





# th AF News

Voice of "The Mighty Eighth"

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## INSIDE THIS ISSUE

Cover: For some, it may seem like yesterday, but June 2024 marks the 80th Anniversary of D-Day. Historians tell us it remains an incredible feat of strategic battle planning and coordination of multiple militaries and countries. It cost 4,414 Allied lives. The Battle of Normandy saw 73,000 Allied deaths.

Contacts.....	2
Editor's Notes .....	3
President's Briefing .....	4
Treasurer's Ledger.....	5
Keep 'em Flying .....	6
Across the Pond.....	7-13
In Honor of Our Fathers.....	14-15
Reunion 2024 Info.....	16-21
Flying Through History .....	22-23
Chapter News.....	24-25
D-Day.....	26-27
TAPS.....	28-30
A Moment in Time.....	31-back cover

## THE 8TH A F NEWS

The Eighth Air Force News is dedicated to the memory of Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society in 1975, and Editor of the "News" for sixteen years. It is published quarterly and is the official news magazine of the Society, a 501(c)3 not for profit corporation. EIN: 59-1757631

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

National office is located at:

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

# EDITOR'S NOTES



In 1975, when Col. John Woolnough officially founded The Eighth Air Force Historical Society, I'm sure that thinking ahead to what fifty years in the future would look like wasn't exactly top-of-mind, but he was definitely moving forward.

*"Several of our correspondents have suggested we take the next step--form an organization. At first I resisted the idea, thinking a clearinghouse was enough. But, on second thought, I knew we must recognize that the time is ripe. We would be derelict if we neglected the opportunity to form-up this most famous of all air forces. So I capitulated--completely.*

*Here are my thoughts: We must derive our strength from the separate unit organizations, just as we did in combat. Avoiding, at all costs, any competition with unit associations. We should offer a point of contact for the person with no organized unit. We should help units get organized. We should provide organized units with information and continuing contact with all other 8th Air Force organizations.."* [8th A F News, March 1975, Issue

Number Two.]

Col. Woolnough went on to stress the importance of reunions as a way to strengthen bonds among groups and individuals, which helped to fortify the newly formed organization as a whole. Due to his incomparable vision and foresight, The Eighth Air Force Historical Society exists today--embracing the same fundamental principles established 50 years ago.

Even though most of our WWII veterans are no longer with us, our focus and commitment continues in preserving not only their legacy, but the legacy of those who serve in the Eighth today as well. Because as we all know, ***the 8th is still making history!***

Hope to see you all in the "Big Easy!"

Please get your registrations in!

Celebrating 50 years and counting!

*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  
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477623 28575

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

# PRESIDENT'S BRIEFING

Paul W Tibbets IV  
President



Greetings everyone!

We are already halfway through the year and just four months from our get-together in the Big Easy! The Society's plans for our **50th Annual Reunion** are finalized, and we can't wait to see everyone September 25<sup>th</sup>-29<sup>th</sup> in New Orleans. For all the latest info please check out our website. If you haven't ordered your merch yet, now's the time! Get

your limited-edition challenge coins and polo shirts at: <https://www.8thafhs.org/store/>. (Also p.27 this issue.)

The **Keep 'em Flying** giving campaign is in full swing, and we appreciate those who have stepped up! Along with dues, this income will create a more defined and reliable source of income to cover all our

expenses. To date we have over 30 people and two bomb groups as Keep 'em Flying Active Donors, which you can view and join on our website:

<https://www.8thafhs.org/keep-em-flying-giving-campaign/>  
We humbly ask for your individual consideration, as well bomb and fighter groups, to participate!

I recently shared in an email that the National Museum of the Mighty Eighth Air Force and our Society formed a **Joint Study Committee** last fall. This group, comprised of members from the two organizations' boards of trustees/directors, is identifying and assessing possible ways and means of collaborating and partnering. Several Near-, Mid-, and Long-Term Opportunities are in work, including Museum participation in our reunions, sharing news

and articles in each organization's publications, creating a central, shared database, and optional dual membership. We will keep you updated as progress is made!



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

Respectfully,

*Paul*

Paul Tibbets  
President, 8 AFHS

# TREASURER'S LEDGER

Anne Marek  
Treasurer



Greetings everyone -

I'm including in this issue of AF News the financial position of the Society for the period ending April, 2024. The Profit and Loss Statement and the Statement of Financial Position are printed here. So far this year our investment portfolio has decreased approximately 3% from an opening balance of \$193K in January to closing at \$187K. This is due primarily to a decrease in two equities, Boeing and Apple. Mr. Gavin Natelli, our account executive, is unconcerned about Apple, but is watching Boeing very carefully. If by the end of the year it has not improved, a decision will be made. He continues to recommend no other changes at this time.

The Keep 'em Flying Giving Campaign saw a surge in

contributors in March due primarily to the airing of "Masters of the Air". Details of the program appear in AF News, and the individuals and their donation amounts are posted on our website, 8thAFHS.org. I will continue to report on the progress of this initiative.

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

Respectfully submitted,

*Anne*  
Anne A. Marek,  
Treasurer,  
8thAFHS

Profit and Loss	
January - April, 2024	
	Total
<b>Income</b>	
4000 Income/Miscellaneous	
4008 Account Processing Fees	339.00
4010 Member Dues Annual	14,888.00
4012 Magazine Subscription	6,476.00
4013 Magazine Income	180.00
4016 Keep 'em Flying	12,500.00
4019 Member Contributions/Donations	20,464.00
4022 Merchandise	1,370.00
Total 4000 Income/Miscellaneous	\$ 56,195.00
4350 Investment Income	
4008 Portfolio Dividends & Interest	506.43
4060 Unrealized Gain(Loss) on Invest	-5,822.94
Total 4060 Investment Income	-\$ 5,316.51
Total Income	\$ 49,772.99
<b>Expenses</b>	
5100 National Administration Expense	
5103 Officers/Directors Meeting Exp.	108.00
5108 Web Site Expense	1,107.00
5111 Corporate Charges	200.00
Total 5100 National Administration Expense	\$ 1,415.00
6200 Magazine Expenses	
6210 Printing Expenses	2,388.62
6220 Postage Expenses	2,512.40
Total 6200 Magazine Expenses	\$ 4,901.02
8300 National Office Expenses	
8303 Telephone/DSL	250.80
8304 Supplies	406.87
8305 Ability Software/ Computer Exps	1,042.12
8307 Office Rent	400.00
8312 FICA-8AFHS portion	1,109.32
8315 Payroll/ Office Management	14,500.00
8316 Postage & Shipping	410.70
8318 Bank Charges/ Returned checks	0.03
8323 Merchant Account Usage Fees	1,821.45
8326 Payroll processing fees	500.00
Total 8300 National Office Expenses	\$ 20,531.33
Total Expenses	\$ 26,896.47
Net Operating Income	\$ 22,876.52
<b>Other Income</b>	
6500 Annual Meeting Revenue	9,695.34
6501 Event Registration	20,367.00
Total 6500 Annual Meeting Revenue	\$ 30,062.34
Total Other Income	\$ 30,062.34
<b>Other Expenses</b>	
7100 Annual Meeting Expenses	
7101 Supplies & Items for Sale	2,675.00
7104 Tours/Transportation	4,675.00
Total 7100 Annual Meeting Expenses	\$ 7,350.00
Total Other Expenses	\$ 7,350.00
Net Other Income	\$ 22,712.34
Net Income	\$ 45,588.86

Statement of Financial Position	
As of April 30, 2024	
	Total
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Bank Accounts</b>	
1017 Oppenheimer & Co	187,106.11
1040 Bank of America Checking Acct.	29,660.89
1041 B of A Deposits in Transit	0.00
1042 Bank of America Savings Acct.	38,036.78
Total Bank Accounts	\$ 254,833.78
<b>Accounts Receivable</b>	
1100 Accounts Receivable	0.00
Total Accounts Receivable	\$ 0.00
<b>Other Current Assets</b>	
1200 Prepaid Expenses	0.00
1201 Undeposited Funds	0.00
Total Other Current Assets	\$ 0.00
Total Current Assets	\$ 254,833.78
<b>TOTAL ASSETS</b>	\$ 254,833.78
<b>LIABILITIES AND EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Accounts Payable</b>	
2000 Accounts Payable	0.00
Total Accounts Payable	\$ 0.00
<b>Credit Cards</b>	
Card Assets - Everywhere Card	0.00
Total Credit Cards	\$ 0.00
<b>Other Current Liabilities</b>	
2050 Payroll & Taxes Payable	-23,311.87
2051 Payroll payable	2,896.57
2052 FICA & withhold taxes payable	31,191.76
Total 2050 Payroll & Taxes Payable	\$ 10,776.46
2500 Accrued Expenses	0.00
Total Other Current Liabilities	\$ 10,776.46
Total Current Liabilities	\$ 10,776.46
Total Liabilities	\$ 10,776.46
<b>Equity</b>	
3100 Unrestricted Net Assets	0.00
3200 *Unrestricted Net Assets	198,471.26
Net Income	45,588.06
Total Equity	\$ 244,059.32
<b>TOTAL LIABILITIES AND EQUITY</b>	\$ 254,833.78



