy, is a prisoner of the German government.*

*James Ullo, The Adjutant General*

The situation was immeasurably more difficult for their fellow officers. In most cases, they knew nothing until after the war when the missing men might show up at a reunion. As Harry Crosby wrote in *A Wing and a Prayer*:

*“When a crew went down, they disappeared. Two hours after a crew failed to show up, the adjutant and first sergeant rushed to the missing crew’s quarters, took down the pictures and moved out everything that belonged to them. Then the possessions were sealed for eventual return to the MIA’s family. We did not talk about such crews. It just wasn’t done.”*

The military didn't want the remaining men obsessing about the dangers they faced—but could military efficiency really erase human connections? Did the officers left behind not still see their friends and their families in the missing pictures, not hear their laughter in the surrounding silence? Didn't the emptiness remind them that all traces of their lives also could be quickly and easily removed; that their next mission could be their last—and that their fate, too, would be unknown?

Did those fellow officers not give voice to those fears? Didn't they wonder and worry and struggle knowing they would have no peace, no closure, no certainty—only more missions to fly and a reminder of what would happen if they never returned? “On each bare cot,” Crosby wrote in *A Wing and a Prayer*, “were two clean sheets and two pillowcases, two blankets, one pillow, all neatly folded. Ready for the next crew. The war went on.”

But it remained a time of ‘not knowing.’ The men left behind didn't know if their former bunkmates were dead or alive, captured or free, perhaps lying somewhere dying. Those in prison camps knew other members of their bomb group in the camp, but they didn't know the fate of anyone else. Everything would be resolved after the war when the POWs were reunited. All these men from this barracks would come home. Those from other barracks were not so lucky. But the end of the war was a long time in the future. For now, the three officers here were living with thirteen empty beds.

**Tail Number: 230402 • Aircraft Name: The Poontang**

Edgar “Woody” Woodward's crew once occupied the four—now empty—cots at the end of the officers' hut, farthest from the entry door. They were the first crew lost—on a September 6 mission to Stuttgart in a B-17 named irreverently *The Poontang*. Woodward was the pilot, John Thompson was his copilot, Paul Englert was his bombardier, Emanuel Cassimatis was the navigator.



*Edgar "Woody" Woodward crew*

Their target, a series of manufacturing plants, was obscured by heavy clouds and enemy smoke-screens. When they turned to look for another target of opportunity, they were heavily attacked by German fighters. The *Poontang* lost an engine and headed for Switzerland. Once Woodward believed the plane was over Switzerland, the crew bailed out, but winds blew the parachutes back over Germany and they went MIA—and became POWs. As the pilot, Woodward was the last to bail out and ended up in an internment camp in neutral Switzerland for a year and a half before he was returned to England in a prisoner exchange.

His navigator, called “Manny” or “Cass,” was the best poker player in the group. He regularly took cash from the colonels and generals, enough to bankroll any member of the squadron who needed help. He loaned fellow navigator Harry Crosby the money to get married. When Cass joined the squad, he brought with him a dog, a Huskie, stolen in Newfoundland on his way over to England. The dog became the mascot of the group.

When Cass went missing in action, his sister wrote to newly promoted squadron commander Everett Blakely, asking for the dog. Fifty years after the war, Cass still had a copy of Blakely's reply. He'd written back explaining how he couldn't send it. Not only was it difficult to ship a dog during wartime, he wrote, but the dog had also gotten too fat from eating farmers' chickens. To make the letter look official, Blakely had typed and censored it himself.

As a POW, Cassimatis spent 20 months in prison, first in Stalag Luft III at Sagan, south of Berlin, and then endured a brutal winter march to Stalag VII-A at Moosburg, northeast of Munich. He weighed 210 pounds when captured, and just 110 pounds when he was freed by General George Patton's Third Army in April 1945.

**Tail Number: 23393 • Aircraft Name: Just-a-Snappin'**



*Everett Blakely crew*

Everett Blakely's crew slept in the next four bunks and, in October 1943, three of the four officers were the only ones there. Blakely was pilot of Just-a-Snappin'. His navigator was Harry Crosby, called "Bingo" after Bing Crosby, and the bombardier was Jim Douglass, sometimes called "Brush" for his moustache. Co-pilot Charley Via was missing from the barracks after October 8 because he was injured by a 20mm cannon shell on the Bremen mission and was hospitalized. Via would be sent back to Walter Reed Hospital in the US for his long recovery.

On that October 8 mission to the Bremen submarine pens, Just-a-Snappin' led the raid. After dropping the bombs, two engines were shot out; and limping back to England, they faced a ninety-minute battle with the Luftwaffe gunners. They shot down a record nine Nazi fighter planes, but they paid a steep price for their success. Three gunners and copilot Via were seriously injured; the plane was not controllable, and it ran out of fuel. Blakely had to crash land in England where a tree brought the plane to a halt. Salvage crews later counted more than 800 holes in the aircraft.

