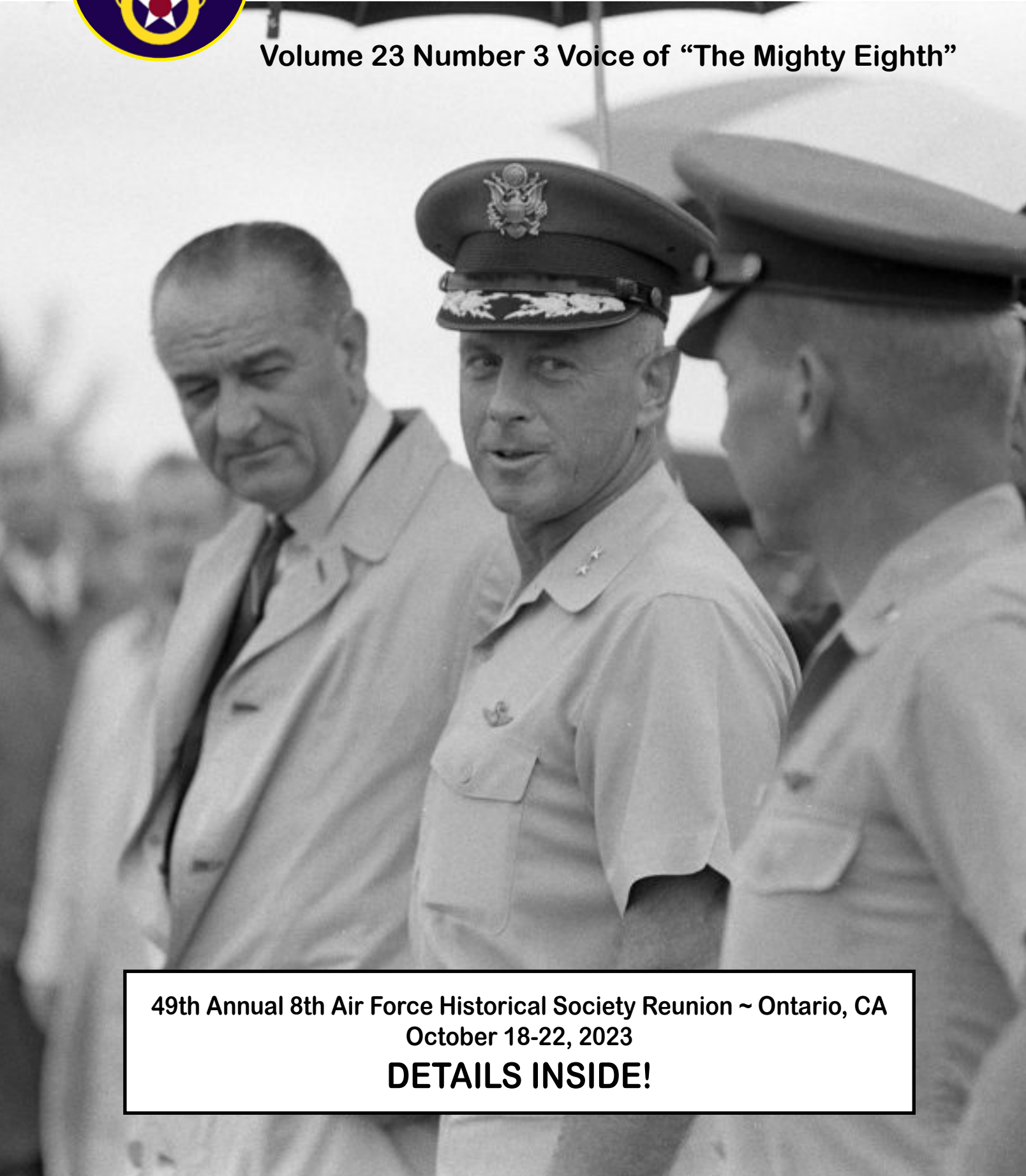


September 2023



# TH AF NEWS

Volume 23 Number 3 Voice of "The Mighty Eighth"



**49th Annual 8th Air Force Historical Society Reunion ~ Ontario, CA  
October 18-22, 2023**

**DETAILS INSIDE!**



# 8th AF News

September 2023

Voice of "The Mighty Eighth"

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## INSIDE THIS ISSUE

Cover: President Johnson with Major General Crumm, Guam, March 1967, WHPO/LBJ Library. Major General Crumm was rated as a command pilot. His decorations include two Legion of Merits, Distinguished Flying Cross, Bronze Star, 4 Air Medals, Air Force Commendation Medal, and 2 Army Commendation Medals.

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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

**Legacy:**  
the long-lasting impact of  
particular events, actions, etc. that  
took place in the past,  
or of a person's life.



I first learned about the **"Mighty Eighth"** in 2000, when I worked at the National Museum of the Mighty Eighth Air Force in Pooler, GA. During my years at the Museum, I was incredibly blessed to meet hundreds of WWII veterans of the 8<sup>th</sup>—many of whom literally stepped out of the pages of history. But sadly, the names of the vast majority of these heroes will forever remain unknown, except to a handful of friends and family, **unless WE DO something to preserve their legacy.**

During these past twelve years I have been privileged to meet even more veterans through my work with the Historical Society. While most of our 8<sup>th</sup> A F veterans served during WWII, many of them continued to serve in Korea and Vietnam. Today, members of the 8<sup>th</sup> serve world-wide.

Between active and reserve personnel, approximately 24,000 men and women serve in today's 8<sup>th</sup> Air Force at

the ready. Many of these airmen have relatives who also served in the 8<sup>th</sup> during WWII.

The incredible heritage born in 1942, continues in every single individual who has ever served in the **"Mighty Eighth."** During WWII over 13,000 airmen were killed stateside in training accidents. Over 50,000 were killed, injured, or taken prisoners-of-war. It is up to us to preserve and share not only their legacy of service and sacrifice with the world—but to recognize ALL members of the Eighth—past and present.

Please, help us preserve their legacy...before it is too late.

Hope to see you all in Ontario!!!

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.**

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

UK/European Residents PLEASE mail to:  
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CAM PE29 2JF  
477623 28575

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

# PRESIDENT'S BRIEFING

Paul W Tibbets IV  
President



Greetings everyone!

**Legacy**—that's what we are all about! Keeping the legacy alive by honoring those who have served, and those who continue to serve. This quarter's magazine looks at legacy from several different vantagepoints. Please take some time to read through the excellent articles in this issue!

Your Board has several efforts ongoing to honor our past and bring more of our history alive. Many thanks go to Bob Books, 392nd BG, Gold Star son, and long-time member of the Society, who was instrumental in producing the beautifully bound copies of the **Roll of Honor** project a few years ago. Thanks to his help, we are now working with our webmaster to upload the Roll of Honor information from St. Paul Cathedral, London, to our website. Look for this soon!

Speaking of research, be sure to check out the **Research** tab on our website. We are continuing to update historical data, especially on missions for specific dates and groups. Many thanks to our webmaster, Garrett and his team for their tireless work and updates!

Our upcoming gathering in **Ontario, CA**, is just around the corner! We still have hotel rooms available, but the cutoff date is just weeks away. PLEASE consider attending this incredible reunion. The Society has worked diligently to plan an event filled with amazing, affordable tours and activities—a great opportunity for the whole family.

The future of our reunions will be determined by the **participation and support of YOU**, our mem-

bers. Next year will be our 50th reunion in New Orleans, LA. We will be staying at the fabulous Higgins Hotel, which is directly across the street from The National World War II Museum. We are planning an exciting time! In 2025 we will be in beautiful Colorado Springs, where we plan on collaborating with the staff and cadets at the U.S. Air Force Academy. Please spread the word!

Ultimately, our ability to continue the incredible legacy of the Eighth depends on financial support. Did you know that you can make a direct transfer of funds from your IRA to our Society as a **Qualified Charitable Distribution (QCD)**? If you are required to take minimum distributions from your IRA each year, a QCD donation would not only benefit the Society, but the amount of the donation would also be excluded from taxable income.

To learn more, please consult your tax advisor and search for QCD on financial sites such as Fidelity.com, Schwab.com, etc.

Thank you all for your support of our officers, directors, and advisors. It is greatly appreciated.

If you ever have anything you wish the Board to address, please reach out to us.

Respectfully,

*Paul*

Paul Tibbets  
President, 8 AFHS



*Pictured above: The Tibbets family legacy continues!*

# TREASURER'S LEDGER

## Anne Marek Treasurer

Greetings everyone –

I am including in the issue of AF News the financial position of the Society for the period ending July 31, 2023. This includes the Profit and Loss Statement and Statement of Financial Position. Those reports are printed here. After incurring a loss last year of approximately \$90K, our investments so far this year have recouped approximate \$65K of that loss. Our portfolio manager, Mr. Gavin Natelli, believes that based on the earnings statements through the first half of this year of the stocks we hold that we will have recouped and possibly exceeded the loss we incurred last year by the end of 2023. In addition, through the first seven months of this year, member contributions, donations and magazine subscriptions totaled

approximately \$56,000 which is greater than what we collected during the same period last year. We are extremely grateful for the continued generosity of all our members.

To date, the Keep 'em Flying Giving Campaign has generated significant contributions from our members. Please visit our website, 8thafhs.org, to see a list of our contributing members and the level of their contributions. I want to thank all of you for so generously giving to enable this Society to continue well into the future. Details of the program are outlined in this issue. Please check it out and give it some thought to join this group of loyal supporters.

If any of you have any questions regarding any of our financial statements or the Keep 'em Flying Campaign, please do not hesitate to reach out to me. My contact information can be found on page 2.