**“Keep ‘em Flying” Giving Campaign**  
**Honor your veteran or loved one!**



The Board of Directors of the 8th Air Force Historical Society is continuing its on-going Giving Campaign. Our mission is to keep our administrative functions operational. Historically they run 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 to keeping the Society financially solvent. This investment is renewable annually. 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. You are still able to join our “Keep ‘em Flying” Giving Campaign in just your name, but **you now have the opportunity to honor a veteran or loved one as well.** Their name will appear after yours on our “Keep ‘em Flying” online leaderboard. By joining, you will provide critical financial support for the continuation of the Society. In addition you will be recognized on our website and on your Annual Reunion nametag. So please join our “Keep ‘em Flying” Giving Campaign by becoming a Member in 2024.

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 – Crew Chief Leader** with an annual donation of \$250 will receive both premier benefits.

**Level 2 – Flight Leader** with an annual donation of \$500 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.

Your Board of Directors invites you to join with them *today* in participating in our “Keep ‘em Flying” Giving Campaign supporting our Society. Please use the form below to enroll or simply click the link:

<https://www.8thafhs.org/keep-em-flying-giving-campaign/> (or copy and paste into your browser).

We *thank you* for your continued support and generosity.

.....  
**“Keep ‘em Flying” Giving Campaign**

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

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Zip code: \_\_\_\_\_ Email: \_\_\_\_\_

In honor of (veteran, etc.): \_\_\_\_\_ Group, etc.: \_\_\_\_\_

Level 1 – Crew Chief Leader at \$250 \_\_\_\_\_ Level 2 – Flight Leader at \$500 \_\_\_\_\_

Level 3 – Group Leader at \$1,000 \_\_\_\_\_ Level 4 – Wing Leader at \$1,500 \_\_\_\_\_

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

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

Visa, MasterCard, or American Express credit cards only.

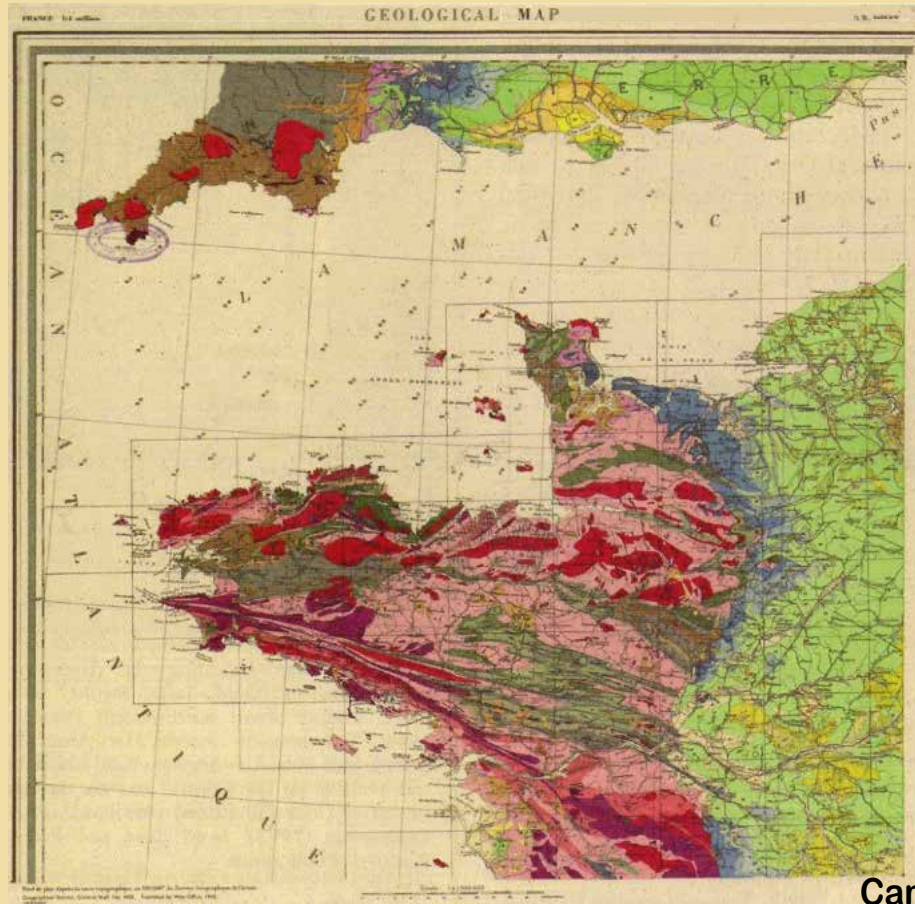
Credit Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_ Amount \$ \_\_\_\_\_

By joining the 8<sup>th</sup> 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.

## ROCK DOCTORS

by Suzie Harrison

American Battle  
Monuments Commission  
Cambridge American Cemetery  
and Memorial



Never cease to be surprised by the sheer breadth of professions to be found among those commemorated at the Cambridge American Cemetery.

One of the subjects that I have recently researched has been the role of geologists in WWII. Prior to 1941, there were no specialized geology units within the US Army. However, both military and civilian geologists were recruited by the Army once America joined the Allies.

This beautiful map (above) indicates, in blues and greens, the soft formations of the geological structure known as the Paris Basin. The same rock strata are obvious on both sides of the English Channel. It was those similarities to the Normandy assault beaches that made Slapton Sands, Devon, ideal for the live-fire, full dress-rehearsals of Exercises such as TIGER and FABIUS. Throughout the war

the British Army produced new maps, focusing on topography, hydrology, and land appropriate for construction. The suitability of Normandy for the assault had been pinpointed as a result of a BBC radio campaign which began in 1942. Announcers appealed for the public to send in pre-war post-cards and photographs of the coast of Europe from Norway to the Pyrenees. It was a great success. Millions responded, so holiday mail and snaps, in conjunction with work by the French Resistance and air reconnaissance, enabled the invasion planners to locate the target beaches. Indeed, clandestine operations acting on the NW coast of France collected soil, rock, and sand samples, which would then be analyzed in Britain to ascertain the precise nature of the terrain for the Normandy landings.

*Pictured above: NW sheet of the 1:1000 00 geological map of France, published by War Office in 1943; part of GSGS No. 4452, reprinted from the Carte géologique de la France, 3<sup>rd</sup> edition, of 1933.*

# News from Across the Pond...

## Academia

In the previous issue, we looked at the work of Dr. Max H. Demorest (WOM), brilliant young Glaciologist and Fellow of the Geological Society of America, who used his knowledge of the Greenland glaciers, while serving with USAAF. Unfortunately, he lost his life in a daring rescue attempt on the unforgiving ice cap.

Work by Mineralogist, Prof. Harry J. Berman - curator of the Harvard University Mineralogy Museum - on the optical properties of natural calcite spar, in conjunction with the Polaroid Corporation, led to the creation of synthetic polarizing crystals for anti-aircraft ring sights. With Reeves Sound Laboratories, New York, he developed quartz crystal oscillators which increased the reliability of radio communication. This made him invaluable to the war effort, the USAAF, and RAF as a civilian consultant. C S Hurlbut wrote in *Geoscience World*, "On August 27, 1944, Harry Berman was killed when his transatlantic plane crashed in attempting to land at Prestwick, Scotland." His role was considered so secret that he was listed as working for Public Health on the aircraft manifest. The mineral Bermanite, a phosphate of manganese, was named in his honor.

## Black Gold

In the opening paragraph of the Preface to *The Secret of Sherwood Forest*, Guy and Grace Woodward make a bold statement, "In the final analysis oil was indeed the key to victory of the



1st Lt Max H. Demorest - WOM John Simon Guggenheim Memorial Foundation.