Lt. Robert "Rosie" Rosenthal, a fellow pilot, once explained how he stayed calm in times like those. Rosenthal said, "You're frightened, but there's a difference between fear and panic. Panic paralyzes, fear energizes. We had a job to do—to deliver bombs—and we did it. After that, my only concern was the other men in my plane. How would I get them home?"

As a navigator, Crosby was responsible for the German city of Bonn being the only major German city not damaged by bombs during the war. It happened like this: Crosby loved music. One night before a mission, he played Beethoven's Fifth Symphony on his record player in the barracks—and read in the album's liner notes about the composer's time growing up in Bonn.

The next morning, he was navigating a mission and, when the first two targets were clouded over, they found a 'target of opportunity'. With the bomb doors open, Crosby realized they were over the railroad marshalling yards of Bonn Germany. "We can't bomb here," he announced to the crew. "This is where Beethoven went to school." According to Crosby, "sixty-three flying fortresses floated over Bonn, but no bombs fell."

Crosby would later tell that story in his book called *A Wing and a Prayer* in which he'd also write, "were it not for Ev Blakely, I would not be here. He was a natural born leader and all business in the air." Although Blakely's plane was fully destroyed returning from Bremen, he was unharmed. One reason: he had asked his crew chief to remove the armor under his seat. It was hard and uncomfortable. His crew chief did not comply. After the Bremen mission, the salvage crew removed the

seat armor and showed Blakely two big dents coming from below. Blakely recognized the armor saved his rear end. Literally.

With Just-a-Snappin' a total loss, Blakely and his crew did not take part in the Münster mission two days later. He was lucky not to go on the Münster mission as 12 of 13 planes were shot down.

**Tail Number: 230830 • Aircraft Name:  
Mademoiselle Zig Zig (M'lle Zig Zig)**



*John Brady crew*

Next to Blakely's crew slept the crew of Mademoiselle Zig Zig. John Brady was the pilot. John Hoerr was his copilot. David Solomon was his navigator, and Howard "Hambone" Hamilton was the bombardier. Brady had the unusual distinction of crashing three planes even before getting into combat. On the Münster mission of October 10, he lost Mademoiselle Zig Zig, his fourth. One gunner was killed, while the rest of the crew, including 418th Squadron CO Major John "Bucky" Egan, were declared missing in action before the Red Cross reported them as POWs.

While imprisoned at Stalag Luft III, Brady played saxophone in the POW band. Frank Murphy, navigator of Aw-R-Go whose crew shared the same barracks at Thorpe Abbots, was clarinetist in another prison band. David Solomon became one of the POW camp gardeners, often called "penguins" because they usually waddled around carrying extra dirt in their pants from the tunnels the prisoners were digging. The penguins deposited the tunnel dirt in the garden.

Hamilton also ended up as a POW, but not before harrowing experiences in the sky. A 20mm German cannon shell had ripped through his flak suit; his right shoulder was broken, his right lung punctured, both hands were bleeding. Lacking strength to exit the airplane, his parachute strap caught on the door handle, leaving him hang-



ing in space, inches from the whirling propeller. After the copilot freed him, Hamilton was found severely injured, dangling from a tree. He spent seven weeks recovering in a Münster hospital—while his barrack’s mates had no idea of his fate.

Besides their service in the 100th Bomb Group, Hamilton, Blakely, and Douglass had something else in common: they all married women from Sioux City, Iowa, where they were stationed for just one month in January 1943. It was so cold that the planes could not fly, and the airmen had more time to meet women. Later, Via would also marry one of the women’s former classmates from Sioux City Central High. All marriages lasted a lifetime.

**Tail Number: 230725 • Aircraft Name: Aw-R-Go**



*Charles "Crankshaft" Cruikshank crew*

In that mostly empty Nissen hut—where bunks had been stripped within hours of an airman’s failure to return—the cluster of beds closest to the entry door belonged to the crew of Aw-R-Go. Charles “Crankshaft” Cruikshank was the pilot. Glenn Graham was his co-pilot. Frank Murphy was his navigator, and August Gaspar his bombardier.

Cruikshank often told the story of the night before the Regensburg mission back on August 17. Unaware they were flying that mission, Cruikshank, Murphy and John Brady went drinking in town and were trying to navigate their way back to base. They were on an unlit dirt road, with no moon to light their way, when “Crank” discovered Brady was missing. He backtracked to find Brady’s bike down a side country lane. In the dark Brady had gone over a fence and ended up sitting in a field next to a cow. Together—minus the cow—they got back to base. Then, at 4 am, still hung over, they were awakened to fly the deadly Regensburg mission. The mission was led by Ev Blakely.