*Anne*

Anne A. Marek, Treasurer, 8thAFHS

| <b>8th Air Force Historical Society<br/>Profit and Loss<br/>January - July, 2023</b> |                      |
|--|----------------------|
|  | <u>Total</u>         |
| <b>Income</b>  |                      |
| 4000 Income/Miscellaneous  |                      |
| 4001 Amazon Smile  | 136.28               |
| 4010 Member Dues Annual  | 33,696.21            |
| 4012 Magazine Subscription   | 8,305.00             |
| 4015 Keep 'em Flying   | 12,000.00            |
| 4019 Member Contributions/Donations  | 13,053.80            |
| <b>Total 4000 Income/Miscellaneous</b>   | <b>\$ 67,191.29</b>  |
| 4050 Investment Income   |                      |
| 4058 Portfolio Dividends & Interest  | 675.53               |
| 4059 Realized Gain/(Loss) on Invest  | 12,612.75            |
| 4060 Unrealized Gain(Loss) on Invest   | 39,303.25            |
| 4061 Investment Management Fees  | 0.00                 |
| <b>Total 4050 Investment Income</b>  | <b>\$ 52,591.53</b>  |
| Bank Adjustment BoA  | 0.01                 |
| <b>Total Income</b>  | <b>\$ 119,782.83</b> |
| <b>Gross Profit</b>  | <b>\$ 119,782.83</b> |
| <b>Expenses</b>  |                      |
| 5100 National Administration Expense   |                      |
| 5104 Awards, Gifts & Grants  | 238.84               |
| 5108 Web Site Expense  | 790.30               |
| 5111 Corporation Charges   | 70.00                |
| 5121 8AF History Projects  | 117.78               |
| <b>Total 5100 National Administration Expense</b>                                    | <b>\$ 1,216.92</b>   |
| 5200 Magazine Expenses   |                      |
| 5210 Printing Expenses   | 4,717.84             |
| 5220 Postage Expenses  | 2,413.30             |
| 5240 Layout/Design   | 185.35               |
| <b>Total 5200 Magazine Expenses</b>  | <b>\$ 7,316.49</b>   |
| 5300 National Office Expenses  |                      |
| 5303 Telephone/DSL   | 436.67               |
| 5304 Supplies  | 811.99               |
| 5305 Abila Software/ Computer Exps   | 1,331.08             |
| 5306 Accounting Support  | 493.10               |
| 5307 Office Rent   | 700.00               |
| 5312 FICA-8AFHS portion  | 1,941.30             |
| 5313 Payroll/ Office Management  | 25,375.00            |
| 5315 Postage & Shipping  | 612.30               |
| 5323 Merchant Account Usage Fees   | 1,603.72             |
| 5326 Payroll processing fees   | 450.00               |
| <b>Total 5300 National Office Expenses</b>   | <b>\$ 33,755.16</b>  |
| 6690 Reconciliation Discrepancies  | 2,371.96             |
| <b>Total Expenses</b>  | <b>\$ 44,660.53</b>  |
| <b>Net Operating Income</b>  | <b>\$ 75,122.30</b>  |
| <b>Other Income</b>  |                      |
| 6550 Annual Meeting Revenue  |                      |
| 6551 Event Registration  | 23,233.54            |
| <b>Total 6550 Annual Meeting Revenue</b>   | <b>\$ 23,233.54</b>  |
| <b>Total Other Income</b>  | <b>\$ 23,233.54</b>  |
| <b>Other Expenses</b>  |                      |
| 7100 Annual Meeting Expenses   |                      |
| 7103 Hotel Expense/Catering  | 28,450.00            |
| 7104 Tours/Transportation  | 1,442.00             |
| 7106 Reimbursements  | 179.00               |
| <b>Total 7100 Annual Meeting Expenses</b>  | <b>\$ 30,071.00</b>  |
| <b>Total Other Expenses</b>  | <b>\$ 30,071.00</b>  |
| <b>Net Other Income</b>  | <b>-\$ 6,837.46</b>  |
| <b>Net Income</b>  | <b>\$ 68,284.84</b>  |

| <b>8th Air Force Historical Society<br/>Statement of Financial Position<br/>As of July 31, 2023</b> |                      |
|---|----------------------|
|   | <u>Total</u>         |
| <b>ASSETS</b>   |                      |
| <b>Current Assets</b>   |                      |
| <b>Bank Accounts</b>  |                      |
| 1017 Oppenheimer & Co   | 187,892.31           |
| 1040 Bank of America Checking Acct.   | 27,062.29            |
| 1041 B of A Deposits in Transit   | 0.00                 |
| 1042 Bank of America Savings Acct.  | 25,033.59            |
| <b>Total Bank Accounts</b>  | <b>\$ 239,988.19</b> |
| <b>Accounts Receivable</b>  |                      |
| 1100 Accounts Receivable  | 0.00                 |
| <b>Total Accounts Receivable</b>  | <b>\$ 0.00</b>       |
| <b>Other Current Assets</b>   |                      |
| 1200 Prepaid Expenses   | 0.00                 |
| 1201 Undeposited Funds  | 0.00                 |
| <b>Total Other Current Assets</b>   | <b>\$ 0.00</b>       |
| <b>Total Current Assets</b>   | <b>\$ 239,988.19</b> |
| <b>TOTAL ASSETS</b>   | <b>\$ 239,988.19</b> |
| <b>LIABILITIES AND EQUITY</b>   |                      |
| <b>Liabilities</b>  |                      |
| <b>Current Liabilities</b>  |                      |
| <b>Accounts Payable</b>   |                      |
| 2000 Accounts Payable   | 0.00                 |
| <b>Total Accounts Payable</b>   | <b>\$ 0.00</b>       |
| <b>Credit Cards</b>   |                      |
| Card Assets - Everywhere Card   | 0.00                 |
| <b>Total Credit Cards</b>   | <b>\$ 0.00</b>       |
| <b>Other Current Liabilities</b>  |                      |
| 2050 Payroll & Taxes Payable  | -9,459.07            |
| 2051 Payroll payable  | 2,896.57             |
| 2052 FICA & withhold taxes payable  | 17,201.73            |
| <b>Total 2050 Payroll &amp; Taxes Payable</b>   | <b>\$ 10,639.23</b>  |
| 2500 Accrued Expenses   | 33.48                |
| <b>Total Other Current Liabilities</b>  | <b>\$ 10,672.71</b>  |
| <b>Total Current Liabilities</b>  | <b>\$ 10,672.71</b>  |
| <b>Total Liabilities</b>  | <b>\$ 10,672.71</b>  |
| <b>Equity</b>   |                      |
| 3100 Unrestricted Net Assets  | 0.00                 |
| 3200 *Unrestricted Net Assets   | 161,030.64           |
| <b>Net Income</b>   | <b>68,284.84</b>     |
| <b>Total Equity</b>   | <b>\$ 229,315.48</b> |
| <b>TOTAL LIABILITIES AND EQUITY</b>   | <b>\$ 239,988.19</b> |



**“Keep ‘em Flying” Giving Campaign**

The Board of Directors of the 8th Air Force Historical Society continues its 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)**  
*-->You can now easily DONATE directly online!<--*

**“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.

# News from Across the Pond...



Coast Guardsman statue flanking the Wall of the Missing at Cambridge American Cemetery. AMJ Brookes

by Suzie Harrison

## American Battle Monuments Commission Cambridge American Cemetery and Memorial

The Wall of the Missing at Cambridge American Cemetery is divided into sections. One of these is headed, UNITED STATES COAST GUARD. The British are struck by this, as the role of His Majesty's Coastguard is broadly search, rescue, and safety within the United Kingdom and her waters. Hence, why is the US Coast Guard, so far from home, represented here at the Cambridge American Cemetery?

The United States Coast Guard (USCG) has a long, illustrious history, and as their motto '*Semper Paratus*' states, is represented by men and women who are *always ready* to turn their hand to almost anything that needs doing.

USCG is America's oldest seagoing service and has worked continuously since its inception in 1790. Starting as the Revenue Cutter Service, it was America's only armed sea presence until the formation of the US Navy in 1798.

1915 saw the amalgamation of the Life-Saving Service and Revenue Cutter Service under the umbrella of the Coast Guard. The service today now has eleven statutory missions mandated by Congress.

The Coast Guard expanded hugely during WWII. In January 1940, at the behest of President Roosevelt, it established the Atlantic Weather Observation Service with US Weather Bureau observers based on oceangoing cutters. Of particular interest to us is the mission regarding National Defense, as during times of war the Coast Guard comes under Naval jurisdiction taking up similar roles. In particular, the responsibilities of USCG included port security, the landing of troops during beach assaults, escorting shipping convoys, search and rescue, active engagement with the enemy, protection of mining sites and weather stations. Plus, it has powers to arrest and detain civilians. These obligations could occur all over the world wherever America called for Coast Guard support. Which is why in the words of the song ...

*"I'd like to find the guy that named the Coast Guard,  
and find the bit of coast he had in mind."*

Lt Scott Wilson and SP1c Chris Yacich, USCGR, 1943

The formidable reputation of USCG and its Reserves (USCGR), for operations in northerly climes, earned

# News from Across the Pond...

them the nickname, “ice sailors”.

On Nov. 1, 1941, President Roosevelt signed an Executive Order whereby the Coast Guard came under US Navy authority for the duration of the emergency that was to become WWII. In the European Theatre of Operations, USCG was synonymous with duties in the Atlantic and Arctic Oceans, on Greenland and Iceland, and at the Normandy landings. By the end of the war USCG had lost 28 vessels and 1,068 men had given up their lives worldwide.

It is worthy of note that a level of African American/Minority inclusion occurred from inception of the service, as the Coast Guard

always chose the best watermen available. Subsequently, President Roosevelt desired that US Navy, and by inference, USCG reflect more closely the ethnic make-up of America, such that in 1942, Secretary of Navy Knox declared that African Americans could be accepted to serve within the general ranks of both organizations. *Sea Cloud*, originally a private sailing yacht, known as the “*Floating Embassy*” (for hosting distinguished visitors in peacetime), was refitted and commissioned as a USCG weather observation vessel in 1942. It wasn’t until 1944 that she became the first ship under wartime US Navy control to have a fully integrated crew. Proof of the forward thinking of the USCG was evidenced by the fact that advancement for African Americans was a possibility. By war’s end, one-in-five of every African American who served with USCG rose to petty officer or warrant officer, including 22-year-old STM1 Bronzo L. Henson. He lost his life on April 23, 1944, aboard LCI.95, possibly during one of the huge pre-D-Day Exercises at Slapton Sands, Devon, England.

In order to better understand the role of the USCG in WWII, we must go back to the early days of that conflict.

## Greenland and Iceland

As WWII commenced, Sept. 1, 1939, the British Government wanted to persuade Iceland to become an ally. She maintained her neutrality until Denmark (the King of Denmark was also Head of State for Iceland) and Norway were over-run by the Nazis in April 1940. To control the vital North Atlantic supply and communication routes, it was crucial that Germany not be allowed to establish bases in Iceland. On the day that Winston Churchill became Prime Minister, May 10, 1940, the British in *Operation Fork* took control of Iceland. This

passed off peacefully, but the Icelanders did not take kindly to being occupied. The British were soon joined by a Canadian Garrison. Eventually, as the chess pieces of war re-arranged themselves, the Icelandic Government discussed with the Americans the idea of coming under the Monroe Doctrine (whereby the United States protects the Western Hemisphere from aggression). President Roosevelt concurred, and on July 7, 1941, the sovereign states of Iceland and America formally agreed that the US would be invited to provide a garrison. The US Marine Corps arrived on July 8, 1941.

Iceland in the 1940s was a well-ordered place, whereas Greenland had more of a ‘frontier town’ feel. It was a sparsely populated ice-bound land, with

small settlements dotted around the coast. Also, part of the Kingdom of Denmark, the same strategic criteria applied to Greenland as Iceland – the need to be able to protect convoys and deny the enemy an ability to build their own bases. In May, 1940, the Americans established a consulate at Godthaab. Then the Danish Minister to Washington arranged an agreement whereby the defense of Greenland would be handed to the Americans.

REGISTRATION CARD—(Men born on or after January 1, 1922 and on or before June 30, 1924)

MEDICAL NUMBER: N 129; NAME (PTID): BRONZO L. HENSON; ORDER NUMBER: 12714

PLACE OF RESIDENCE (PTID): 1188 E. 19th; ADDRESS: Ft. Worth, Texas

DATE OF BIRTH: July 12, 1922; PLACE OF BIRTH: Lubbock, Texas

NAME AND ADDRESS OF PERSON WHO ALWAYS KNOWS YOUR ADDRESS: Jolly Ann Henson (Mother), 1188 E. 19th, Ft. Worth, Texas

BRANCH: Construction - Ft. Worth

RATING: Steward's Mate Petty Officer 1st Class

HOME OF RECORD: TX

Signature: Bronzo L. Henson

Military Hall of Honor  
Memento Semper  
"Time will not dim the glory of their deeds." General of the Armies John J. Pershing

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PO1 Bronzo L. Henson ID: 57555

Biography Awards, Medals, Badges Photos Remembrances Tributes

COAST GUARD UNITED STATES OF AMERICA

First Name: Bronzo; Middle Name: L.; Last Name: Henson; Birthplace: ; Gender: ; Date of Birth: ; Date of Death: 23 April 1944; Branch: Coast Guard (1940 - present); Rank or Rate: Petty Officer First Class; Rating: Steward's Mate Petty Officer 1st Class; Years Served: ; Home of Record: TX

Engagements: World War II (1941 - 1945)

Biography: ; Honoree ID: 57555; Created by: MICH



# News from Across the Pond...

However, this was not totally American altruism. Aluminum was used extensively during WWII; and this soft, non-magnetic, and ductile metal was important for aviation. Aluminum is three times lighter than steel and so perfect for the construction of airframes. Molten cryolite is used as a solvent for aluminum oxide in the Hall-Héroult process to extract the metal from bauxite ore. At Ivittuut, on the south-western coast of Greenland, was a rare cryolite mine which the Americans were keen to protect.