Prof Harry J. Berman - F-6-127 Mineralogical Society of America - AM30 pp124-129

Allies over the Axis powers."

I admit to having a particular interest in this subject matter. I am by profession a geologist, having spent over a decade working in the oil industry, in such diverse locations as Aberdeen, Dallas, Bakersfield and Bogotá. I was aware of pre-North Sea oil deposits in the UK, but they were small, and mostly not worth recovering. I had not thought about oil in the context of WWII, given my understanding that the majority of British fuel arrived by sea as part of America's Lend-Lease program. It was when I started work at the Cambridge American Cemetery, that I realized there was a whole lot more to this story.

WWII was a mechanized war, and as such required oil for factories, ships, trucks and aircraft. Attacking the industrial, military, and economic heartlands of the Nazi regime was central to the strategic air war. Destroying factories producing ball-bearings and fighter aircraft was important, but could more be achieved?

Germany did not have its own natural reserves of oil – neither did Japan - relying on 'stealing' it or making a synthetic version. Early in the war, the Nazis placed great importance on attacking fuel storage in Britain. Hitler stated, "This war will be a long one. To fight it, we must be sure of oil for our war machine." Rommel's Africa offensive would allow the Nazis to control Middle Eastern oil reserves. Churchill vowed to save it as part of a North Africa campaign.

# News from Across the Pond...

Specifically targeting German oil facilities had not featured in British Air Chief Marshal Sir Arthur Harris' plans. Yet USAAF Fifteenth Air Force flew daring raids from North Africa to the Ploesti refineries in Romania – Operation TIDAL WAVE, 1943.

What led the Allies toward greater air supremacy was the fact that the "...oil industry in the United States had perfected the miracle fuel known as 100-octane gasoline." German planes had to use lower octane synthetic fuels. This performance-enhancing aviation fuel was used in the Spitfire, Mosquito and P-51 Mustang to such effect that the Luftwaffe was beaten back from British air space. Improved functionality of Allied aircraft (compared to Nazi fighters) while protecting bombing missions, enabled higher numbers of bombers to reach their targets. Air superiority was crucial to supporting the D-Day assault. The Luftwaffe had to be stopped at all costs.

However, it was not until 1944 that the Allies made a concerted effort to focus on targeting the enemy's production of oil and lubricants. It would be a game changer.

This campaign to destroy oil refineries infrastructure was thrown into sharp relief for me, when a family of tourists from Brůx, Czech Republic, visited the Cambridge American Cemetery. They recounted how an American bomber had crashed next to their grandmother's home on 12 May 1944. In a book listing the losses of the 8th and 9th Air Forces I could not find the exact aircraft among the 12 aircraft which went missing targeting Brůx that day. There were pages of Missing planes. In total, 43 B-17 and B-24 aircraft were lost targeting oil refineries and installations at Bohlen, Brůx, Merseberg, Zeit, and Zwickau. Many 10-man crew were killed, and others became POWs. The Cambridge Wall of the Missing is covered in their names.

## **Sherwood Forest**

As American and British military demand for high-octane fuel grew, the USA needed to ramp

up the flow of oil. Largely unregulated, the US oil industry was able to rise to the challenge. By the end of 1942 production had grown from 40,000 to 150,000 barrels a day.

That year Britain's oil stocks had fallen well below normal safety reserves. In a meeting convened by the Secretary of Petroleum, petroleum engineer C A P Southwell of the D-Arcy Exploration Company, a subsidiary of the Anglo-Iranian Oil Company (later British Petroleum – BP) was called on to explain how British oil fields could be brought on stream. "What oil fields?", the committee shouted. Oil had been discovered in Nottinghamshire in the 1920s. D'Arcy was using a laborious system for exploration, based on the conditions found in the Middle East. Drilling rigs had to be completely dismantled to move position. Drill bits were changed based on distance drilled. Heavy, viscous muds were used to lubricate the drill barrel. Exploration was a slow process.



*An Oil Well in the Midlands from the Geologist's Laboratory, 1944. IWM Art.IWM ART LD 3928.*

In 1939 D'Arcy then discovered oil in quantity at Eakring, Nottinghamshire. The shallow reservoir was yielding about 700 barrels of oil per day, from 50 production wells. Oil in British rock strata is generally of a very high grade, a light crude that needs little refining before it can be used as a fuel. Here was a commodity which could really support

# News from Across the Pond...

the war effort when considered against the huge cost in shipping and human lives of transporting oil from America. But how to get more of it?

Nottinghamshire, in Central England, was heavily wooded. The same trees that had supposedly sheltered Robin Hood could also hide signs of drilling activity and production facilities from Nazi aircraft. Sherwood Forest was also beyond the reach of submarine attack.

What the Secretary of Petroleum was suggesting was to bring experts from America to see if production could be increased on land where D'Arcy had the drilling rights.

Southwell set off immediately for the USA. After a series of meetings with the heads of drilling companies, and careering all over America, a deal was struck with Noble Drilling Corporation and Fain-Porter Drilling company. They would supply crews and the most modern equipment for Britain. An exhausted Southwell returned to Britain – it was a start!



The Roughnecks of Sherwood Forest. American Oil and Gas Historical Society.

Lloyd Noble chose one of his best men, Eugene Rosser, to supervise drilling operations. He also

hired Don Walker to work closely with Rosser, as his assistant, and basically become the operation's 'fixer'. This top-secret mission involved selecting trucks with winch equipment and four modern rotary drilling rigs to be shipped to Britain. The drill crews would be entering a war zone, working under war conditions and restrictions. Deferments to the draft board needed to be negotiated. Single men were preferred. All would be volunteers. They should expect to be overseas for about a year.

Having selected their crews, Rosser and Walker shipped out for England to lay the groundwork for receiving the equipment, drill teams and truck operatives. Accommodation was acquired at Kelham Hall ... a monastery! By judicious separation of the building, the two groups got along just fine. They became known as "robes and rogues".

The American oil drillers, derrick hands, roustabouts, and motormen secretly sailed on the troopship HMS Queen Elizabeth, arriving safely in March 1943. However, much of the equipment was delayed when the cargo ships were sunk, and replacements needed finding. Yet, work started at Eakring and Dukes Wood. Their British counterparts were amazed by the speed of operations. Americans drilled until the drill-bit was worn out. The new derricks jack-knifed, and once folded could be winched onto specialized tipping-trucks to move location. Only light muds were required for lubrication. Operation sped up!

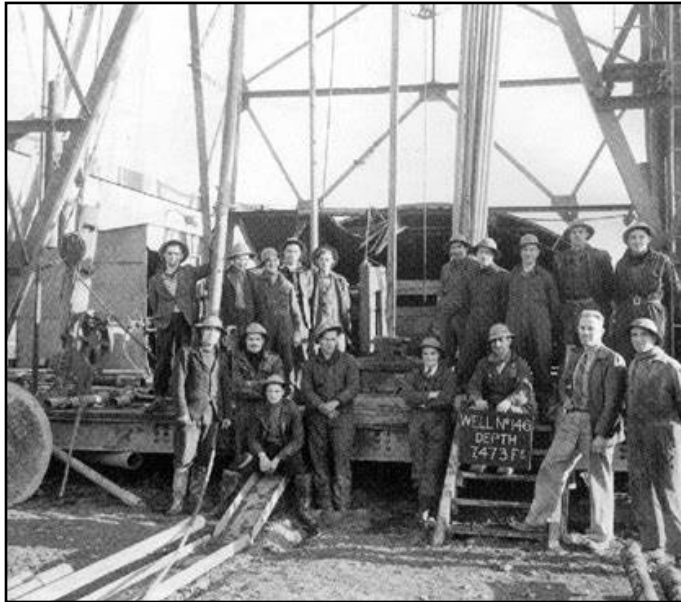


*Roughnecks Sherwood Oil – Bob Christie, Gerry Griffin and J W Nickle. American Heritage Center.*

# News from Across the Pond...



The New Oilfields in the Midlands, 1944; John Ensor/44. IWM Art.IWM ART LD 3932



Well#146-7474ft – the deepest drilled. Dukes Wood Oil Museum/ Kelham Hall - Community Archives and Heritage Group.

The men mostly worked in crews of four on the traditional 12-hour shifts. The plan was to drill 100 exploratory wells in 365 days, plus some wildcat holes. These men were very experienced with a fantastic work ethic reveling in a job well done.