Crank would always believe that, “One reason we survived Regensburg was because I told my crew chief—

against orders—to put an extra twenty-five gallons of fuel in each tank. That was enough to get us to land in Africa, but if I knew how many hits my airplane had, I would have bailed out sooner.”

Although the Cruikshank crew survived Regensburg, the 100th Bomb Group lost ninety men on that mission. It was seven weeks later, on the October 10 Münster mission, when Cruikshank’s luck ran out. German fighters came after them using 250-pound missiles which created explosions four times the size of ordinary flak. All four officers went missing and became POWs. Two enlisted members of the crew were killed. Their navigator, Frank Murphy, would recount their stories in his book, *Luck of the Draw*.

### **Black Week—and Beyond**

By the end of Black Week, thirteen of the sixteen combat airmen in those bunks had been lost and declared missing. In just four combat missions during Black Week, the Eighth Air Force lost a higher percentage of planes than in any other time in US history: Bremen on October 8, Marienburg on October 9, Münster on October 10 and Schweinfurt on October 14. On just the Bremen mission, the 100th Bomb Group lost forty percent of its planes. From the Münster mission, only Robert “Rosie” Rosenthal’s plane returned. It was heavily damaged and had wounded on board. During the missions of Black Week, the 100th alone lost more than 190 men and 19 planes. Another 11 planes were badly damaged. Losses were so high that some major bombing raids were postponed until P-51 fighter escorts with long range fuel drop tanks became available four months later.

A story was told about one replacement airman who arrived at Thorpe Abbots in time for a late meal, went to bed, and went missing the next morning over Germany. No one got his name. He was thereafter known as “the man who came to dinner.” According to Masters of the Air, one night Harry Crosby looked over the empty bunks and did some counting. “Of the 140 officers who had begun operations at Thorpe Abbots just four months before,” Crosby counted, “there were only three left on flying status.”

By war’s end, of the 13 empty bunks, all 12 POW officers returned home; and Charley Via was released from the hospital. Through the years since then, one by one, those men have all passed away. Today—in heaven—all 16 bunks in that Nissen hut are again full.

*Some of the airmen and combat missions noted in “Thirteen Empty Bunks” are depicted in the upcoming Spielberg-Hanks miniseries, Masters of the Air, which features the 100th Bomb Group, including Frank Murphy, Howard Hamilton, Everett Blakely, Glenn Graham, John Brady, and Jim Douglass among others.*

# NOTEWORTHY

**W**orld War II triple ace Clarence E. “Bud” Anderson received an honorary promotion to the rank of brigadier general during a ceremony at the Aerospace Museum of California, December 2, 2022. Anderson flew 116 combat missions during WWII and is credited with shooting down 16 ¼ enemy aircraft. He joined the U.S. Army in 1942 and retired from the Air Force in 1972 at the rank of colonel. Anderson went on to join the McDonnell Aircraft Company, serving as manager of the company flight test facility at Edwards Air Force Base for 12 years.



“To all the young people that have the ambition to join the Air Force, have at it!” Anderson said during the ceremony. “You can be what you want to be and you should know that when you like what you do, you can excel, be a better person at your job to do it better.” At 101 years of age (as of January 13, 2023), Anderson is currently the oldest living American fighter ace and the last surviving WWII triple ace.

“To all the young people that have the ambition to

Among the decorations he has received are two Legion of Merit awards, five Distinguished Flying Crosses, 16 Air Medals and the Bronze Star Medal. Anderson flew over 130 different types of aircraft and logged more than 7500 flight hours over the course of his flying career.

## 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 15, 2023. The following information must be included:

- Full name and address of the person being nominated.
- Nominee’s 8<sup>th</sup> AFHS membership number.
- Prior or current military service if applicable.
- Brief resume of the nominee.
- Nominating member’s full name and address—NO self-nominations will be accepted.
- Nominator’s 8<sup>th</sup> AFHS membership number and, if applicable, his/her group affiliation.

The Secretary will relay all nominations to the Nominating Committee. Nominations received by the Secretary after May 15, 2023, 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, 2023, 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.
- If the nominee was in the military – a copy of the DD214. If the nominee is currently on active duty or in the active reserves or National Guard, a copy of the person’s last orders.