## Greenland Patrol

The waters of the northern Atlantic crossing were extremely dangerous not just because of the weather, but the threat of icebergs. The International Ice Patrol was set up in 1914, two years after the sinking of *RMS Titanic*, to monitor icebergs. Some duties originally undertaken by US Navy were passed to USCG, who were better suited to this type of operation.

One man stands out as a leader in modern oceanographic methods. His name was Edward H. Smith, a Coast Guardsman who became synonymous with sailing in northern waters. Smith was assigned to ships attached to the International Ice Patrol where he became fascinated with the movement and navigation of the North Atlantic seas, and the occurrence and detection of icebergs. A period at Harvard University earned him a degree in geology, and a doctorate in oceanography. His knowledge and know-how earned him the sobriquet [nickname], "Iceberg" Smith.



Cdr. Edward H "Iceberg" Smith, PhD, on the Greenland Patrol, 1942.  
USCGC Northland pictured below. USCG



USCG formed the Greenland Patrol on June 1, 1941, in part to secure maritime safety along Greenland's 27,000 miles of coast. The activities of the Patrol were broad and included ships converted to icebreakers. In June, 1940, Commander Smith was assigned to *USCGC Northland*, from where he would also command the Greenland Patrol. In addition to ice watch, USCG assisted the Army and Navy to establish defensive bases in Greenland. Sledge Patrols, routinely manned by resident Danes and Eskimos with valuable local knowledge, would search out *strangers*. Any Nazi weather stations found would be destroyed, and the enemy operators taken prisoner.

*"Whoever knows today's weather in Greenland knows tomorrow's weather in Europe... The battle to control Greenland wasn't a war for territory, one American official said, it was 'a war for weather.'"*

USCG was instrumental in controlling the North Atlantic sea-lanes, however where possible, more southerly Atlantic routes were used due to the huge toll that weather and conditions exerted on all the seamen involved.

In this hostile environment, while protecting others from marauding U-boat attack, the USCG also suffered losses.

## USCGC Alexander Hamilton

Before America's entry into the war, large "Treasury" class cutters were serving as Weather Patrol Vessels. Subsequently, in January, 1942, they were transferred to convoy escort duty, even though they were neither fast, nor carried torpedoes.

*USCGC Alexander Hamilton*, still virtually new, had been on escort and rescue duty. It was Jan. 29, and 17 miles from Iceland the *Hamilton* had just relinquished her tow, a disabled storeship, to a US Navy tug out of Reykjavik. No one saw a submarine, but a torpedo hit *Hamilton* in the engine room, and she began to list. Battle stations were assumed, and depth charges made safe. One hundred one men were taken off by the *USS Gwin*, and an Icelandic trawler found a life raft with a further group. She sank while being towed to harbor.

A total of 26 men lost their lives including F3C Joseph Frank Kment and F3C John E. McKinney.

# News from Across the Pond...

**Spurred by Father's Service, Omaha Boy Has Sailor's Death**

When Joseph Frank Kment, was a youngster, he delighted in his father's stories of service with the navy in world war I. Joseph's father, Frank Kment, died several years ago. His mother, Mrs. Emily Kment, 5638 South Twentieth street, went to work as a seamstress. She and Joseph looked forward to the time when he would be graduated from South High school and could help in their support.

Joseph was graduated, but the war came along. He felt he should serve his country. With the recollection of those boyhood stories in mind, he wanted to be on the sea. He joined the coast guard. His mother continued working to make it possible for him to join.

Sunday night Mrs. Kment received a telegram from the coast guard. It reported her son "was killed at sea in line of duty." His body, it said, was not recovered.

Monday night the bell for the dead was rung for Joseph at the




Joseph Frank Kment . . . he wanted to help.  
Church of the Assumption of the Blessed Virgin.

contact. Working in conjunction with sister-ship, *USS Joyce*, they went on the attack. Meanwhile, another U-boat fired an acoustic torpedo, which homed in on *Leopold's* engines, causing a massive explosion. Accounts of the ensuing chaos vary. Cdr. Phillips was blown off the ship, and as she rolled and sank, others were washed into the freezing waters. *USS Joyce* was being continually driven off, harried by other U-boats. Each time *Joyce* returned she looked for survivors; however, 171 Coast Guardsmen out of a crew of 199 were never recovered. This was one of the worst USCG losses of the war.



Kenneth Coy Phillips

Cdr. Kenneth C Phillips.  
Chuck Hill's CG Blog




—Official U. S. Coast Guard Photographs.

Navy Father Receives Medal on Behalf of Son: Dallas R. McKinney, 45, Y1c, USCG, receives the Purple Heart from Rear Admiral Robert Donobue, Coast Guard personnel chief. The medal was awarded posthumously to McKinney's son, John Edward, 19, extreme right, F3c, who lost his life when the cutter "Alexander Hamilton" went down off the coast of Iceland in January 1942. Yeoman McKinney, who served in the U. S. Army in World War I, joined the Coast Guard to carry on for his son. McKinney is from Riverdale, Md.

## USS Leopold


In June, 1943, Coast Guardsmen were trained to man destroyer escorts that could actively go out and engage the enemy U-boat wolf packs that were harassing Allied shipping convoys. On March 9, 1944, purpose-built *USS Leopold*, commanded by Kenneth C. Phillips—married with two children—was steaming about 400 miles off Iceland, as a convoy escort, when she made a submarine

Lt. Burtis P. Cone, *Leopold's* Executive Officer, remained in the water trying to help other survivors during *Joyce's* frantic rescue operations before sinking beneath the waves. Radioman 2C Lindsay F. Crosswell, who had enlisted from Hawaii, also vanished when the *Leopold* sank leaving a wife and mother.



Lt. Burtis P. Cone. The Times Dispatch, Richmond, VA, 22 Mar 1944/Find-a-Grave

If you take a walk along the Cambridge Wall of the Missing, you can search for the names of these "ice sailors." Few Coast Guardsmen are buried at Cambridge American Cemetery. The majority are missing, lost at sea, with no known resting place, yet the American Battle Monuments Commission remembers them all.



RM2C Lindsay F. Crosswell.  
Find-a-Grave

# News from Across the Pond...



## 67th fighter wing ~ 359th Fighter Group Memorial

*"The pic on the left is pre-restoration. In the background of the pics you can see a golden statue reflected. It is Thomas Paine. It was restored as part of our town council's maintenance programme. Certainly, one of the nicer tasks I've done as a council worker."*

Regards, Graham Hance, Thetford



## Board Nominations

### CLARE VANDERBEEK Member # 25364

It is my pleasure to nominate Clare Vanderbeek to the 8th Air Force Heritage Society Board of Directors. She has been a member of the 8th AFHS since 2010. I believe she could be a real asset to the organization, including in the planning, promotion, and success of the 8th's AFHS 50th Anniversary in 2024.

I met Clare more than a year ago through a phone conversation where she expressed a strong interest in contributing, and becoming more involved in, the mission of the 8th AFHS. From the beginning of our conversation, it became clear to me that she has a passion for sharing the stories and history of WWII and is committed to the important (indeed, essential) mission of sustaining and preserving the 8th AFHS.

Her passion for the history of WWII was ignited five years ago when she began the process of publishing her dad's WWII Mission Logs. Her dad, Arthur Henry Vanderbeek, was a navigator on a B-24 and flew 35 Missions (plus 10 Milk Runs to General Patton). He was in the



458th BG and served from August 25, 1944, to March 24, 1945.

When she researched the dates and targets of the bombing raids, it became clear to her that he was likely to have taken part in some of the most decisive bombing raids in the War, the Big B., and so many others.

Learning about her dad's involvement in the War gave her what has become a lifelong mission and commitment to support the many WWII organizations and to help keep the history of WWII alive. Last year, she and her husband Jack Morkan, (also an 8th AFHS member) traveled to Holland to visit the Netherlands American Cemetery outside Margraten. An experience, she said, that was like no other.

She believes that her greatest asset to the 8th AFHS is her 40 plus year career as a leader in the hospitality, tourism, communications, and fundraising fields.

These are the skills needed now to boost the 8th AFHS efforts in the marketing, communication, and promotion of its ongoing and future initiatives. For many of the nonprofit organizations where Clare was employed, she was responsible for member outreach, which included recruitment, development, and retention.

Clare has served on numerous boards and was successful in organizing the National Fisheries Institute's 50th Anniversary. In terms of fundraising, she was one of three top fundraisers for the annual Leukemia and Lymphoma Society's national sailing regattas.

She is full of creative ideas, and if given the go-ahead, she no doubt will take the responsibility for executing them (and not burden the managing director).

I believe Clare is someone who can support, strengthen, and implement our initiatives and priorities.

It is with great pleasure that I nominate Clare Vanderbeek to the 8th AFHS Board of Directors.

**Nominated by Travis Chapin  
Member # 814010**



## A Rookie's First Combat Mission: Leading the Veterans

by Norman Fine

March 21, 1944, 482<sup>nd</sup> Bombardment Group (Pathfinders), Alconbury, England.

*“Lieutenant Fine! Orders!”*

Stanley Fine, 24 years old, was about to embark on his first combat mission. The affable high school grad with the wavy hair, dimpled chin, and infectious laugh, who’d been content amidst his circle of friends in a close-knit Cambridge, Massachusetts, neighborhood had been scooped up in the peacetime draft three years earlier. Before being inducted he’d never been more than a hundred miles from Cambridge. Yet here he was—a second lieutenant Air Force-trained navigator in Alconbury, England—about to start a tour of missions deploying a new, top secret gadget called microwave radar.

With nine other select navigators, Fine had been trained in the operation of this revolution-

ary weapon under secret orders at Langley Field, Virginia. When a new B-17 equipped with the very first Philco production model of the H2X “Mickey” radar finally arrived in January, 1944, Fine and



his crew were chosen to bring it to England. There, he trained for two

more months. Now it was time for combat.

The H2X blind bombing radar was the Allies’ desperate hope to overcome the thick European weather, which the British Air Ministry had estimated as being overcast seventy to eighty percent of the time. Because the bombardiers couldn’t see targets through cloud cover, visual bombing was viable just twenty to thirty percent of the time.

After a year of bombing through the winter of 1942-1943, Americans by day and Brits by night, they had not yet destroyed Germany’s war-making capacity or neutralized its Air Force, both a necessity before the Allies dared to land troops on the European mainland. Nonetheless, the Allied Expeditionary Force under General Dwight Eisenhower was determined to mount a ground invasion during the summer of 1944. A new

strategy was needed.

Banking on the H2X to see and bomb through the overcast, Eighth Air Force Command was determined to send their bombers relentlessly, day after day, no matter the weather. If they didn't, they knew they'd be losing their B-17s to the Pacific campaign.