They worked as a team, but sometimes, in order to keep the drill pipes turning, men might just get on with work by themselves. Texan Herman Douthit, 29 yrs, worked for Noble Drilling Corp. On November 13, 1943, he was found lifeless on

the drill floor of one of the rigs. It would appear that he had been working at the top of the drilling mast at Well#148 and had fallen 55ft from the double board. No one saw it happen. There was a huge outpouring of grief, not just among the oil crews and the monks at Kelham Hall, but also from the villagers, to whom the roustabouts had endeared themselves. A huge funeral took place at the local church of St. Andrews, and mourners spilled out into the churchyard. A funeral cortege took Herman on the journey to the Brookwood American Cemetery for temporary burial. The flag which had draped his coffin was sent to his widow, Louise. Friends in the village made a collection, so that funds could be sent to her.

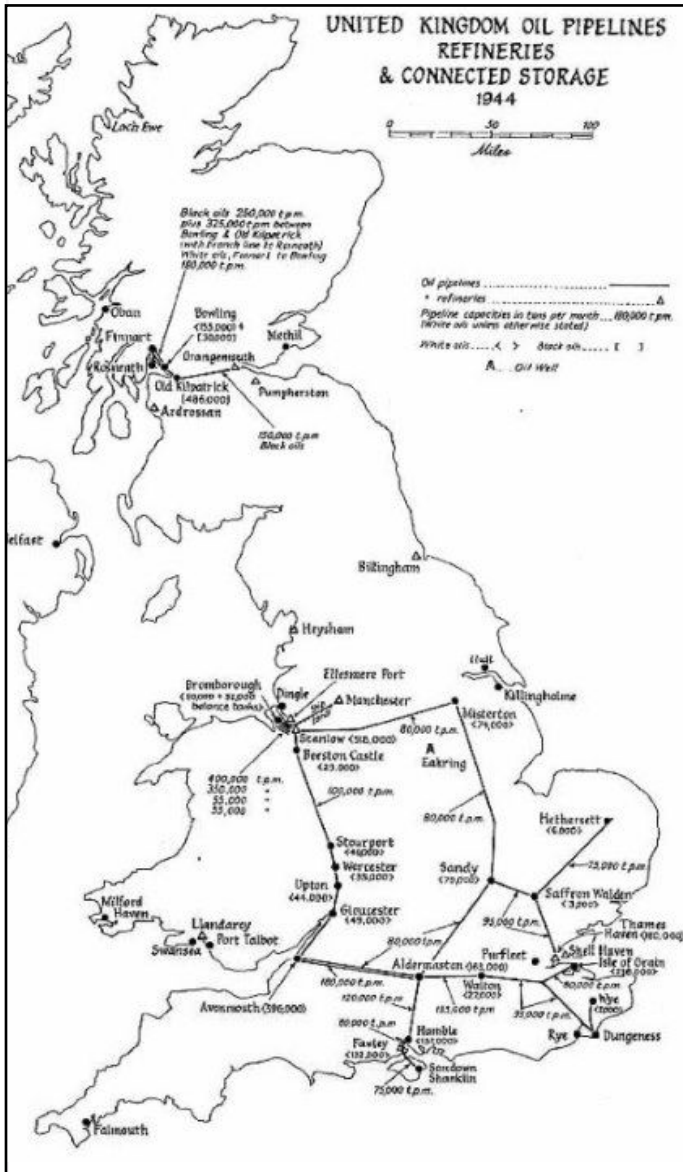


These Texan and Oklahoman oilmen were incredibly successful and added one million barrels to British oil production by 1944. As part of the special relationship, Americans had given the British new techniques. Working together, both nations had learned to respect each other.

However, when they went home, having been bound by the official secrets act, many were vilified for not serving in the military. They could say nothing. Their story was not told for decades, but even today some of the oil pumps, or nodding donkeys still stand in Dukes Wood, testament to the Roughnecks of Sherwood Forest.

# News from Across the Pond...

After the war, at the wishes of his family, Herman was permanently buried at the Cambridge American Cemetery, C-5-21. He is one of 32 American Civilians buried at the cemetery.



United Kingdom Oil Pipelines, Refineries and Connected Storage, 1944.

## Distribution

The next problem was to get oil products from docks and refineries to where they were needed. Planning was ongoing from 1936 to build underground storage capacity. However, the first pipelines were not built until 1941. Transportation by road

and rail was considered unreliable or dangerous and quantities of these vital supplies needed to be moved secretly. Initially, fuel flowed to RAF stations in southern and eastern England in 1,000 miles of pipe. On the arrival of the Americans, it became necessary to extend the network to US depots and air bases. By 1944 the map looked like the illustration, including further expansion of the network to the Isle of Wight and Dungeness.

Ruppenthal states, "... gasoline had become the lifeblood of modern armies." The British Operation PLUTO - *PipeLine Under The Ocean* - an element of Operation OVERLORD, was conceived to support the provision of Petroleum, Oil and Lubricants, (POL), to US forces after D-Day. It involved the laying of undersea pipelines across the English Channel, as per the table:

PLUTO	BAMBI	Isle of Wight, UK – Cherbourg, France	70 miles
	DUMBO	Dungeness, UK – Boulogne, France	30 miles

Table: In all, transferring oil from refineries and terminals such as Liverpool and Avonmouth, took 500 miles of pipeline. Ultimately, BAMBI was not successful. However, 3,000 tons of fuel a day, rising to 4,500 by war's end, flowed through the DUMBO pipeline--an estimated 172 million gallons.

The intention had been to build a Major Pipeline system through the port of Cherbourg. In the event, due to the entrenched positions of the enemy in the Cotentin peninsula, construction was a slow process. Through June and July delivery was merely adequate, to the point where, in hindsight, Pluto was not deemed a success. The further distribution and storage of POL, beyond landfall, is beyond the scope of this article.

## 80 years on...

When I go for walks in the countryside around my village, I have often been struck by the strange markers in the area. A few years ago, I realized what they were. It's the pipeline! It is still there. After the war tourism exploded the glamor of air

# News from Across the Pond...

travel beckoned. A network of civil airports grew out of the bomber fields of WWII. My village lies on the Sandy-Saffron Walden spur, between London Stansted and London Luton International Airports. The network of pipelines is now 1,500 miles long, transporting fuel directly from refinery to aircraft.



GPSS pre-World War II white marker, with post-World War II yellow/black post. The markers ensure that utility companies do not rupture the pipeline during construction projects. Oil pipeline marker - [geograph.org.uk](http://geograph.org.uk) – 591698



GPSS marker plate, near Heydon, Cambridgeshire. The marker text: S/SW shows marker is on the Sandy-Saffron Walden link; 24 kilometers (15 mi) is the distance from Sandy; up-arrow indicates that the normal flow is away from the observer looking at the notice. GPSS marker plate - [geograph.org.uk](http://geograph.org.uk) - 833285

An excellent video and animated schematic can be found at <https://www.bbc.com/future/article/20160513-the-uks-network-of-secret-fuel-pipes-that-helped-win-wwii>

This infrastructure would not have existed in its present format, but for WWII. So much of what we use in everyday life is down to the geologists and petroleum engineers who gave their lives to expand our horizons. The American Battle Monuments Commission honors and cares for them all.

## COME ONE, COME ALL!!

If you are planning a visit to England this year, be sure to include a tour of the **96<sup>th</sup> Bomb Group Museum!**

Telling the stories of the service members from the ground to the air, you can learn the history of the 96<sup>th</sup> Bomb Group where it actually happened -- situated on the site of what was the base hospital.

**The 96th BG Museum will be open on the following dates from 10AM until 4PM:**

Sunday April 21, 2024

Sunday May 19, 2024

Sunday June 16, 2024

Sunday July 21, 2024

Sunday August 18, 2024 (our main Open Day)

Sunday September 15, 2024



**Please note:** Private tours can also be arranged for any Saturday or Sunday during the year if a veteran's family member is visiting the UK.

Prior to your visit, please contact Jill Tebble, the 96<sup>th</sup> BG Museum Curator, at [96thbombgroupmuseum@gmail.com](mailto:96thbombgroupmuseum@gmail.com).