**Send all nominations & documents to:**

**Kevin Wilson, PhD, 5937 Woodfield Dr, Kernersville, NC 27284**

**Email: [kewilsonphd@aol.com](mailto:kewilsonphd@aol.com)**

**Davis, Wayne L.**, 98, passed on December 11, 2022. Born in Salem, NJ, he enlisted soon after graduating from Salem High School at age 18. Wayne served proudly in World War II as



a tail gunner on a B-17 with the 8th Air Force, 452<sup>nd</sup> BG, 728<sup>th</sup> BS. After the war he was actively involved in the 452<sup>nd</sup> Bomb Group Association attending more than 30 reunions all over the US and at the group's base in Deopham Green, England. Wayne served as President of the 452<sup>nd</sup> BGA & on the Board of Directors for numerous years. He donated much of his Air Force memorabilia to the National Museum of the Mighty Eighth Air Force in Savannah, GA, which he visited often. Wayne was a Little League coach and a big supporter of all of his son's sports activities. A lifelong Phillies and Eagles fan, he rarely missed seeing a game for either club. He was active in the Exchange Club of Penns Grove and served a term as its President. After retiring from the State of New Jersey as a Highway Inspector, he became an avid golfer. He was a member of Sakima Golf Club in Carneys Point, NJ, where he was known for his snappy dress and greatly enjoyed the friendships he formed there. He is survived by his son, Bob (Patricia), of Okatie, SC, and granddaughter, Stephanie, of Jacksonville, FL. He was predeceased by his first wife, Elizabeth, and his second wife, Hilda Maconi Davis.

**Dwyer, Harold E.**, 98, passed away Thursday, October 20, 2022, Geneva, NE. Harold was born near Council Grove, Kansas, on September 23, 1924, to Harold and Ellen Dwyer. In



1940 Harold moved with his folks to Hastings, Nebraska, where he attended Hastings High School and played first base on the baseball team. Harold, "Loop," graduated in the class of 1942. Soon after his eighteenth birthday, Harold answered the call to duty and enlisted in the Army Air Corps. He wanted to fly. Before reporting for duty, Harold studied math at Hastings College, took private flying lessons and soloed in an Aeronca Chief. Harold earned his wings serving in World War II as a B-17 combat pilot with the 8th Air Force, 34th Bomb Group, 391st Squadron stationed near Mendlesham, England. Near the end of the war, after nine combat missions, Harold and his crew flew five Chowhound missions. Back in Hastings Harold served as commander of the Civil Air Patrol and joined the Reserves. Upon his honorable discharge in 1963, he'd attained the rank of Major. What he learned in the service—discipline and flying—shaped his life.

Harold met his future bride Darlene, at the bowling alley in Hastings when the "girls," pretending not to know how to keep score, asked the "boys" for help. On one date Harold strapped Darlene into an open cockpit PT-19, parachute included, and she held on for quite a ride. They eloped on April 29, 1948, and traveled to Minnesota

to buy lumber for the boat Harold was building. The couple was blessed with 74 years of marriage and four daughters: Jan, Kay, Sue, and Lori.

During his lifetime, Harold built many, many houses, including their Hastings home and second home in Grand Lake, Colorado. He remarked, "To make a living, it was going to be with my hands and back and some brain power. My job with the W. G. Pauley organization was to start up and oversee two factories to build houses," and responsibilities included supervisor, vice president and company pilot. Harold said he "liked to fly about as well as he liked building houses." His last entry in his flight log was in August 1989. He'd accumulated over 5,000 hours of flying time in many types of airplanes, including an association in the 1950s with the Biegert Brothers of Shickley, Nebraska, flying the B-17 they'd modified for spraying.

Harold, observant and an avid reader and lifelong learner, served on the building committee for his church—the First Congregational United Church of Christ, chaired the Hastings Airport Authority board, and was a member of the VFW, American Legion, Elks, Air Force Association, 34th and 463rd Bomb Group Associations, and the 8th Air Force Historical Society. Harold, a good neighbor, readily helped others with their projects and in any way he could. He "retired" around 1985 with a growing list of his own projects. In Harold's words, "One of the more interesting projects was my involvement with my family's efforts in trying to find my brother Stanley, who was also a B-17 pilot and was shot down over Austria in 1944 and has

# TAPS

been MIA ever since.”

Always active and youthful, 86-year-old Harold and one of his granddaughters jumped out of a “plane flying perfectly” to experience the thrill of skydiving.

Harold is survived by his wife, and daughters; 10 grandchildren and 16 great-grandchildren.

Harold was preceded in death by his father, Harold W. Dwyer; mother, Ellen Josephine Dwyer; sister, Aileen Groen; and brother, Stanley Dwyer.