The new strategy required new bombing protocols. The radar-equipped airship was to lead every bombing mission. If cloud cover rendered the target invisible to the optical Norden bombsight, the Mickey operator, eyes glued to the radar scope, would take over the bombing run and drop the first bombs along with marker flares to show the formations flying behind him where to drop their bombs. In those early days of radar bombing, the Mickeys developed their protocols—what worked and what didn't work—by the seat of their pants. Often, the results weren't pretty. They learned eventually how to synchronize their procedures with those of the bombardier and his Norden bombsight so that neither would be surprised and ineffective should cloud conditions change at the last moment for either the better or the worse.

On that day in March of 1944 there were probably no more than thirty heavy bombers in the entire Eighth Air Force equipped with the new H2X blind bombing radar and ready for combat service—so few that they were all stationed together at Alconbury and sent the night before to whichever bombardment group was designated to lead the day's mission.

Stan Fine and his crew assembled their gear. They were

ordered to take their radar-equipped B-17—the Pathfinder plane, the PFF aircraft, the Mickey ship—from Alconbury to the 91<sup>st</sup> Bombardment Group at Bassingbourn. It was that group's turn to lead the next day's mission.



The PFF crew got underway but didn't expect a warm welcome at Bassingbourn. Scuttlebutt had traveled fast, and they knew that the experienced bomber crews resented the new methods for a variety of reasons. Chief among them was the fact that a bombing run under the control of the Mickey radar operator required a longer, straighter approach to the target than was needed with the Norden bombsight. This gave German antiaircraft gunners on the ground more time to lock on to the oncoming bombers, placing every plane in all the formations at greater peril from ground fire and flak.

That wasn't the only danger facing the bombers. Taking off and forming up could be equally hazardous. Previously, if the weather was too thick, missions were scrubbed. Now, they'd be taking off regardless of the weather—a large group of heavy bombers in limited visibility trying to rendezvous with their squadrons and form tight formations. Planes were often lost in collisions that first harrowing hour.

Nor were Fine and his crew looking forward to meeting the squadron leader whose squadron at the 91<sup>st</sup> BG had been chosen to lead the mission. They could guess at his frame of mind. To be designated lead squadron in a bombing mission was a prize that didn't happen often. Most squadron leaders had seasoned crews of which they were proud, and which they relied on to do their jobs and set the standard for the rest of their squadron, and flying lead plane was the squadron leader's best opportunity to win medals and promotions.

Under the new protocols, however, with the Mickey ship taking the lead position in the formation, the squadron leader was no longer able to lead the mission piloting his own plane with his own crew. If he wanted to fly with his own crew, he would be relegated to flying behind the lead plane, the Pathfinder plane. And if he wanted to fly in the lead plane—after all, he was the squadron leader—he'd have to sit in the co-pilot's seat in the Pathfinder plane with a crew he didn't know.

*"They'll probably take us over the wrong city altogether,"* he could be thinking with justification. It had been done, or so it was claimed.

If the cloud cover was thick, Stan Fine, on his very first combat mission, would be responsible for finding the target and dropping the first bombs and marker flares for hundreds of heavy bombers behind him. Experienced veterans of God knows how many previous missions would be simply following and bombing on this rookie's bombs and marker flares. Outweighing the nervous ten-

sion, all he could think of was not screwing up.

Fine was woken from his strange bunk at 0500 a.m. the next morning. *“Rise and shine, Lieutenant. The schedule’s up. Breakfast at 0550, briefing at 0630, takeoff at 0730.”*

The crews gathered in the briefing room at Operations. Promptly at 0630 the screen was pulled from the map revealing the target: Berlin! The flight route had been marked, flying altitude assigned, wind and weather information provided. The cloud cover over the target was expected to be 10/10: heavy overcast...blind... *“going in Mickey.”* Fine’s first mission: PFF lead...deep penetration...Berlin. Eleven cold, dangerous hours in the air to a heavily defended target and back.

Fueled, armed, and loaded with bombs, the PFF plane and the B-17s of the 91<sup>st</sup> began the slow taxi from their lollipop-shaped pads onto the perimeter road and toward the runway. At 0730, the dull throbbing of engines became a roar as throttles were opened and one B-17 after another accelerated down the runway even before the one in front had left the ground. Another hour passed before the squadrons rendezvoused, assembled their formations, and headed east toward Berlin over heavy cloud cover.

Fine’s attention was riveted on the glowing radarscope. He set the range scale to maximum and watched as the image of the English coastline slowly fell away and the European coastline approached. Over land once again, he tried to relate the image on the screen to his map and the course

they were following. Tributaries were easy to distinguish. Towns and cities, luminous smudges on the screen, were harder to identify as they fell off to the left or to the right of the plane’s course. The hours passed slowly with the drone of the four 1200-horsepower radial engines a constant presence. Finally, a large bright smear appeared. Berlin.

Fine set the range scale for



fifty miles, the distance at which he would begin his bombing run. He set his “lubber line,” a mechanical cursor showing the ideal track to the target, near the center of the bright blob, gave the heading to his pilot, then watched his position relative to the lubber line for several miles to compute the drift and correct the heading.

*“Mickey to pilot. Correct four degrees right.”*

They were now thirty miles from the target. No one onboard could see a thing on the ground through the cloud cover. Minutes passed on that same, straight course. Fine switched to a shorter-range scale to zoom in closer. They drifted off the approach again. The winds were always changing.

*“Mickey to pilot. Correct two degrees right.”*

*“Mickey to navigator. Keeping line on target. Twenty-five miles to target.”*

Fine was computing, from

his altitude and calculated ground speed, the distance before reaching the target at which his markers and bombs must be released. Based on those calculations a bombing circle appeared on the radar screen surrounding the plane’s position at the center of the screen. The higher the altitude, or the greater the ground speed, the earlier the release and, therefore, the larger the diameter of the bombing circle. The bom-

bardier was setting the data from the Mickey station into the Norden bombsight on the chance that the cloud cover might break and he could take over visually.

The crew was getting restless. They weren’t used to the

long, straight bombing run required by the radar procedure. Black puffs from the antiaircraft batteries on the ground began to appear around the aircraft. The plane rocked.

*“We’re a sitting duck,”* someone said. The bursts outside increased in intensity.

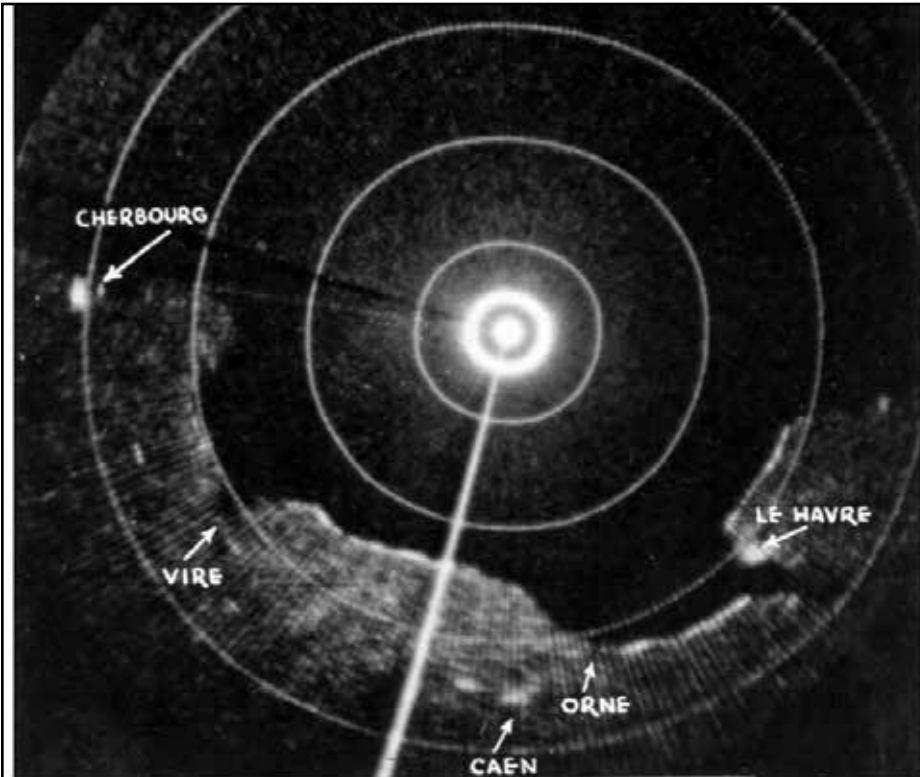
*“Drop the goddamn bombs,”* someone snapped through the intercom.

*“Get rid of ‘em. Let’s get out of here!”*

Fine’s attention was fixed on the radar screen. He waited. All that mattered to him at the moment was not screwing up. The plane pitched and shuddered from the concussions. The center of the blob that he hoped was his target in Berlin crept toward the electronically created bombing circle surrounding the plane’s position. They touched.

*“Mickey to bombardier. Bombs away.”*

Six hundred eighty-eight heavy bombers from twenty-eight



<p>This airborne radar scope image of the Normandy coastline was taken just before the invasion. The area would never look the same again during the war as it would be filled with military shipping.</p>

This airborne radar scope image of the Normandy coastline was taken just before the invasion. The area would never look the same again during the war as it would be filled with military shipping. National Archives and Records Administration 342-FH-3A17193

bombardment groups all across England were sent to Berlin that day. Twelve aircraft were lost, 347 were damaged, 135 men went missing in action, and twenty men were wounded. The mission report noted, *“Some crewmembers reported glimpses through the clouds of fires in city. No enemy air opposition but flak was accurate. Fighter escort was excellent all the way.”*

Because of the heavy cloud cover, the usual bomb assessment photographs could not be taken. Those that flew the blind mission had no idea if the effort had been worthwhile. Twenty-four hours later, back at Alconbury, Fine read the report. Some of the best bombs dropped on Berlin to date were those dropped on March 22. No one said a word to him. His only thought was, *“I’ll never live*

*through twenty-five missions.”*

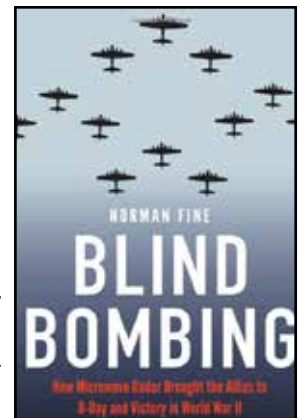
The development and implementation of microwave radar in World War II is a story of unlikely partners who were able to escape the confines of their separate and close-knit constituencies, reach out across cultural chasms to others for help, strive for achievements well beyond the limits of known parameters, and all the while resist the pessimists, nay-sayers, and established prejudices. They were politicians and scientists, army generals and university presidents, philanthropists and businessmen, earthy war veterans and innocent young physicists, Brits and Yanks.

This is their story.

*Epilog: Stan Fine was credited with thirty-four missions, most of which were flown with the Bill Riegler crew at the 401<sup>st</sup> Bomb Group in Deenethorpe. Upon completing his tour, he was promoted to Captain and was elevated to the new position of Group Mickey by then Colonel William Seawell, group commander. Two intelligence officers were assigned to assist him, and he briefed the active Mickeys before each mission from October 1944 until VE-Day. Captain Fine was the author’s uncle.*

*Editor: For the wider story of the top-secret invention most influential in winning World War II, read Norman Fine’s award-winning **Blind Bombing: How Microwave Radar Brought the Allies to D-Day and Victory in World War II**, available from online book retailers and bookstores.*

*Photos: Top p.12, B17s over Hamburg before D-Day. Target obscured by heavy cloud cover; new secret H2X microwave radar led planes to target successfully. Bottom:*



*Mickey station over starboard wing opposite radio station. p.13, Fine points out flak damage. p.14, resonant cavity magnetron. p.15, airborne radar scope image. Below: Captain Fine with wife, Shirley and the author.*





## From "Jigs Up" to Space Force...an Enduring Legacy

by Stephen M. Hutton

Last February a piece of a WWII B24 Liberator was gifted to the United States Space Force. Maj. Addison "Tatt" Reese attending the U.S. Air Force Space Superiority Weapons School at Nellis AFB, NV, presented a piece of my father's B24 Liberator during a naming ceremony at the 328<sup>th</sup> Weapons Squadron – their squadron name - "The Liberators"! The special gift – a B24 engine piston. This new unit is the offspring of World War II's 328<sup>th</sup> Bomb Squadron, one of the Liberator squadrons of the 93<sup>rd</sup> Bomb Group that participated in the famed Operation Tidal Wave – a strategic attack on enemy oil fields in Ploesti, Romania. The unit earned a Distinguished Unit Citation for their participation in the famous raid, including the award for two Medals of Honor, one for the namesake of the 328<sup>th</sup> Weapons Squadron building, Lt. Col. Addison Baker.