Find the 96th BG Museum at Aurora Eccles School, Quidenham, Norfolk, NR16 2NZ

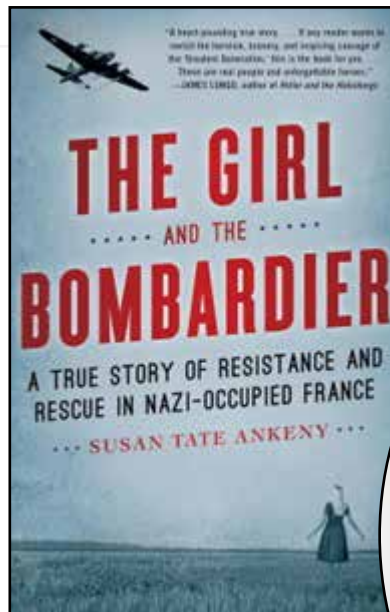
# In Honor of Our Fathers: Three Daughters Write Their Fathers' WWII Stories

by Maureen Buick

*When the war ended in 1945, millions of young men who served in the Armed Forces returned home en masse, got married, and started families. They had sons, and they had daughters—the baby boomer generation. A few of these returning veterans eventually wrote about their WWII experiences. Later, some of their grown children wrote stories about their fathers either in their fathers' later years or after they had passed away. The following three books are written by daughters of World War II veterans who served in the Eighth Air Force during World War II. While these three stories are unique, they also have many similarities. One common theme is that not only do the authors write about their fathers' service during the war but also about their relationships growing up with their fathers after the war. Their fathers were heroes in the Mighty Eighth Air Force (weren't they all) and heroes in their daughters' hearts. Now, their stories are preserved in writing in the three following books.*

## THE GIRL AND THE BOMBARDIER by Susan Tate Ankeny

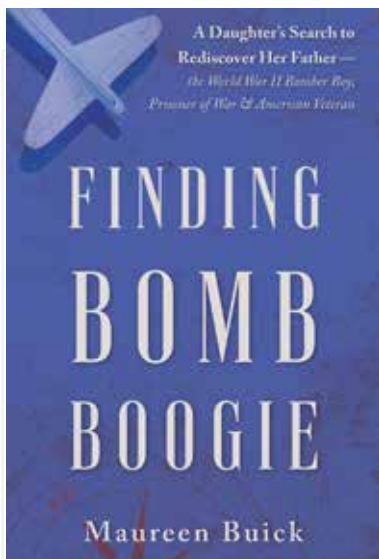
When I first started writing my father's story, it was to finish a project he began but didn't complete. He wrote a memoir about the time he spent behind enemy lines in France but died before it could be finished. Although he spoke often about the highlights of his experience—being shot down, the sabotaged train tracks, pretending to be French while holding fake ID for German soldiers to inspect—I wanted to learn everything, all the details, and tell the story in a linear fashion for myself and my children. After traveling to France and meeting the people who saved my dad's life, I knew I wanted to tell their story as an homage to all the brave French patriots who risked, and often paid with,



their lives to return downed Allied airmen home. *The Girl and the Bombardier* is my love song to my father's rescuers and to my father,



who so generously told me all about them.



**FINDING BOMB BOOGIE:**  
**A Daughter's Search to Rediscover Her Father—the World War II Bomber Boy, Prisoner of War & American Veteran**

by **Maureen Buick**

Not many days go by when I am not thinking of my father and his World War II story. This June 2024 on Father's Day is particularly poignant as we remember the 80th anniversary of the D-Day invasion.

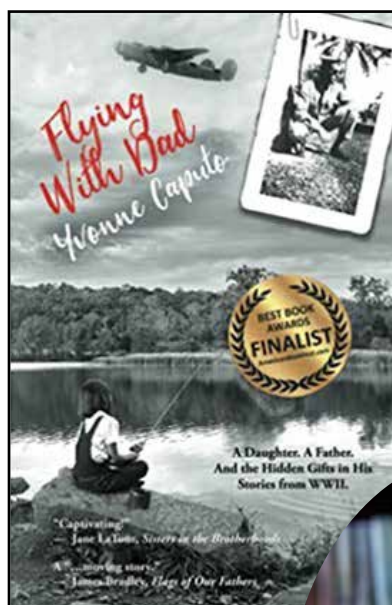
My father, Donald L. Hayes, was a tail gunner in the 91st Bomb Group, 401st Bomb Squadron, flying bombing missions to Nazi-occupied Europe out of Bassingbourn in East Anglia. He was shot down on September 6, 1943, on his way to Stuttgart on a plane nicknamed "Bomb Boogie." He was already a prisoner of war for nine months to the day when the invasion began. During my growing up years, my father spoke about his bombing missions and also included stories about his prisoner of war days, but he passed away in 1986—not enough time for me to listen and learn all that I wanted to know about him and his role in the war. *Finding Bomb Boogie* is the story of a daughter researching her father's history during World War II to pass it on to future generations. Lest we forget.



**FLYING WITH DAD**  
by **Yvonne Caputo**

I knew my father had been a navigator on B-24s during WWII, but I knew little else. He never talked about it. Late in his life, one phone call changed everything. He told me a funny, quirky, off-the-wall story about making an emergency landing in freed Belgium near the end of the war. I asked him

to pause while I grabbed a pencil and paper to take notes. When he asked a little gruffly why I wanted to do that, I told him it was a story that I wanted to capture for the rest of the family. When I asked for more,



story after story came rolling off his tongue. At some point, I realized that his stories deserved a wider audience, and *Flying with Dad* was born. Beyond being a history, the book is a memoir. It became the bridge for a father and daughter to develop a relationship based upon a deep and abiding respect.



***And here's to all our fathers!***  
***Happy Father's Day!***

# 50th Annual 8th AFHS REUNION

## The Higgins by Hilton ~ New Orleans, LA

### September 25-29, 2024



#### THE NATIONAL WWII MUSEUM\*

*\*Please note: Selecting this 'tour option' on the registration form is an individual membership in the National WWII Museum! This entitles you to unlimited admission to the Museum not only during the reunion, but through 12/31/2025! If you are already a member of the WWII Museum, you **MUST** show your card for admission.*



Offering a compelling blend of sweeping narrative and poignant personal detail, The National WWII Museum features immersive exhibits, multimedia experiences, and an expansive collection of artifacts and first-person oral histories, taking visitors inside the story of *the war that changed the world*. Beyond the galleries, the Museum's online collections, virtual field trips, webinars, educational travel programs, and renowned International Conference on World War II offer patrons new

ways to connect to history and honor the generation that sacrificed so much to secure our freedom.

#### LOUISIANA MEMORIAL PAVILION

the Louisiana Memorial Pavilion, *The Arsenal of Democracy: The Herman and George R. Brown Salute to the Home Front* tells the story of the road to war and the Home Front, drawing on personal narratives and evocative artifacts to highlight facets of WWII-era American life through an experiential narrative.

Start your visit in the Museum's original pavilion, which features the Museum's original D-Day exhibit, the story of the war experienced on the Home Front, macro-artifacts, special temporary exhibits, and the *L.W. "Pete" Kent Train Car Experience*—the perfect place to begin your journey into the WWII story.

#### THE ARSENAL OF DEMOCRACY

Opened June 2017 in

#### CAMPAIGNS OF COURAGE: EUROPEAN AND PACIFIC THEATERS

Follow in the footsteps of the citizen soldier in 360-degree displays that take visitors through key settings in World War II. The galleries serve as an immersive timeline and provide a service-member's view of the war.

#### ROAD TO TOKYO

*Road to Tokyo: Pacific Theater Galleries* retraces the grueling



trail that led from Pearl Harbor to Tokyo Bay by way of New Guinea and Southeast Asia, the Himalayas, Burma, the islands of the Pacific, China, India, and Alaska.

### ROAD TO BERLIN

*Road to Berlin* brings to life the drama, sacrifices, personal stories, and strategies of America’s campaign to defeat the Axis powers and preserve freedom.

### US FREEDOM PAVILION: THE BOEING CENTER

Stand beside ground-level tanks and trucks to view WWII airplanes—or brave sky-high catwalks for an up-close look. Exhibits describe the history and production of war machines and honor service in every branch of the military.

**Thursday, September 26, 2024**  
**Busses Board at 10:30am**  
**Board “Natchez” at 11:00am**  
**Sailing: 11:30am – 1:30pm**  
**Arrive back at The Higgins at 2:15pm**

**New Orleans Steamboat Natchez Jazz Cruise & Lunch**

includes an incredible southern-inspired buffet lunch, filled with New Orleans’ favorites!