**Gilles, Mark**, 103, was born on a dairy farm in Lena, Wisconsin, along with his twin brother, Merne, on 11 December 1919. He had nine siblings. His father, Francis Gilles, and mother,



Ann Maloney Gilles, preceded him in death, along with six of Mark’s siblings. Mark and June had five children: four boys and one girl. The eldest is Mark Timothy Gilles (Erin) of Pawley’s Island, SC; 2nd is Colonel (USAF retired) Gregory Lee Gilles (Janice) of Colorado Springs, Colorado; 3rd was Robert Stephen Gilles (Carol), now deceased, of Torrance, California; 4th is the only daughter, Patricia Mary Kathleen Wallet of Atlanta, Georgia; and 5th is Dr. Christopher Peter Gilles (Mary) of Tucson, Arizona. They were also blessed with 12 grandchildren and 9 great - grandchildren. Mark and June found great joy in their children, grandchildren and great grandchildren, and always had the welcome mat out for them.

Mark joined the Army Air Corps in November 1941, and received his flight training in California, where he met the love of his life, Helen June Gibson. They became engaged after he completed his flight training, shortly before he left for England where he

piloted B-17s on bombing missions over Europe. He served in the 8th Air Force, 95<sup>th</sup> BG, 412<sup>th</sup> BS, flying 32 combat missions. He flew two tactical missions on D-Day. He was awarded the distinguished Flying Cross, along with other combat medals and awards. While Mark was in England, June attended UCLA, and upon his return, they were married on 21 October 1944. They moved 14 times during Mark’s Air Force career, including assignments to Guam and numerous stateside Air Force bases. Mark would say he had tons of miles flying all over the world, adding up to over 6,000 flight hours and millions of miles. The majority of his career was spent in the famous 509<sup>th</sup> Bomb Wing. Growing up on a dairy farm instilled in Mark a strong work ethic, while flying combat missions during WWII proved to be a defining moment in his life. These experiences set the tone for his “straight shooter” that would carry him through a long and rewarding 79 year journey with June.

Mark retired from the Air Force as a Lieutenant Colonel in December 1963, after a 22 year flying career that included three bomber command assignments, the last of which was a B-47 jet bomber squadron at Pease AFB, New Hampshire, where he retired from the Air Force. He flew many types of aircraft during his career, but principally the front line bombers of the day to include the B-17, B-29, B-50 and B-47 which he literally flew all over the world. His second career of 22 years was as a Regional Manager of the United Services Life Insurance Companies serving military officers and their dependents in Omaha, Nebraska, and the surrounding areas. Upon final retirement, they moved to Carolina Trace near Sanford, North Carolina, designing and building their home and enjoying friends in both the Trace and Sanford. They lived happily there for 35 years. Once settled, they began

their treasured world travels, which took them on five cruises, two river trips, and many land trips throughout Europe, the Americas, the Pacific, and China. They thoroughly enjoyed all their friends and social activities at Carolina Trace Country Club. Mark served on the Carolina Trace North Shore Board and drove cancer patients on “Wheels to Heal” for many years to all area hospitals. He had many friends in the Order of Daedalians, a military pilot’s fraternal organization, and at Saint Stephen’s Catholic Church. Mark’s was a life well lived. He loved his God, his family, and friends, he gave generously, and was rewarded with long, successful careers.

**Goldstein, Stanley**, 99, passed away December 18, 2022. He was born in Brooklyn to Max and Rose Goldstein. Soon after starting college the US entered WWII, and he joined the US Army Air Force.



He became a lead navigator with the 466<sup>th</sup> BG flying B17s, B24s and de Havilland Mosquitoes over Germany, earning a Distinguished Flying Cross and Air Medal with Four Oak Leaf Clusters, and in 2015 was awarded the French Légion d’Honneur.

He took advantage of the GI Bill to attend the University of Oklahoma, where he graduated in 1949 with a B.S. in Physics. During his time in Oklahoma, the segregation of the schools and universities was starting to be challenged, and Stan became involved in the civil rights movement. His political activities brought him in contact with another student who shared his commitment to political and social change as well as singing beautifully, Wanda Goldstein née Rouse; they married in 1949 and spent the next 67 years

together. Stan received his M.S. in Physics from New York University in 1954, and became a professor at Hofstra University, receiving his PhD in Astronautics in 1969; he explained that he shifted fields because he couldn't accept quantum mechanics. In addition to starting the Engineering Science program at what was, at the time, a small liberal-arts college, he held numerous different positions at Hofstra including Chair of the Department of Engineering and Computer Science, Associate Dean, Associate Provost, and Director of the Collegiate Science & Technology Entry Program (CSTEP). During his life he maintained a strong commitment to social justice, including through his involvement with the Unitarian Universalist Church. He remained engaged in politics, organizing discussions of important social issues, and assisting Wanda on "Coming Back to Ulster County", a guide and resource for ex-prisoners returning from prison or jail. He will be remembered for his cheerfulness, his humor, his love of nature, his energy, his enthusiasm, his generosity, and his continual sense of wonder. He is survived by his two sons, Bruce, and Richard Goldstein.