History records show that World War II's B24 Liberator was the world's most produced heavy bomber serving in every American service branch and every theater of operations. It was used not only as a bomber,

but also as a maritime patrol aircraft and performed anti-submarine and special electronic warfare missions. Today the metal of the Liberator is being displayed to inspire men and women of the U.S. Space Force to perform its important mission. And I am very excited!

Throughout my life my favorite airplane has always been the Liberator. My interest in the Liberator started when as a young boy (circa 1960), my father, Iredell Hutton, told me he had served as a B24 Liberator tail gunner in the Mighty 8<sup>th</sup> Air Force's 36<sup>th</sup> Bomb Squadron Radar Counter Measure Unit (36BS RCM) during World War II. Dad told me his squadron flew secret electronic warfare missions with the British Royal Air Force as well as the 8AF and jammed the enemy radios and radars. Dad with Lt. William "Mac"



McCrary crew flew 54 missions, many in the Liberator their crew nicknamed *The JIGS UP*. Dad even had my mom's name "Caroline" painted on the Liberator tail turret. (Pictured above.) However, most tragically, Dad told me that one day another crew had taken his Liberator and never came back.



Of course, this story piqued my interest to learn more; however, due to the secret nature of the missions of Dad's squadron I found little had been written about his special outfit. The 36BS RCM history records remained classified until the mid-1970s. Finally, in 1990 I discovered a book titled *Secret Squadrons of the Eighth* by British author Pat Carty. His book had a chapter on the 36<sup>th</sup> that led me to the USAF Historical Research Agency at Maxwell AFB, Alabama, where the original 36BS RCM records were held. There, I learned many important squadron details. Most interestingly I learned



the squadron flew its very first mission alongside aircraft of the RAF100 Group on D-Day. By their efforts the squadron history records stated: "This mission proved



very effective in countering the enemy warning system and contributed materially to the success of the landings on the beachhead." This jamming mission blotted out enemy radars on invasion day and saved many Allied lives. Although the squadron initially flew operations in B17 Flying Fortresses, it was later found that the Liberator was the better electronic warfare platform. Airmen of the squadron were called: "The Gremlins." Their squadron motto: "Radar All Fouled Up."

Of great and significant importance to me, I



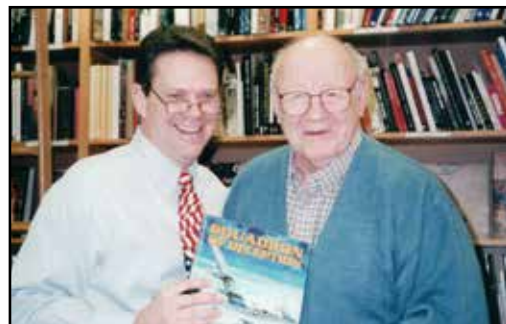
found information concerning the loss of Dad's Liberator – *The JIGS UP*. I learned that after completing the jamming mission of Dec. 19, 1944, the Liberator had crashed in the Irish Sea after running out of gas while trying to land at Valley Wales in foul weather. Sadly, I learned that eight of the ten airmen of the Lt. Harold

Boehm crew were lost – and were never found. (Pictured below.) Indeed, fate had it that my father was lucky to



be in another aircraft on that day. (Yes, that's why I'm here!)

Learning this, I traveled to Wales in 1992 to see where *The JIGS UP* crashed. Welsh diver Brendan Maguire heard of my visit, knew where the bomber crashed and recovered two of *The JIGS UP* propeller blades along with the engine piston and numerous smaller bits and pieces. (Pictured left.) Soon our families became good friends and today one propeller blade in

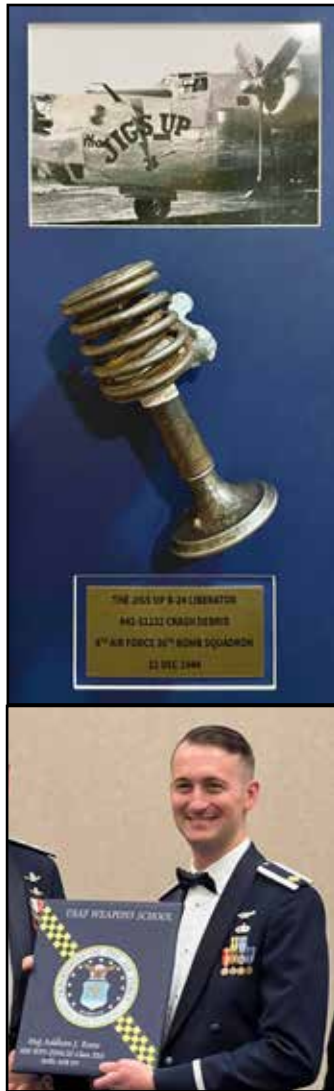


Holyhead, Wales, is now a memorial that Dad unveiled in a ceremony in April 1993. (Dad and I are pictured above.) The other propeller blade is on exhibit at the North Carolina Military History Museum at Fort Fisher, NC. It was unveiled by sisters of two of the lost airmen in a memorial ceremony the following year.

Fast forward. In the Spring of 1993, the USAF reactivated WWII's 36<sup>th</sup> Bomb Squadron RCM to form

the 36<sup>th</sup> Engineering and Test Squadron (36ETS) at Eglin AFB, FL. At that time, I began an association with the men and women of the unit and have visited the squadron at Eglin many times to meet with them. Then in 1999 after eight years of research and contacting many WWII 36BS RCM veterans and family members, I was able to publish the 36<sup>th</sup> Bomb Squadron RCM unit history book titled *Squadron of Deception*. In doing so I sought to honor and remember them. That same year, the 36ETS was re-designated as the 36<sup>th</sup> Electronic Warfare Squadron (36EWS). The 36EWS is responsible for the reprogramming and testing of all fighter aircraft electronic warfare systems in the combat aircraft forces. Their electronic warfare mission objective is to deny, deceive and defeat. The motto on their Challenge Coin reads: “They’ll Never See Us Coming.”

In 2019, I first came in contact with then Capt. Reese (Pictured right) while he was serving as the Advanced Programs Flight Commander at the 36EWS. He is a third-generation officer with both of his parents serving in and retiring from the USAF. In his service there he knew of the 36BS RCM B24 Liberator “bits and pieces” display showing relics from five of the 36BS WWII Liberators I had gifted the unit in 2005. He also had my book along with a special memento I had given him – metal debris: an aluminum piece from the crash site of the 36BS RCM B24 Liberator nicknamed *Beast of Bourbon*. In 2020, Major Reese transferred into the U.S. Space Force to work with the 2d Space Operations Squadron providing command and control of Global Positioning System satellites. Upon



his selection to attend the United States Air Force Weapons School with the 328<sup>th</sup> Space Weapons Squadron, he felt another special memento would be a fitting gift for the Liberators of the 328<sup>th</sup> Space Weapons Squadron. So, with my blessings, that gift became *The JIGS UP* engine piston. (Pictured left)

Today Major Reese says of the U.S. Space Force, “It’s the newest branch of the military. We are technically under the Department of the Air Force, much like the Marines are ultimately under the Department of the Navy. In my current job, we maintain and run the GPS constellation making sure everyone has continued access to position, navigation, and timing (PNT). The constellation of satellites provides much more to the globe than navigation services which many use on a daily basis via Google maps, Waze, etc., yet many don’t know what it truly provides.”

So, you see I have a most sincere affection for the Liberators of yesterday, today, and tomorrow. To me, those of World War II’s 36<sup>th</sup> Bomb Squadron RCM unit are heroes and were pioneers in the operation of airborne electronic warfare operations and thus saved many lives. The brave and noble airmen in the Liberators of the Mighty 8<sup>th</sup> fought to end tyranny and oppression and many sacrificed their lives!

Today, fine men like Maj. Addison “Tatt” Reese and the men and women of the 328<sup>th</sup> Space Weapons Squadron are another outstanding example of the WWII Liberators living on. By their dedication to duty and their valuable service, they carry forward a proud legacy of the Liberators of old that now extends into the Space Age.

Long live the Liberators of the U.S. Space Force!





## 49th Annual 8th AFHS REUNION

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(Reference 'Air Force Historical' for group rate)  
or **ONLINE** hotel reservation link on our website:

[www.8thafhs.org](http://www.8thafhs.org)

As of press time, we still have limited rooms available within our reserved block on all days. If you have NOT reserved your hotel room, PLEASE do so ASAP. Please note block cutoff date below.

### Location

The DoubleTree by Hilton Ontario Airport is located at 222 North Vineyard Avenue, Ontario CA, 91764

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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 DoubleTree, you **MUST** call for pickup:

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### 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.

**Cutoff 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  
*Reserve chair rentals early!*

### Best Western Plus

**(909) 937-6800 (front desk)**

(Reference '8th Air Force Historical Society'  
for group rate)

If you prefer, we have additional rooms in a separate block at this hotel. Please note block cutoff date below.

### Location

**Directly across the street from  
the DoubleTree Hotel!**

Best Western Plus Ontario Airport is located at 209 North Vineyard Avenue, Ontario CA, 91764

### 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 Best Western Plus, you **MUST** call for pickup:

**909-937-6800**

### If You Drive

Overnight self-parking is **COMPLIMENTARY**.

### RESERVATION INFORMATION

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

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

**Rate:** \$129 (K)+13.75%=\$142.75\*  
\$139 (2Q)+13.75%=\$158.11\*

**\*Includes breakfast**

**Cutoff Date: 10/11/2023**

**Cancellation Policy:** Reservations MUST be cancelled by 4pm day of arrival, or attendee will be charged one night room rate plus tax.

***PLEASE contact ME ASAP with any questions!***

**Debra Kujawa**

**Managing Director**

**912-748-8884**

**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 22

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<br>(NO refunds on cancellations past this date)  | Price<br>p/p | # of<br>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.<br>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**

## In Memory of Major General William J. Crumm

By Rebecca Y. Vaughn



**M**y father hung this framed photograph of General Crumm and him in his office, displayed alongside the portraits of presidents and other dignitaries. It had been taken just months before General Crumm was killed in the Vietnam war.

I remember how sad my parents were when he died. My mother referred to the tragedy of “Bill” Crumm’s death many times during the course of my life. My stoic father wouldn’t talk about it. But his archives containing photographs, letters, and newspaper articles preserving some of the details about his esteemed WWII pilot’s life reflect Dad’s deep respect for him.

William “Bill” Joseph Crumm was born in New York City in 1919 and attended the University of Virginia before entering the flying cadet program in 1941. He was twenty-two-years-old when my father first met him at MacDill Army Air Force Base in May 1942. The WWII Air Campaign was still in its infancy then. The two men were assigned to the newly formed 91st Bomb Group of the newly formed Eighth Air Force. They would share many firsts together while serving in this first group of the first wing of the first division of the evolving US Army Air Force (USAAF).