**Friday, September 27, 2024**  
**Busses Board at 9:45am**  
**Arrive back at The Higgins at 2:15pm**



Travel like the residents of New Orleans did decades ago when you step aboard the historic riverboat on this Mississippi River cruise. After you depart from the harbor, listen to entertaining commentary on the sights that pass by as you stroll the expansive deck, enjoy live jazz music in the main dining area, and check out the churning paddle wheel in action. Along with an exciting cruise on the “*Mighty Mississip*” your experience

### Guided New Orleans Sightseeing Tour

This four (4) hour city sightseeing tour covers 25 square miles of iconic neighborhoods through three (3) centuries with ample opportunities to experience the beauty and history of New Orleans. Includes stops at St. Louis Cemetery #3, City Park, and lunch (on your own) in the incomparable Garden District on Magazine Street.





## REGISTRATION INSTRUCTIONS

50th Annual 8th AFHS REUNION

The Higgins by Hilton ~ New Orleans, LA

September 25-29, 2024

### STOP!

◇ **RESERVE YOUR HOTEL ROOM FIRST!**

The reunion hotel has a liberal cancellation policy—in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 72 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel.

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

◇ **COMPLETE THE REGISTRATION FORM**

Please fill out the registration form completely.

- ⇒ Fill out your name as you wish it to be on your name tag—and for up to 3 guests registering with you. ONE address per registration form, PLEASE! The principle attendee MUST be a current member of the Society to register for the reunion. You may JOIN and/or RENEW directly on the registration form. If you are a veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ ALL meals are priced separately. *Please note: Breakfast is on your own!* Be sure and indicate if you need special meals such as vegetarian, vegan, gluten free, etc.
- ⇒ There are two [2] tour options available during the reunion. Please read the information on each tour and then make your selection on the form. **Tours have limited seating and are filled on a first come first available basis.**
- ⇒ **The National Museum of WWII** is located directly across the street from **The Higgins** hotel. **Admission/unlimited access to the museum is via a special membership purchased on the reunion registration form**—unless you ALREADY HAVE a CURRENT MEMBERSHIP to the WWII MUSEUM. If you are a **current member of the WWII Museum**, you **MUST PRESENT** your **MUSEUM MEMBERSHIP CARD** for admission.

◇ **MAIL IN YOUR REGISTRATION FORM**

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

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

Or you may **SCAN** your registration form if paying by credit card  
*[a 3% convenience fee will be added]*  
and then

—> **EMAIL** to:

**ManagingDirector@8thAFHS.org**

**ALL** registration forms **MUST** be **received** by **August 23, 2024** in order to guarantee your place.  
If you have any questions or problems in completing your registration, please contact:

**Debra Kujawa**  
**Managing Director**  
**8th AFHS**  
**912-748-8884**

**ManagingDirector@8thAFHS.org**

*ALL reunion information and forms are available on our website: [www.8thAFHS.org](http://www.8thAFHS.org)*



## HOTEL(S) INFORMATION

50th Annual 8th AFHS REUNION

The Higgins by Hilton ~ New Orleans, LA

September 25-29, 2024

Due to the **OVERWHELMING** response to this year's reunion in New Orleans, both The Higgins (reunion hotel) and the Hilton Garden Inn (our "overflow" hotel), filled rapidly. We have secured rooms at an additional hotel, only two (2) blocks from the National WWII Museum and The Higgins:

### HOLIDAY INN EXPRESS

936 St. Charles Ave, New Orleans, LA

Reservations:

504-962-0900 or (800) 439-4745

(Reference code: 'AFS' for group rate)

*This property does NOT offer private parking.*

**THE HIGGINS**  
(REUNION HOTEL)  
RESERVATIONS  
(833) 357-1172

(Reference '928' for group rate)

Direct link to reservations:

<https://group.curiocollection.com/zg61jf>

Or on our website:

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

—>OVERFLOW HOTEL<—  
**HILTON GARDEN INN**  
RESERVATION INFORMATION  
(800) 774-1500

(Reference '91A' for group rate)

Direct link to reservations:

[Hilton Garden Inn reservations](https://www.hilton.com/hilton-garden-inn-reservations)

Or on our website: [www.8thafhs.org](http://www.8thafhs.org)

### Location

As the official hotel of the National WWII Museum, The Higgins Hotel & Conference Center's name reflects the contributions of the extraordinary entrepreneur, Andrew Higgins, who designed and built over 20,000 boats in New Orleans that were used in every major amphibious assault of World War II.

Conveniently located directly across the street from The National WWII Museum, **1000 Magazine St., New Orleans, LA 70130**, the hotel offers 230 era-inspired guest rooms and specialty suites, premium amenities, full-service restaurant, lounge, and a rooftop bar, as well as a second-floor conference center with more than 18,000 square feet of meeting and event space.

***\*The Hilton Garden Inn is located 3 blocks from the Museum: 1001 South Peters St., New Orleans.***

### Transportation to/from Airport & Parking

For those of you flying into New Orleans, you will need to either rent a car, use a cab or car service, or a ride-share such as Uber or Lyft. Self-parking is available at the Higgins. The rate is \$32 per day + 12.45% tax (per car/per day) when charged to a guest room account. Clearance is 7 ft. **Valet parking available at the Hilton Garden Inn @\$45 per day. Additional parking options available. Call for more information.**

### RESERVATION INFORMATION

Holiday Inn Express—See above [\$109++]

The Higgins—Call for availability [\$189++] (833) 357-1172

Hilton Garden Inn—Call for availability [\$189++] (800) 774-1500

Reunion Dates: September 25-29, 2024

**Cut off Date: August 21, 2024**

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

### WHEELCHAIR RENTALS

**ScootAround:** (888) 441-7575 or [ScootAround.com](http://ScootAround.com)  
*Reserve chair rentals early!*



# REUNION SCHEDULE

## 50th Annual 8th AFHS REUNION

The Higgins by Hilton ~ New Orleans, LA

September 25-29, 2024

### Wednesday, September 25

8:00am — 5:00pm Reunion Registration open  
**9:00am — 5:00pm** *The National WWII Museum\**  
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, September 26

7:00am — 8:30am Breakfast on your own\*\*  
8:00am — 5:00pm Reunion Registration open **TBD\*\*\***  
**9:00am — 5:00pm** *The National WWII Museum\**  
10:30am — 2:30pm *Lunch Cruise on Steamboat Natchez ~Live Jazz*  
6:00pm — 9:00pm Cash Bar Open  
7:00pm — 9:00pm Dinner and program: *Colonel (Ret) Peter Donovan Crean, Sr. Vice President for Education & Access, The National WWII Museum*

### Friday, September 27

7:00am — 8:30am Breakfast on your own\*\*  
8:00am — 5:00pm Reunion Registration **TBD\*\*\***  
7:45am — 8:45am Group Meetings  
**9:00am — 5:00pm** *The National WWII Museum\**  
10:00am — 2:00pm *City Tour of New Orleans (lunch on your own in the Garden District)*  
6:00pm — 9:00pm Cash Bar Open  
7:00pm — 9:00pm Rendezvous Dinners

### Saturday, September 28

7:00am — 8:30am Breakfast on your own\*\*  
8:00am — 5:00pm Reunion Registration **TBD\*\*\***  
8:45am — 10:15am General Membership Meeting  
**9:00am — 5:00pm** *The National WWII Museum\**  
12:00pm — 4:00pm 8th AFHS Board Meeting  
6:00pm — 10:00pm Cash Bar Open  
7:00pm — 10:00pm Gala Dinner and Program  
Speaker~ *Major General Jason R. Armagost, Commander, Eighth Air Force, Barksdale AFB, LA*  
Music and Entertainment ~ *The Victory Belles*

### Sunday, September 29

7:00am — 8:30am Breakfast on your own\*\*

*\*The National WWII Museum is self-guided...your "ticket" is a one year membership for unlimited access!*