**Grisa, Arthur Mark, 98**, of Brookfield, WI passed away September 23, 2022. He was preceded in death by all his siblings Fred, Marie, Ed, and Warren. He is survived by his wife, Marnie,



of 71 years and their children: Caryn (Bill) Kasik, John (Kris), Tom (Peg), and Mary (Michael) Bartkowski, 13 grandchildren Katy (William) Pujadas, Claire (Ryan) Lindsey, Carly Kasik, Ryan, Treu, Julie, Jacob (Lauren), Elisabeth, Danny, Amy, Megan Bartkowski, Matt Bartkowski, and Will Bartkowski, and five great-grandchild-

ren. Art was born January 6, 1924, in Chicago, IL but raised on a farm in Gleason, WI. The skills he gained as a farmer's son are innumerable and trickled into every project he tackled and taught to his children. After high school, he joined the Army Air Corps during WWII as a gunner on a B-17. He was seriously wounded on his 14th mission over Germany, but despite the Army's offer to send him home, he chose instead to return to his buddies, completing another 16 missions until the end of the war in Europe. Art always said the real heroes are still over there.

Art chose to study physical therapy after seeing the impact of injuries to his fellow GI's and earned a degree from UW-Madison. He married Marno Jean Solie in her hometown of Menomonie, Wisconsin, before settling in Milwaukee. Art worked at the VA Hospital in Milwaukee, Deaconess (Good Samaritan) Hospital, the Lutheran Home, and as an independent PT, working the last three jobs at the same time.

Art and Marnie built their dream home in Brookfield, WI, where they resided for over 60 years. As a physical therapist, Art touched (literally) many lives and spoke encouragement to all who needed his steady, capable presence. He dedicated his life to serving those around him with gentleness and kindness. Those characteristics made him the adored father, husband and papa to a whole community who will miss him and his wonderful smile.

**Kirkpatrick, Teddy George, 99**, passed peacefully into the arms of his Heavenly Father on February 10, 2023. Ted was born July 18, 1923, in Highland Park, Michigan, growing up in Dearborn where he attend-



ed Fordson High School and the University of Michigan. He served his country during World War II in the Army Air Corps as a Staff Sergeant waist gunner and flight engineer on B-17s with the 379<sup>th</sup> Heavy Bomb Group out of Kimbolton, England. Ted retired after a 38-year career with Shell Oil Company as an architect and environmental engineer. His tenure with Shell took his family from Detroit to Chicago and finally to Houston in 1973.

Ted was a lifelong member of the Lutheran Church Missouri Synod. He helped design, build, and grow a new church in Detroit and served on numerous lay committees through the years. He knew Jesus Christ as his personal Lord and Savior.

Ted enjoyed staying physically active and loved being outdoors. He was a life-long hunter and golfer. He was always generous with his time and money and his later years saw him volunteering with the Honor Flight Program, raising money to send veterans of the U.S. Armed Forces to Washington, D.C. to visit their memorials as a fitting thank you for their service to country. He was active as an honorary Colonel in the Commemorative Air Force out of Conroe, TX.

Teddy love attending reunions with the 8<sup>th</sup> Air Force Historical Society. His most recent, was in October, 2022, in Arlington, VA.

He was preceded in death by his beloved wife of 65 years, Barbara J. Kirkpatrick, parents Charles (Theodore) R. Kirkpatrick and Nelma C. Sloan, and brother Lloyd. He is survived by his sons Kurt and wife Kitt, Scott and wife Tonya, Paul and wife Wendy, grandchildren Kirsten Sokol, Kerri Reeves, Kelsey Neidert, Trent Kirkpatrick, Camille Koch, Autumn and Robert Kirkpatrick, and 12 great grandchildren, all for whom he showed great love and affection and who will cherish his memory.

# TAPS

## Morris, Oliver "Ollie" Lorraine,



101, passed away on November 28, 2022. Ollie was born in Tuleta, Texas on July 27, 1921, seventh of 12 children born to Rastus and Nannie

(Taylor) Morris in Tuleta, Texas.

He attended school at the Tuleta Agricultural High School and Pettus High School and played on the high school baseball team.

In January of 1942, he joined the United States Army Air Corps to fight during WWII. He was an engineer/waist gunner on a B-24 Bomber and flew 35 missions over Europe, two missions in support of the Normandy Invasion on D-Day, shot down two ME-109s, and received the distinguished flying cross. He also received the French Order of the Legion of Honor.

After the war, he became a rancher, gasoline refinery plant operator, and father of five in Tuleta. He was deacon of the Tuleta Baptist Church and past President of the Pettus-Tuleta Volunteer Fire District. Ollie loved to hunt, play dominoes and attending WWII historical reunions.