My father was assigned to Crumm’s crew of the 324th Squadron as a waist gunner. On the B-17F they named *Jack the Ripper*, their crew participated in the 91st Group’s first mission over enemy-occupied France on November 7, 1942. They flew alongside the *Memphis Belle*, which began the first of its twenty-five missions

that day.

These were dangerous times in the European Theater of Operations when the bomber crews flew without long-range fighter escorts. During my father’s third mission, *Jack the Ripper* was hit; and he and fellow waist gunner, Sgt. C.D. Wright, were wounded. As the air campaign progressed, the crews suffered great losses as men were wounded, killed, or lost in action. Crumm and his men were witness. Three of the 91st Group’s four squadron commanding officers were lost within the first two months of combat, including the 324th’s revered CO Major Harold Smelser.

As the casualty rate of the combat crews escalated (later determined to be the highest of the American forces during WWII), the War Department requested that an experienced crew return to the Zone of Interior.

Crumm, recognized as a stellar pilot and leader, and his crew were selected and flew back to the US in February 1943. They were the first intact crew of the Eighth Air Force to return home.

Crumm and his men met with General Arnold and the War Department in the Pentagon War Room, answering many questions about daylight strategic bombing. It was during one of these meetings that Crumm encouraged General Arnold to set the number of missions required for the airman to complete a tour of duty. On behalf of his comrades, the young captain stated:

*“...I have never seen a bunch of fellows more anxious to fight and do their part – but it is a funny feeling when you sit out there and see*



*your squadron dwindling down and down and down. It just looks as if you are going to stay until you get shot down.... If a definite number of missions or months to fly was set, (they) ... would have something to work for. I think this is one of the most important things, and I know that the fellows that are still over there — the ones that were left behind — would be awfully glad if something was done about it.”*

Afterwards, the crew met with some of the Air Force engineers and recommended multiple aircraft and equipment modifications to better serve the airmen. In Orlando, Florida, they met with the Air Force School of Applied Tactics to co-author the airmen’s combat manual entitled “Bombing the Nazis.”

They then participated in a morale boosting tour and flew across the country to visit multiple aircraft factories, participated in numerous ceremonies and news interviews, and spoke to numerous combat crews in training. “But it wasn’t all work,” wrote JTR’s navigator, Lt. Bill Leasure, “we were wined and dined by multiple Hollywood celebrities including Carol Landis, Gary Cooper, Ann Sheridan, and Dennis Morgan, to name a few.” It was during this time that the handsome Captain Bill Crumm married Miss Ella Jane Tenney in Tucson, Arizona. Over the years, they would raise six children together.

After the tour’s completion, the crew members were re-assigned individual duties. Crumm was promoted and eventually transferred to the Pacific Theater while my father completed aviation cadet training. After the war ended, Crumm was given key assignments across the globe and advanced through the ranks during his military career in the USAAF—later the USAF when the U.S. Air Force became an independent branch of the military in 1947.

My father and the General maintained intermittent correspondence during their careers. Among my father’s archives are several letters from General Crumm. One was a letter of recommendation for my father to be accepted into officer training school. Another written to my father on December 5, 1963, eloquently stated, “*We are all very proud, but certainly not surprised, by your instant and brave conduct.*”

The two men’s professional paths crossed again when my father was assigned to protect Vice President Humphrey in 1966 and, later, President Johnson in 1967 in Guam. General Crumm was stationed there in 1965 commanding the 3rd Air Division—the B52 unit charged with carrying out air strikes in Vietnam.

By July, 1967, Crumm, a major general by then,

had completed two years in Guam and was scheduled to return to the United States after his last mission. He was to be promoted to the director of aerospace programs; but, en route to a target in South Vietnam on July 6, 1967, he was in a mid-air collision with another B-52 bomber over the South China Sea. Seven men from the two planes survived, but General Crumm and five other men

were lost, their bodies never recovered.

In a sad final first, Major General Crumm, the forty-eight-year-old beloved family man and respected leader



of men who spent over half of his life in the service of our country, was the first American general to be killed in the Vietnam War.

My father never forgot him.

Nor will I.

*Photo credits: Preceding page, top: Major General William Crumm and Rufus Youngblood, Guam, March 1967, WHPO; bottom: Capt William J. Crumm, pilot Jack the Ripper, WWII.*

*This page top: General Crumm with President Johnson; Sec. Rusk, Sec. McNamara to his left; Gen. Westmoreland & RWY in 2nd row), March 1967, WHPO/LBJ Library.*

*Bottom: Crew of Jack the Ripper.*

# CHAPTER NEWS



*Pictured left: Brigadier General Donna Prigmore and SFC Bert Campbell, President 8<sup>th</sup> AFHS, Oregon Chapter, with a framed vintage airplane ad from Steve Lenius and a Quilt of Valor presented by Sophia Kennedy*

**8<sup>th</sup> Air Force Historical Society,  
Oregon Chapter  
November 5, 2022**

*Edited by and photos taken by  
Joan E. Hamilton*

*Approved by  
Brigadier General Prigmore*

We were honored at our November, 2022, luncheon by a presentation from Brigadier General Donna M. Prigmore, Commander of the Oregon Air National Guard, who is responsible for the operational effectiveness and mission readiness of the military and civilian personnel assigned to the 142d Fighter Wing (Portland, OR.), the 173d Fighter Wing (Klamath Falls, OR.) and Joint Forces Headquarters (Air) in Salem, OR. Brigadier General Prigmore obtained her commission in the Air National Guard in 1990, in Knoxville, TN. Her effective date of promotion to Brigadier General was August 4, 2018. She has served as

Cost Analysis Officer, 137<sup>th</sup> Airlift Wing; Flight Commander, 176<sup>th</sup> Services; Chief of Public Affairs, 176<sup>th</sup> Wing and Oregon JFHQ-level; Deputy Commander, 173d Mission Support Group; Inspector General, 142d Fighter Wing; Commander, 142d Force Support Squadron; Deputy Commander and Commander, 142d Mission Support Group; Vice Commander, 142d Fighter Wing; and Vice Commander, 173d Fighter Wing. She has also served as Assistant Adjutant General-Air for the Oregon National Guard and Executive Officer to the Vice Chief of the National Guard Bureau at the Pentagon (2017).

The above information and more details of Brigadier General Prigmore's extensive background can be found at the Department of Defense, National Guard Bureau web page: <https://www.nationalguard.mil/portals/31/Features/ngbgomo/bio/3/3497.html>

Brigadier General Prigmore discussed the connections between charter members of the 123d Observation Squadron at Portland's air base who also served in the Mighty Eighth: B-17 aerial gunner SSgt. John H. Pear, 401<sup>st</sup> BG; B-17 Flight Engineer TSgt. Gerald E. Wilson, 384<sup>th</sup> BG, who was shot down on his 20<sup>th</sup> combat mission (Berlin) and spent 15 months as a POW; and P-47 pilot Lt. Victor Unruh, MIA, who was lost on a Berlin mission in June, 1944. Post-WWII Veterans who served in both the Mighty Eighth and Oregon ANG include P-38 Lightning pilot Stanley P. Richardson; P-51 Mustang pilot Frank Q. O'Connor, 354<sup>th</sup> FG; B-17 navigator Raymond J. LeDoux, 398<sup>th</sup> BG; and F-5 Photo Lightning crew chief Neil O. Buley, 14<sup>th</sup> Photo Recon Squadron.

Brigadier General Prigmore related several Mighty Eighth fast facts, "By mid-1944, there were



# CHAPTER NEWS

200,000 airmen. At its peak, they were able to launch 2,000 four-engine bombers and 1,000 fighters in a single day. From a command-and-control perspective, this was extraordinary. Seventeen Medals of Honor, 220 Distinguished Service Crosses, and 442,000 Air Medals were awarded. There were 566 Aces and 440,000 bomber sorties, and over 11,000 aerial victories. They lost about 500 aircraft and 26,000 airmen during WWII.

The 8<sup>th</sup> Air Force today is headquartered at Barksdale AFB in Louisiana. The mission today is strategic deterrence operations as well as neutralizing the enemy through global strike in order to protect the U.S. It was announced in February of this year that the Air Force Global Strike Command will be getting the B-21 Raider; capable of penetrating the toughest defenses anywhere in the world.”

Brigadier General Prigmore graciously included 99-year-old Lt. Col. Frank Heyl, our previous speaker, in her presentation. When he attains the age of 100 next year, Lt. Col. Heyl will be invited on another American Airlines Honor Flight to Washington, D.C.

As a Drill Status Guardsman, Brigadier General Prigmore, Commander of the Oregon Air National Guard, serves in the military part-time and also holds a full-time civilian job as Senior Manager for Terminal and Landside Operations for the Port of Portland.

According to Brigadier General Prigmore, the Joint Force Headquarters of the Oregon Air National Guard, located in Salem, Oregon, is where planning and execution start. There are two flying

wings. The 142d Fighter Wing in Portland has missions that include Aerospace Control Alert and Special Operations. The 173rd Fighter Wing in Klamath Falls performs Air Traffic Control and is the only Formal Training Unit in the United States that trains F-15C pilots. The 116<sup>th</sup> Air Control Squadron in Warrenton handles Combat Air Space.



Above: Brigadier General Donna Prigmore with Lt. Col. Frank Heyl

The following is a list of past and current Oregon ANG aircraft: P-47 Thunderbolt, F-51D Mustang, F-86F Sabre, F-94A Starfire, F-89J Scorpion, F-102A Delta Dagger, F-101B Voodoo, F-4C Phantom, F-16 A/B Falcon, F-15 A/B/C/D Eagle (current). Brigadier General Prigmore informed us, “The Oregon National Guard unit will be the first to receive the F-15 EX, a four-plus generation aircraft that is not stealth but carries more weapons than the F-15E

currently on our ramp.”

Brigadier General Prigmore gave details about the 142d Fighter Wing located in Portland, Oregon. The 123rd Fighter Squadron, a unit of the Oregon Air National Guard’s 142d Fighter Wing, has twenty-seven F-15 pilots. They have an aerospace alert control mission. They protect the skies over the Pacific Northwest.

The 142nd Fighter Wing also has the 125th Special Tactics Squadron, a special forces organization with a total of 113 personnel including 56 operators who are combat controllers and pararescuemen. Highly skilled and trained Combat Controllers can go anywhere in the world and set up air traffic control even in austere environments. Pararescuemen are trained in tactics such as underwater rescue, boat operations, and rappelling. They can be called to do search-and-rescue missions.

In Oregon, there is a cyber team which is a combination of Air and Army National Guard members. They can evaluate computer systems using vulnerability assessments and threat emulations.

According to Brigadier General Prigmore, “During natural disasters, the ability of the Oregon National Guard to assist is enormous. The mission sets that we can provide on the Army side are general support aviation, medical evacuations, search and rescue, rapid response, logistics, sustainment engineering support, transportation, traffic control and security. The Oregon Air National Guard can provide satellite and mobile communications; emergency medical response; field support operations; fatality search and rescue; riot

# CHAPTER NEWS

response; and engineering, transport, and cyber support.”

National Guard forces are activated either by the governor or Congress and the President. 2021 was referred to as the “Year of the Guard” when over 3500 Oregon Air and Army National Guard members were activated. In Oregon, they supported 50 hospitals across the state, administered 380,000 vaccinations, and worked in the employment center’s 211 call center. In past years, they were activated to support wildfires, did welfare checks, delivered water bottles, and provided snow removal during snow and ice events. Ten to fifteen years ago, the National Guard started a strategic approach to developing allies across the globe. The National Guard now has partnerships with at least eighty different countries across the globe. The Oregon National Guard is partnered with Bangladesh and Vietnam.