*\*\*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.*



# REGISTRATION

## 50th Annual 8th AFHS REUNION

The Higgins by Hilton ~ New Orleans, LA

September 25-29, 2024

<b>REGISTRATION CUT-OFF DATE IS August 23, 2024</b> <small>(NO refunds on cancellations past this date)</small>	Price p/p	# of People	TOTAL
<b>DUES:</b> The principal attendee <i>MUST</i> be a <b>CURRENT</b> member of the 8th AFHS to register for this reunion. If you are <b>NOT CURRENT</b> , or a member, please pay your yearly dues here:	\$ 60	#	\$
<b>REGISTRATION FEE (non-refundable):</b> EVERY attendee <b>MUST</b> pay registration fee	\$ 45	#	\$
<b><u>DINNERS</u></b>			
Thursday, Sept 26: Dinner—Chef’s delightful favorites welcoming you to the Big Easy!	\$ 82	#	\$
Friday, Sept 27: Rendezvous Dinners—Roasted Marinated Chicken & all the trimmings!	\$ 70	#	\$
Saturday, Sept 28: GALA Banquet—Surf & Turf buffet... <i>the best of both worlds!</i>	\$ 78	#	\$
Vegetarian [Vg], vegan [V], gluten free [GF], etc— Please indicate # of meal types each day: Thurs _____ (\$82) Fri _____ (\$70) Sat _____ (\$78)	---	---	\$
<b>TOUR OPTIONS: <u>LUNCH INCLUDED</u> on Thursday</b>			
<b>NEW!!! UNLIMITED ADMISSION</b> to National WWII Museum. This is a <b>MEMBERSHIP*</b> details in tour descriptions. If you are already a <u>current member of the WWII Museum</u> , you <b>MUST SHOW YOUR CARD to ENTER!</b> After each name on registration, please enter <input checked="" type="checkbox"/> if touring Museum.	\$ 50	#	\$
Thursday, Sept 26: 10:45am-2:00pm ~ Fabulous River Cruise Includes Lunch & Live Jazz	\$ 92	#	\$
Friday, Sept 27: 10:00am-2:00pm ~ New Orleans & Garden District ~ <b>LUNCH ON YOUR OWN!</b>	\$ 48	#	\$
<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 ADDRESS per registration form!***

**MEMBER NAME:** \_\_\_\_\_ BG/FG (for name tag & seating) \_\_\_\_\_

VETERAN? If yes—> WWII: \_\_\_\_\_ Post WWII: \_\_\_\_\_ (conflict or era): \_\_\_\_\_ (Branch of Service): \_\_\_\_\_

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

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

Name #2: \_\_\_\_\_ WWII Museum: \_\_\_\_\_ Military service: \_\_\_\_\_

Name #3: \_\_\_\_\_ WWII Museum: \_\_\_\_\_ Military service: \_\_\_\_\_

Name #4: \_\_\_\_\_ WWII Museum: \_\_\_\_\_ Military service: \_\_\_\_\_

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  
Questions? PLEASE CALL: (912) 748-8884

# Flying Through History: The Educational Travel Program of the National Museum of the Mighty Eighth Air Force

by Dawn Brosnan  
Director of Communications and Marketing  
The National Museum of the Mighty Eighth Air Force

In an era where history can often feel distant and detached, initiatives that bridge the gap between the past and the present are invaluable. The National Museum of the Mighty Eighth Air Force has long stood as a bastion of remembrance, honoring the brave souls who took to the skies during World War II. Beyond its static displays and interactive exhibits, the museum's Educational Travel Program breathes life into history, offering participants a chance to walk in the footsteps of heroes.

One of the program's crown jewels is the Roger A. Freeman European Heritage Tours, held annually in the spring and fall. Named after the renowned historian and author, whose work immortalized the experiences of Eighth Air Force veterans, these tours are more than mere sightseeing trips—they are immersive journeys into the heart of the Second World War.

What sets these tours apart is their unparalleled access to historical sites and firsthand accounts from veterans themselves. Participants are not just observers; they become part

of the narrative, engaging with history in a deeply personal way. From touring former airfields to exploring wartime landmarks, every moment



is a step back in time.

Perhaps the most profound aspect of the Roger A. Freeman European Heritage Tours is the opportunity they provide for intergenerational dialogue. As the number of living WWII veterans dwindles, it falls to younger generations to carry their stories forward. These tours facilitate meaningful connections between the veterans' stories and tour participants, ensuring that their sacrifices are never forgotten.

Moreover, the educational value of these tours cannot be overstated. History textbooks can only

convey so much, but standing on the hallowed ground where history was made offers a perspective that cannot be replicated in a classroom or lecture. Through firsthand experiences, participants gain a deeper understanding of the realities of war and the resilience of the human spirit.

Furthermore, the impact of these tours extends far beyond the individuals who participate. By fostering an appreciation for history and honoring the sacrifices of those who came

before us, the Educational Travel Program helps to preserve our collective memory for future generations.

As we reflect on the legacy of the Eighth Air Force and the pivotal role it played in securing victory in World War II, we must also look to the future. The Educational Travel Program of the National Museum of the Mighty Eighth Air Force serves as a beacon of remembrance, illuminating the path forward for generations to come. By engaging with history in such a profound and meaningful way, participants

not only honor the past but also ensure that its lessons endure. For those eager to embark on this transformative journey through history, there's still an opportunity to secure a spot on the upcoming October tours to England and Normandy. There still are available



slots waiting to be filled. Additionally, recognizing the financial considerations for many potential participants, the National Museum of the Mighty Eighth Air Force offers flexible payment plans, ensuring that this unforgettable experience is accessible to all who wish to partake. Don't miss your chance to be a part of this extraordinary opportunity to walk in the footsteps of heroes and deepen

your understanding of the Eighth Air Force's enduring legacy. Join us on a journey through time that promises to be both enlightening and profoundly moving.

To learn more about the Educational Travel Tours, or to book, please visit the museum's website at [www.mightyeighth.org](http://www.mightyeighth.org)



NATIONAL MUSEUM OF THE MIGHTY EIGHTH AIR FORCE

# Educational Travel

Roger A. Freeman  
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# CHAPTER NEWS



## **8<sup>th</sup> Air Force Historical Society, Oregon Chapter Veterans Salute**

**CDR. Max Dixon, USN, Ret. and  
CW5 Barry L. Brown, US Army, Ret.  
With Interviewer, Tom Davis  
November 4, 2023**

**Photos & Editing by Joan E. Hamilton**

Our November luncheon presentation was a Veterans Salute with Tom Davis' interviews of CDR. Max Dixon, USN, Ret. and CW5 Barry Brown, US Army, Ret.

During the Vietnam War in 1964, CDR. Max Dixon, USN, Ret., flew COD, Carrier on Board Delivery planes, off the U.S.S. Independence [CV-62] and piloted LTV A-7A Corsair IIs with the VFA-97 Warhawks flying off of the U.S.S. Constellation [CV-64]. His later service included duty with the Research Development Test and Evaluation Unit, N.A.S. China Lake, and N.A.S. Patuxent River. He also flew the Grumman A-6 Intruder, Douglas A-4 Skyhawk, and Vought F-8 Crusader and retired from the Navy in 1978.

CW5 Barry Brown, US Army, Ret., enlisted in 1969. After flight school and Medevac training, he spent 10 months in Vietnam (1970-1971). He flew Medevac in the southern portion of Vietnam in III Corps as a Bell UH-1H Iroquois "Huey" helicopter pilot with the 15<sup>th</sup> Medevac Battalion. In 1987, he joined the Oregon Air National Guard where he flew UH-1 "Hueys" and Sikorsky UH-60 K/L Blackhawks. He did Tours in Bosnia (2000), stateside during Operation Enduring Freedom (2003-2004), and in Iraq during Operation Iraqi Freedom (2008-2009). He also flew Bell OH-58 Kiowas with the Counter Drug Unit and Blackhawks in high Cascade Mountain rescues. Here are excerpts from the

presentation.

According to CW5 Brown, "I was deployed to Vietnam in July, 1970, and flew helicopters over there. I was stationed north of Saigon in III Corps. My normal base was Phước Vĩnh, but I spent most of my time out on other forward bases: Quân Lợi, Sông Bé, Tây Ninh, L-Z, Mace, and Biên Hòa, a big Air Force Base that was actually a small outpost for us. I was assigned to the 15<sup>th</sup> Med Battalion, Medevac Platoon, 1<sup>st</sup> Air Cav (Cavalry). My call sign was 'Medevac 23'. My rank was warrant officer which was a special rank used just for helicopter pilots because they needed a lot of pilots and didn't want them doing anything else. Flying an air ambulance during the Vietnam War, my job was to take the medic to the patient and get the patient to the hospital."

According to CDR. Dixon, "After NROTC at Oklahoma University, I made two trips over to Vietnam. The first deployment was in 1964, where I was lucky enough to fly COD along with my regular duty in ship's company on the U.S.S. Independence. I went into Da Nang and Saigon and Tan Son Nhut. During the second deployment, I was Ops Officer of VA-97 on the U.S.S. Constellation."