Ollie was preceded in death by his parents, 11 siblings and wife of 62 years, Ada Lou (Robinson) Morris. Ollie is survived by three daughters, Pam (Hank) Bern, Janet Larue (Bud) Carpenter, both of Tuleta, and Karen (Ronnie) Merrell of Normanna; two sons, Lloyd Morris of Longmont, Colorado, and Danny (Michelle) Morris of Tuleta; 14 grandchildren, Brian (Angela) Bern, Bradley (Amber) Bern, Tia Holmberg, Chad (Angela) Carpenter, Tara Carpenter, Brien (Theresa) Carpenter, Jennifer Morris, Matthew Morris, Lee Shanklin, Nicholas Ruter, Amber Ruter, Sherie (Nicholas) Carranza, Brandon (Carina) Morris and Lindsey Hann; 27 great-grandchildren; and two great-great-grandchildren.

## Schulte, Walter B., Sr., 97, of Laguna



Woods, CA, passed away May 4, 2022. Born on December 10, 1924, in Detroit, Michigan, to Walter Casper Schulte, and Grace Ethelwyn Van

Name. Walter had one older sister and one younger sister. He learned manners and tenacity from his mom, and how to be a man while maintaining warmth and friendliness from his dad. As WWII broke out in 1941, Walter was only 17 and had to wait nearly a year before he could enlist in the Army, like his father had done for WWI. Walter worked his way into a cadet program and was trained as a navigator on B-17s. He was stationed Great Ashfield Air Base, in eastern England. He was proud to serve his country in protecting America's freedom.

On October 6, 1944, Walter's B-17 was shot down over Berlin. He parachuted to the ground and became a prisoner of war. He was interrogated and transported to Stalag 1 near Barth, Germany, on the Baltic Sea. Walt remained a prisoner of war for seven months until the Russian Army marched in and liberated the camp. Upon returning to the US, Walter was ultimately sent to Fitzsimmons General Hospital in Denver to be treated for the pneumonia he had struggled with in his last weeks of prison camp. While at Fitzsimmons, Walter met an Army surgical nurse at the officers' club. Soon, Lieutenant Norma Caffey and Captain Walter Schulte were married.

The newlyweds moved to California where Walter studied engineering at Northrop Aeronautical Institute and the University of Southern California. Walt and Norma started their family, worked, and enjoyed buying and remodeling houses. Together, they were always able to 'find a need and fill it.' They always looked forward

to participating in the Army Air Force 385<sup>th</sup> BG alumni association reunions and trips to Europe where Walter had been stationed and confined to prison camp. They were married for 74 ½ years before Norma passed in September 2021. Walter would often say, "74 ½ years were not nearly enough!"

Walter is survived by his son, Walt Schulte, Jr. (wife Beverly), his daughter, Mary Ann (Schulte) Shields (Dennis), five grandchildren, and five great grandchildren.

**\*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**

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

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# A MOMENT IN TIME

## Bottle Butt's Buggy

### Part I: The Battle on the Ice

*JM Pittman, Next Gen 466th BG*



With less than twenty hours flying time in B-17s, twenty-seven-year-old Lt. Armand Monteverde received his orders. He and his crew would ferry a factory fresh B-17 Flying Fortress to England. Flying the northern route, they would cross the Labrador Coast and head for Bluey West -1. Located on the southern tip of Greenland, it was no place for amateurs. The approach was, “fifty-two miles up a fjord with walls several thousand feet high, numerous dead-end offshoots, no room to turn around, and usually an overcast below the tops of the walls.”

Successfully crossing the Atlantic, Monteverde and his crew landed at BW-1 on November 5th, 1942. The airfield

was a beehive of activity. A C-53 had gone down. Radio contact had been established with the crew, but search planes had been unable to locate the crash site. Pressed into service, the crew of PN9E would soon join the search.

On the morning of November 6th, Monteverde and his crew flew their first sortie over the vast arctic ice floe. Scattered clouds and turbulent air buffeted the crew. In the navigator’s log, Lt. Bill O’Hara recorded, “For miles and miles, all you could see was a level sheet of ice with not one object to blot out the whiteness.” Grounded for several days due to weather, they headed back out on November 9th.

Arriving at their search area scattered cloud cover and blowing snow filled the sky. With each passing minute the visibility grew worse. Suddenly the horizon disappeared in a blanket of clouds, snow, and ice. Unsure of where they were the pilots decided to reverse course and head for open water. Banking left the massive bomber slammed into the ice and skidded to a violent stop. Broken in half, the Fortress came to rest between two massive crevasses.