Asked for a synopsis of her personal background, Brigadier General Prigmore said, “I am very proud of my enlisted time. I joined the Air Force which paid for my college education, but I never thought I’d be a Brigadier General. I just thought, if I worked hard and treated people well, then maybe opportunities would come my way. I served on the enlisted side at Osan Air Base in Korea as well as Patrick Air Force Base in Florida. On the military Guard side, I’ve been part of the Arizona Unit, the Alaska Unit, and now the Oregon Unit. It has been an absolute privilege to serve.”

**8<sup>th</sup> Air Force Historical Society,  
Georgia Chapter  
June 10, 2023  
Brent Bracewell**

The Georgia Chapter once again held its monthly luncheon on 10 June at the 57<sup>th</sup> Fighter Group Restaurant at Peachtree Dekalb Airport. The 57<sup>th</sup> is a WWII-themed restaurant created by 8<sup>th</sup> AF Veteran Dave Tellichet, making it a beautiful venue for the Georgia Chapter’s monthly luncheons.

This month’s presentation was given by John O’Neil III. John is a National Museum of the Mighty 8<sup>th</sup> AF Board of Trustees, immediate past Chairman of the Board of Trustees, and the son of an 8<sup>th</sup> AF Veteran. John’s presentation was entitled, Mickey, Stinky, and the little-known story of Radar and the “Top Secret Pathfinders” of the Mighty Eighth Air Force.

John’s father served as both a waist and tail gunner for the “Pathfinders” of the 482<sup>nd</sup> BG, 813<sup>th</sup> BS. John could relate and regaled the Chapter with stories and facts he learned firsthand from his father and his B-17 crewmates. In only 30 short minutes, John mesmerized his audience with a high-level overview of radar developed at the MIT Radiation Laboratory (MIT Rad Lab), by including personal stories from the men and women who flew the first radar equipped B-17s and B-24s with the Pathfinders of the Mighty Eighth. John shared the often untold and



overlooked incredible back story of how American academia, electronic manufacturers, and the Army Air Force came together to create a solution to the vexing problem of strategic bombing with a Norden Bombsight that needed to acquire the target visually. It was especially an issue when clouds often obscured the European continent.

John reminded all of us that although radar is often referred to as the invention that won WWII, radar was a little-known or accepted “top secret” technology in the early days of the air war in WWII. Its rapid development and deployment for 8th Air Force combat operations during WWII is a little-known success story.

**Of special note is that the Pathfinders of the 482nd Bomb Group was the only American Bomb Group formed outside of the United States, and as they liked to say, “We led, we fought, we taught.”**

Due to the excitement surrounding John’s presentation, the Georgia Chapter had 45 in attendance and enjoyed an entertaining and educational presentation from John and excellent food served by an outstanding 57<sup>th</sup> staff and great fellowship. In the past, the Georgia Chapter luncheon was once filled with 8<sup>th</sup> AF Veterans; unfortunately, we do not have a single WWII 8<sup>th</sup> AF Veteran left in our ranks. But fortunately, our chapter remains strong and in fact, is growing in num-

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If you are ever in the Atlanta area and would like to attend a luncheon, please get in touch with one of our social media sites for all the info and become part of our “Mighty 8<sup>th</sup> Family!”



*Pictured on previous page: Plaque on the wall of Alconbury Town Center. Patch of the post war 482<sup>nd</sup> Pathfinder Bomb Group Assn. Above left: John O'Neil III speaking at our group luncheon. Left: A B-17 “Mickey” operator of the Mighty Eighth Air Force. Above: B-17 equipped with an MIT hand-built H2X BTO radar set.*

bers with second generations and Mighty 8<sup>th</sup> AF enthusiasts.

Our new Chapter Vice President, Andy Schneider, also announced to the audience the launching of the Georgia Chapter’s updated Facebook page at [www.facebook.com/8afgc](http://www.facebook.com/8afgc), along with the Georgia Chapter’s new website at [www.8afgc.org](http://www.8afgc.org); Twitter page @8afgc, and Instagram page @8thafgc.



## Remembering Honor, Heritage, and Sacrifice

### B-24 Liberator Keepsake

**On Behalf of the  
392nd Bomb Group Memorial Association**

This ornament is the perfect year-round gift for any B-24 enthusiast! Small enough (3¾" wide x 2" high) to easily mail to relatives or friends, yet large enough to be immediately recognized as a Liberator. One (or more) will look great on your bookshelves or wherever you display your Bomb Group keepsakes. *They're not just for Christmas!*

Hand-crafted in the USA from fine pewter. Only \$20 each with free domestic shipping; \$30 (includes shipping) for international orders. Click or copy and paste the link below for convenient online ordering!

<https://www.b24.net/itemsForSale.htm>

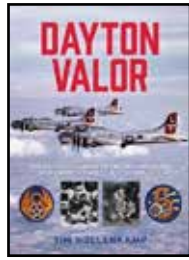
Send check or money order to:

**Payable to —> 392nd BGMA  
Bill McCutcheon  
20620 Milton Ct  
Brookfield, WI 53045**



# BOOKSHELF

**Dayton Valor:**  
*The Heroic Journeys of Two Ohio Brothers Who Fought in World War II Bombers*  
Tim Hollenkamp



Bernard flew for the 8th Air Force out of England in 1943 at a time when your chances of being killed or captured were about three out of four. His diary is included, revealing the gamut of experiences and emotions involved in his flying training and overseas service. Frank served on the other side of the world in the Pacific in the 5th Air Force, where going down on long missions over the open ocean and capture by the Japanese were terrifyingly real possibilities. He would be one of only a few men who would fly combat missions in the very short life of the B-32 bomber in action.

*Dayton Valor* recounts the incredible places those men saw, the people they met and observed, their role in history, and their harrowing experiences in the war. The fact that one brother did not come home reveals the loving connection between the two men as the remaining brother dealt with the tragedy.

ISBN: 979-8218166137

Publisher: Twenty-Four Publishing, 2023

300 pages & 420 images

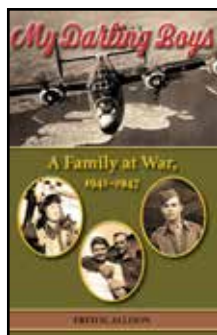
Available directly from publisher:  
[24pubtbh@gmail.com](mailto:24pubtbh@gmail.com)

And via online and in-person bookstores

**My Darling Boys**

Fred H. Allison

*My Darling Boys* is the story of a New Mexico farm family whose three sons were sent to fight in World War II. All flew combat



aircraft in the Army Air Forces. In 1973 one of the boys, Oscar Allison, a B-24 top turret gunner and flight engineer, wrote a memoir of his World War II experiences. On a mission to Regensburg, Germany, his bomber, ravaged by German fighters, was shot down. He was captured and spent fifteen months in German stalag prisons. His memoir, the core of this unique book, details his training, combat, and prisoner-of-war experience in a truthful, introspective, and compelling manner.

Fred H. Allison, the author and Oscar's nephew, gained access to family letters that supplement Oscar's story and bring to light the experiences of Oscar's brothers. Harold Allison, the author's father, was sidelined from combat as a bomber copilot due to a health condition.

The letters tell of the brother who did not come home, Wiley Grizzle Jr., a P-51 fighter pilot. Wiley's last mission brought his squadron of Mustangs into a pitched battle with German fighters bound for the front to attack American troops.

The letters also introduce the boys' family, who fought the battle of the home front on their farm in New Mexico. Allison reveals the burden home folks bore for their boys in combat and then the emotional trauma from the dreaded War Department letters announcing, "missing in action" or "killed in action."

*My Darling Boys* brings a new and important aspect to personal accounts of World War II combat, giving the reader a unique blend of first-person military action tied to the home front family.

ISBN-13: 978-1574419061

Publisher: University of North Texas Press

336 pages

Available via online and in-person bookstores

**The Lucky Seven:**

*One airman's remarkable true wartime story of escape and evasion from German-occupied Europe, and the brave resistance fighters who delivered him to freedom.*



Norman W. Holden

During the early afternoon hours of April 24, 1944, Second Lieutenant James J. Goebel, Jr. finds himself floating alone toward the war-torn Belgian landscape below. What was his safe passage home, his B-24 Liberator, is now engulfed in flames and hurls to the ground only to report back with a distant thud upon the earth. Just moments earlier, the B-24 and its crew of ten were en route back to England after their inaugural bombing mission and the successful pounding of the Nazi war machine. At the hand of sheer randomness and bad luck, an enemy fighter selected their heavy bomber for retribution from the 230 B-24s dispatched earlier that morning.

Forced to jump for their lives, Goebel and his fellow crew members were now scattered along the Belgium countryside. Soon to be a downed airman in a hostile enemy occupied territory, the odds of survival are against him. With two men running toward his drifting canopy, Goebel fears he may never see home again.

*The Lucky Seven* is a gripping true story of escape, evasion, and resistance.

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**Abrams, Emanuel (Manny) J., 99,**



passed away June 15, 2023, while at home and on his own terms.

He was a decorated WWII veteran, serving as a lead navigator with the

392<sup>nd</sup> BG. He was also a pacifist, violinist, music-lover of many genres, playful, businessman, Harvard University and Boston University School of Law alum, 1970, airline hijacking survivor, and a sweet, loving, giving soul. The world never met a liberal non-profit that Manny didn't support. He was incapable of being stern, erring instead on the side of "silly and charming". Always. A loving dad, he often would 'play' his daughters to sleep on his violin, standing at the base of the stairs, while upstairs we would drift to J. S. Bach's "Violin Concerto in A Minor". A lifelong music supporter, dad was a second violinist for 55 years with the Newton (MA) Symphony Orchestra and, later, the New Philharmonia Orchestra also in Newton, playing until he was 94 years old.

Born on February 27, 1924, in Boston to Rabbi Samuel and Sarah (Friedman) Abrams, Manny was raised in Brookline, MA. He met Barbara Esme (Kessler) Abrams while both were Harvard undergrads in 1948, marrying in June of that year after a 6-week courtship. Their marriage lasted 61 years until her death in 2009, producing two loving and supportive daughters, Zoë, and Katy. Gregarious and outgoing to our mom's more subdued nature, they were a team throughout Life's journey. Although the son of a Rabbi, dad's avowed religion was "The Universe".

Manny always supported his daughters, encouraging their adventures

and living vicariously through them. He was a strong swimmer, sailor, and tennis player, and encouraged their passions. He was a lover of poetry and the derivation of words. He was a scholar and studied British literature and history on his own and with Lifetime Learning classes, as well as with his group of beloved "Idlers" who met weekly. He loved to correct everyone's grammar, and misspellings on menus. He had a dictionary sitting next to him until his last days, while he took up his position in "the Command Center" on the couch. He enjoyed watching the swan on Pickerel Pond outside his living room window, and reading Shakespeare and poetry with his girlfriend, Bunny, who gave him great joy after Barbara died.

Independent (in large part) until his death, Manny remained in his home of over 65 years in Natick by his choice, thanks to the tireless love and devotion of Zoë and Katy. He was also supported and aided by a truly amazing and loving team of aides: Suzanne Claflin (words cannot describe), Good Shepherd Community Care of Newton, MA, (Carlos, Esther, Sharon and the entire team), HomeHelpers of Wayland, MA, (beloved Simone and the entire administrative team), CareConnect/ New Dawn Homecare (Priscilla and her team), and our sweet Patty. Thanks also to Dr. Edward Legare of Wellesley, MA, and his office staff. Everyone should have such a supportive and loving end-of-life. Manny is survived by his daughters Zoë (Bob) Alley, Katy (Steve) Abrams, and his grandchildren Cassandra (David) De Almo, Max Alley, Jared Stern, and Galen Stern. He was predeceased by his wife Barbara (Kessler) Abrams, his parents, his brothers David and Robert Abrams, and his sister Hilda

Robbins.

A celebration of his life will be held at a later date, as Manny has donated his body to medical science, as did Barbara before him. Both donors to the very end.

**Hallson, Frank David, 107, of**



Minneapolis, MN, passed away peacefully on May 4, surrounded by loving family and friends. Frank was born in Long Lake, Minnesota, on May

3, 1916. He lived and worked in the Twin Cities area prior to enlisting in the US Army Air Corp in 1941. During World War II, Frank proudly served with the 457<sup>th</sup> BG. During the war, Frank met his beloved wife, Jeanette Truskolaski, and they were married in Long Island, New York, in 1945. Frank and Jeanette permanently relocated to Minneapolis in 1947. There they raised their two children, Renee and David, and celebrated 68 years of marriage before Jeanette's death in 2013. Frank worked as an accountant for several Minneapolis firms until his retirement in 1978, including 14 years with Tonka Toys in Mound, MN. He was also an avid traveler. Ready in a heartbeat for a car trip to Yellowstone or a plane ride to Australia. He visited numerous foreign countries as well as all 50 states and was still able to drive his car at age 106. Frank was a beloved friend and neighbor in his Minneapolis Linden Hills neighborhood, and a faithful member of St Thomas the Apostle parish. He was preceded in death by his wife Jeanette; parents Emil and Alma Hallson; brothers John and Norman; sisters Henrietta, Margaret (Baker) and Ruth (Kingsrud). Survived by daughter Renee (Wayne) Paske, son

# TAPS

David, grandsons Mark (Inna) and Stephen (Megan), and great granddaughters Sophia Paske and Dana Collier. Special thanks to the wonderful medical and spiritual caregivers at Fairview Southdale hospital who did so much to comfort and support Frank in his final days.

**Wassom Dr. Earl E**, 99, passed peacefully into eternity on the evening of May 22, 2023, from his home in Bowling Green, KY, at which time he was attended by his loving wife of 77 years, Cynthia Wassom, his daughter-in-law Debbie Wassom, and his son Reginald Wassom.

He is also survived by his daughter Karen Hammond, son-in-law Robert Hammond, ten grandchildren and three great-grandchildren. Born in 1923 in Blackwell, OK, he was preceded in death by his parents Grover Cleveland Wassom and Eva Stone Wassom, and three sisters, Alice Wassom, Lois Ochoa, and Eleanor Wassom.

Earl was a B-24 pilot in WWII, flying 35 combat missions over Nazi Germany and 7 gas-haul missions into France with the 8th Air Force 466<sup>th</sup> BG, based in Attlebridge England.

Earl was an elder in good standing with the church of the Nazarene. The family moved to Bowling Green, KY, in 1966 where Earl assumed the position of head librarian at Western Kentucky University. He retired from WKU as a dean in 1985.

After retirement, Earl became active in the 8th Air Force Historical Society, serving as their chaplain for 32 years. His inspirational column, "How About It!" appeared regularly

in the 8<sup>th</sup> A F News magazine for many years. He wrote three books on 8<sup>th</sup> Air Force contributions to the Allied victory in WWII.

Exemplifying the grace of his beloved Lord and Savior Jesus Christ, Earl was no respecter of persons. He recruited an excellent faculty and staff during his tenure at WKU from people of many races and religions. The people who mowed the grass and swept the floors were as important to him as the President of the University and the Governor of the Commonwealth. He frequently took time from his busy day to express genuine love and concern for each of them.

Earl practiced a lifetime of learning, personal and spiritual growth. His value-centered leadership, loving nurture, and prayerful encouragement will be missed sorely by all of us who were fortunate to call him friend, peer, boss, husband, and father.

**Wesselhoeft, Adolf "Wes"**, Lt Col, USAF, retired, 85, passed peacefully into the arms of Jesus Friday, February 17, 2023, at his home with loved ones by his side. Wes is preceded in death by his parents, Adolf H. and Anna Radtke Wesselhoeft; by his son, Karl; and by his loving guide dog, Blazer.



Left with cherished memories are his wife, Shirley; daughters, Becky Hutto and Heidi Van Iwarden; his stepchildren, Scott Harrison and Heather Spillers; nine grandchildren and one great-grandchild; and his devoted guide dog, Nealy.

Wes served 22 years in the United States Air Force and was a Vietnam Veteran. He was a 100% service-con-

nected disabled Veteran having lost his vision as a result of Agent Orange exposure. After retiring from the Air Force, Wes served 36 years as a Department of Energy Electrical Engineer.

In spite of being American born, being interned at the age of 6 as an "enemy alien" and subsequently traded into the war zone of Germany during WWII, Wes remained a devoted patriot of the United States of America.

**\*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**

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# A MOMENT IN TIME

## LEGENDS OVER THE YALU

### Col Francis Gabreski

#### Part 1

*JM Pittman, Next Gen 466th BG*



Seven miles west of Koblenz, Germany, ‘Gabby’ Gabreski raced across the ground at nearly three hundred miles per hour. Pulling back on the stick, the nose of his massive Thunderbolt cleared the treetops as the airfield came into view. Burning aircraft dotted the field as he lined up on an HE-111 and squeezed the trigger. A torrent of steel raced from the Thunderbolt as eight fifty caliber machine guns came to life. Loaded with fuel, fire and smoke engulfed the bomber as ‘Gabby’ raced overhead.

With light FLAK and plenty of targets, Gabreski “... decided to buck the rules and make another pass.” Dropping his wing, he pulled back on the stick, kicked the rudder, and banked the Thunderbolt around for another pass. Anti-aircraft fire arched over the “Jug” as Gabreski picked out another



target and squeezed the trigger. Lines of tracer flew just over the Heinkel; “Without thinking,” Gabby wrote, “I twitched the stick forward slightly to drop the nose for a better firing angle. The nose came down, but then I felt a thump that seemed to bounce me off the ground.”

As the bent prop began to violently shake the airplane, Gabby pulled the throttle back and took stock of his situation. His oil pressure was dropping, and the cylinder head temperature was approaching the red line. There was no chance of making it home and he was too low to bail out. Peering through the oil-soaked windshield he picked out a wheat field below. Setting up the approach, he went through the checklist in his head. Gear ~ ‘UP’: Flaps ~ ‘UP’: Ignition switch ~ ‘OFF’: Fuel selector valve, ~ ‘OFF’: Master Battery Switch ~ ‘OFF’.

Adrenaline coursed through his veins as HV-A skidded across the ground at over 100 miles per hour. Pushing the stick slightly forward he used his rudder pedals to keep

the Jug moving straight. As the tree line at the far end of the field filled his windscreen Gabby kicked the left rudder. His wing and nose dug into the ground and the tail began to rise. Coming to a stop it teetered and hung in the air before falling back to the ground.

After a brief attempt at evasion, Gabby was captured and sent to Dulag Luft West. There he was interrogated and

sent to Luft Stalag I for internment. Life in the camps was a far cry from the adrenaline-filled cockpit of his P-47. Boredom and starvation ruled the day. “Winter and spring of 1945 were probably the roughest of my life,” Gabby would later write, “All of us lost weight dramatically.”

With Germany’s surrender, the POWs in Luft Stalag I anxiously waited to go home. Finally, with negotiations complete, Russian authorities authorized an airlift and ‘Operation Revival’ was under way. American airpower was on full display as B-17s, B-24s, C-46s, and C-47s arrived to bring the POWs home. Pulling off the runway, each plane would come to a halt, load the POWs aboard and taxi back to the runway. Less than two hours later the POWs found themselves at Camp Lucky Strike, near Le Havre, France.

With a new uniform and a full stomach, Gabby headed for the 61<sup>st</sup> Fighter Squadron at Boxted. Most of the old gang were gone, but the C.O. Pete Dade arranged for Gabby to catch a flight home. After a hero’s welcome, he married the love of his life, Kay, and settled down to recover from his time in the camps. With the end of hostilities, Gabby left the Air Corp and went to work for the Douglas Aircraft Company.

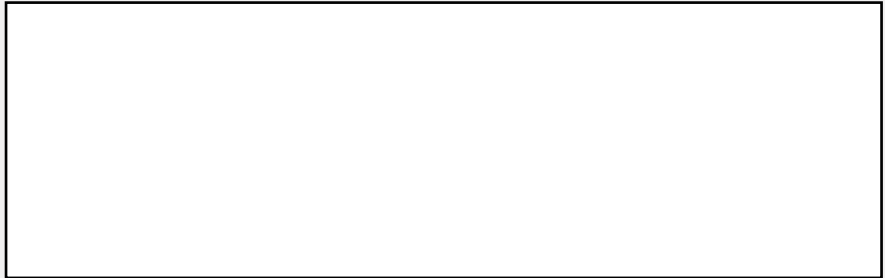
With WWII receding in the rear-view mirror, ‘The



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Greatest Generation' set about rebuilding the economy with the same vigor they had prosecuted the war. Industry turned from supplying weapons to manufacturing consumer goods. Proud of their service, GIs returned home, went back to school, started families and businesses, and reveled in the victory they had achieved.

Just below the surface, however, a new war began to emerge. A Cold War. An ideological war. A war of political intrigue, clandestine operations, and worldwide espionage. A war where one-time allies vied for power and control.

The first signs of hostilities emerged in June of 1948, when Joseph Stalin closed the East German border. Attempting to stop the West from integrating West Berlin into the economic system of West Germany, he closed off all ground transportation to the city. The Allies responded with 'Operation Vittles.' By May, 1949 it was all over. Allied aircraft had kept the beleaguered city alive by delivering over 2.3 million tons of food, fuel, and supplies.

Stalin seethed with anger. Unwilling to start another war on the European continent, he looked for a way to hit back. The Korean peninsula, he decided, was the perfect place. A cauldron of espionage, intrigue, cross border skirmishes, and open hostility raged across the landscape. Having demobilized its armed forces, Stalin guessed the US would not fight to save the South Koreans. If they did,

Mao and Communist China would be forced to confront them. It was the perfect plan.

In the predawn hours of June 25th, 1950, Kim IL Sung's Korean People's Army (KPA) advanced across the 38<sup>th</sup>

parallel. Little more than a glorified police force, the veteran soldiers of the KPA quickly crushed the South Korean Army. An orgy of killing and execution swept across the peninsula as Koreans set about the task of slaughtering their fellow countrymen. The Cold War had just turned Hot!



In Washington D.C., President Truman had no interest in placating another European dictator. Military action

by the communists would be met with military force by the Allies. Rushed from their bases in Japan, US Army combat units entered the fight. The world watched in stunned disbelief as shattered US Army Regiments retreated before the onslaught of Russian supplied T-34 tanks. Pushed to the southern tip of the Korean Peninsula, American and South Korean soldiers prepared a final defensive line around the Port



City of Pusan and looked to the air for help!

**J M Pittman**

*Photos: Preceding page, Gabby Gabreski – Korea 1952  
 photo credit: USAAF official photographer  
 This page--Top: German Officers inspect Gabby's P-47  
 Bottom: 27th Infantry Pusan Perimeter 1950*