Monteverde quickly assessed the situation. All the crew members had been accounted for. One had a bro-

ken arm, and everyone was wet and freezing. Gathering what could be salvaged from the fuselage, they built a makeshift shelter in the tail of the aircraft.

For fifteen days massive storms battered the survivors. Enduring long winter nights, daybreak brought

only cold, hunger, and pain. When one crew member started to pray the crew joined in. From that day forward the men prayed together every day. By November 16th Lolly Howarth, the crew’s radio operator, had fixed the aircraft’s radio and contact with the outside world was



re-established.

With a break in the weather, the rescue effort began. Spotted from the air, food and supplies were dropped to sustain the crew. The Coast Guard trawler Northland was dispatched to Koge Bay. Ground teams would attempt to reach the crew overland, and aircrews worked on a plan to land near the crash site.

When a Grumman J2F Duck from the Northland arrived overhead, the crew’s excitement could not be contained. Landing about two miles from the crash site, it took pilot Lt. John Pritchard and Radioman 1st Class Benjamin Bottoms over an hour to reach the crash site. Greeting each of the stranded men, they announced they could only take two. However, they would return with hand sleds to evacuate those who couldn’t walk. Also, Pritchard announced that Lt. Max Demorest was on his way with air sleds to evacuate any remaining members of the crew. Monteverde chose Al Tucciarone and Woody Puryear to go first, and the four departed for the Duck.

As darkness fell, the Greenland landscape was calm and clear. Monteverde and his crew fired red flares to guide the air sleds to the crash site. Demorest and his fellow searcher Don Tetley saw the flares and stopped

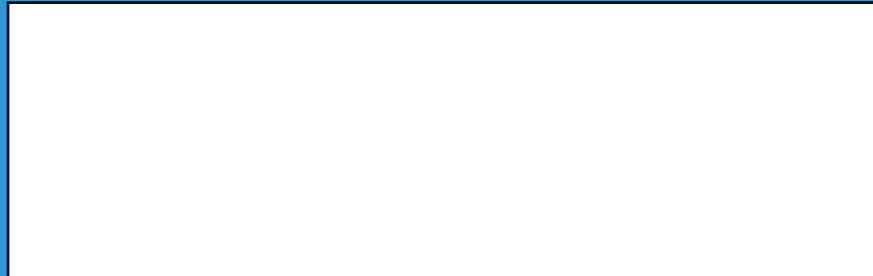
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### *Continued from previous page*

instantly. The crew was stranded between two glacial crevasses.

A PhD geologist, and the most experienced man on the ice, Demorest knew the approach would be risky. Massive snowstorms had covered the fragile ice bridges between the crevasses. One false move could send them into an icy tomb. Proceeding on foot, the two arctic explorers reached the crash site just after midnight. Administering first aid and encouraging the crew, Demorest announced he and Tetley would return for the air sleds and be back in the morning to begin the evacuation.

Daylight brought with it fog and scattered clouds.

On board the Northland Pritchard and Bottoms lifted off for the return flight. Arriving over the crash site, the hand sleds were jettisoned, and the small Duck landed where they had the day before. As the stranded crew worked to assemble the hand sleds, Demorest and Tetley arrived with the air sleds. Suddenly the ice cracked and gave way. As the crew watched in horror, Demorest and his sled plummeted into the abyss. With no sign of the intrepid explorer, Radioman Lolly Howarth was sent to the Duck to get additional men and equipment from the Northland to rescue Demorest.

Hearing the news, Pritchard and Bottoms loaded Howarth on board and immediately headed for Koge Bay. Ten minutes into the flight the Duck was in

trouble. The storm had arrived sooner than expected. Aboard the Northland distress calls from the Duck were followed by silence. Another airplane and its crew were down on the ice.

The day had dawned with an air of excitement. The Arctic, however, had made it clear; she had no intentions of relinquishing her prey. Three rescuers and one of the crew had perished in her icy clutches. The C-53

crew had not been located and the crew of NP9E was once again entombed on the ice as violent storms prevented any rescue attempts. Col. Brent Balchen would write, "*When you fight the Arctic, you fight on the Arctic's terms... In the air you fight ice that overloads your wings and sends you out of control; you fight eccentric air currents over the ice cap*

*that rack a plane and drop it several thousand feet without warning; you fight the fog. Most of the time you win, but sometimes you lose, and the Arctic shows no mercy to a loser.*" It was now clear to all - *The Battle on the Ice* had just begun!

*Editor's note: Photo on preceding page: sled much like the one Demorest used.*

*Photo this page: ice field in Greenland.*

*You won't want to miss Part 2, of *The Battle on the Ice* which will conclude in the June 2023 issue of the 8th A F News!*



**J M Pittman**