CW5 Brown had the following impression of Vietnam and the Army Republic of Vietnam, "The weather was warm and muggy. They would burn the rice fields, so it was smoky at times. The monsoons created havoc when we were flying. Overall, it was a pretty country, except where we could see the craters from bomb drops. Because we supported a lot of the Army Republic of Vietnam soldiers, we gave Medevac 101 classes to show them what we could do and how they could get hooked into the Jungle Penetrator or into the Rigid litter if we had to come hoist them out. We also had some VNAF,

the Vietnamese air force, cover us a couple of times.”

Interviewer Tom Davis asked what living conditions and daily routines were like. For CW5 Brown, “Sometimes, we built Quonset huts that were huge and sandbagged and we could see the eyes of the rats running around inside of them. We also had ‘solar’ showers.”

CDR. Dixon felt that the living conditions were better in the Navy, “I shared a stateroom with another pilot and there was a flight-suit mess up forward where we could go in our flight suits to eat any time the ship was operating. The ship was pretty comfortable with air conditioning that worked most of the time.”

As to their daily routines and missions, CDR. Dixon said, “We’d get up and go down to the ready room to see what we had to do that day. We usually flew once or twice a day and the ship operated twelve hours on and twelve hours off. Sometimes, we were the day carrier and sometimes we were the night carrier. If we were on a strike, we’d roll in from 20,000 feet at a 45-degree dive and start to pull up at 5000 feet and release our bombs and start to pull out, flying through the flak from anti-aircraft guns set at an altitude of about 10,000 feet which they knew we were going to fly through. One time, when I had a SAM fired at me, I started doing the normal barrel roll maneuver around it to keep it from tracking. But, this one didn’t track. It just went straight up and exploded well above me. We commonly carried Shrikes [AGM-45 Shrikes] which were anti-radiation missiles. I did fire one, but it caused the sensitive engine of my A-7A to stop over North Vietnam upside down and I had to concentrate on rolling and getting the nose down, so I didn’t stall. The continuous ignition re-lit the engine which was coming back up by the time I rolled out and I flew off. Scared me to death, but that was about it.”

Of his daily routines and missions, CW5 Brown told us, “We had a rotation with standby: first up would get the first mission, second up would get the second one, standby would get the third mission if there was one, and then we’d be off duty. We would be on duty four straight days. The normal day would start out with preflight of the aircraft. I’d start it and run it up, and put it in the hot position which meant all I had to do was go out there and hit the battery, fuel, and starter to crank it to go. We had two pilots, a crew chief, and a medic. The lead pilot along with the medic would find out the patient’s status, destination, and call signs for the artillery, support

gunship(s), and unit on the ground. Our job was to go pick up wounded on the ground and they were often in direct contact with the enemy, so we frequently went into hot LZs, landing zones. That’s why we had Cobra [Bell AH-1G Cobra] gunships and/or Bird Dogs [Cessna O-1E Bird Dog] and sometimes a FAC to cover us. We’d get shot at and shot up. I did get shot down and rescued once. We wore our chicken plates which were a kind of a Nomex/ceramic blend of materials that would deflect a .30 cal on down and I didn’t lose a crew.”

Unit and squadron morale was good according to CW5 Brown, “I was nineteen. I was bulletproof.” CDR. Max Dixon also experienced good morale in his squadrons, “We were flying with the same guys day in, day out and we looked after each other.”

When Tom Davis asked them to recall their last day of service in Vietnam and their return home, CDR. Dixon said that

the last launch that day was cancelled and there was a lot of happiness and cheering and he “rode the ship home”. CW5 Brown decided to head home a week shy of ten months rather than go into the Laos invasion. While some people at the San Francisco airport weren’t too friendly, his family was overjoyed and he surprised the heck out of his mother with his unexpected homecoming appearance in May of 1971.

CDR. Dixon continued in the service including duty at N.A.S. China Lake and N.A.S. Patuxent River and retired in 1978. After his Vietnam War deployment, CW5 Brown flew MAST, Military Assistance to Safety and Traffic, at Fort Lewis. He told us, “In 1972, I got caught up in Reductions in Force [RIF], earned a college degree, and joined the Oregon Army National Guard where I initially flew Hueys. When we became a Medevac unit, I became their instructor pilot. When we got Blackhawks, we were deployed to Turkey in support of a Marine operation. I went to Bosnia in 2000 and Iraq in 2008-2009. I flew Counter Drug Missions from 2000 to 2010, when I wasn’t deployed, and retired in 2010.”

Both Veterans made close friendships in the military and CW5 Brown still attends annual reunions. CDR. Dixon and CW5 Brown were presented Quilts of Valor and given special thanks for sharing details of their overall military and Vietnam War experiences.



*Photo preceding page: CDR. Max Dixon and CW5 Barry Brown with interviewer, Tom Davis*

*Photo above: CDR. Dixon and CW5 Brown receive Quilts of Valor*

# D-DAY

## JUNE 6, 1944

by William Lane Callaway

Historian, Eighth Air Force  
Joint-Global Strike Operations Center  
Air Forces Strategic-Air Directorates

The focus of 8 AF on D-Day and the landings at Normandy began in earnest in early January 1944 when Lieutenant General Jimmy Doolittle assumed command of the Eighth. General Doolittle and 8 AF had roughly 90 days to accomplish a directive given by General Hap Arnold on 27 December 1943. Per the directive and in collaboration with Fifteenth Air Force (15 AF, operating out of Italy) and the Royal Air Force (RAF) Bomber Command (conducting night time bombing) -- General Doolittle and 8 AF were to “destroy the enemy air force wherever you find them, in the air, on the ground, and in the factories”...the planned invasion at Normandy, “would not be possible unless the German Air Force is destroyed.” The 90-day time length was governed by the Normandy operations plan whereby the Supreme Allied Commander - General Dwight Eisenhower - was to take control of all air forces in early April to start implementing Operation Overlord.

With aggressiveness and synchronized air operations (especially “Big Week” an all-out aerial attack conducted mid-February 1944) by 8 AF, 15 AF, and RAF Bomber Command -- the Western Allies achieved air superiority over the German Air Force (GAF). This pre-D-day massive air campaign caused the GAF to transition to an economy-of-force mode of operations and created a ripple

effect influencing GAF counter-air tactics as well as proved to be a significant turning point in the air war over Europe and the eventual success of D-Day.

At 1200 hours on 14 April 1944, all air forces of the Western Allies came under the operational control of General Eisenhower. This operational transition was implemented to focus Allied airpower under a single overall commander in support of Operation Overlord. During the 15 days before 6 June, 8 AF concentrated its aerial attacks -- both fighter sweeps and bomber strikes -- on German marshalling yards, road and rail bridges, locomotive and rolling stock, railroad infrastructure, and revisited GAF-occupied airfields in France.

On the eve of D-Day when visiting and talking with assault ground troops, General Eisenhower repeatedly stated, “*If you see fighting aircraft over you, they will be ours.*” The General was correct. Code name, Operation Overlord, D-Day, June 6, 1944, (8 AF Mission #394) dispatched 1,805 bombers along with Mission #395 dispatching 782 bombers and 2,561 fighter aircraft (including attached fighters from Ninth Air Force) with both air combat missions supporting the airdrop and air landing of American airborne and glider troops inland behind the beaches, as well as the amphibious landings of American and Allied ground forces on the beaches of Normandy in German-occupied France.



flew over the landing beaches for 150 minutes making observations and after landing back in England, the senior pilot provided an eyewitness report directly to General Eisenhower. Attached is an aerial photograph of what these two P-38 pilots saw over the landing beaches on Normandy. The senior pilot who reported to General Eisenhower was Lieutenant General Jimmy Doolittle, the Commander of Eighth Air Force.

Unit commanders, air and ground crews, support personnel, and civilian contractors of Eighth Air Force under the leadership of Lieutenant General Doolittle accomplished the directive given to them by General Arnold in December 1943.

*Photo of beaches (left) and sea assault (below).*

Both air missions resulted on 8 AF dropping 4,850 tons of munitions on German targets on and near the Normandy landing beaches as well as within Northern France. Fighter aircraft conducted escorts to bomber formations, did air interdiction of enemy ground movements, and provided air combat patrols over the English Channel and Normandy beaches. For both missions on June 6, the Eighth lost four bombers and 25 fighters.

Throughout the day, Allied air forces flew nearly 11,000 sorties. The GAF launched 319 sorties with very few reaching the landing beaches of Normandy. Of the thousands of aircraft launched by 8 AF on 6 June, two P-38s had a special mission task. The respective pilots of these P-38 fighters



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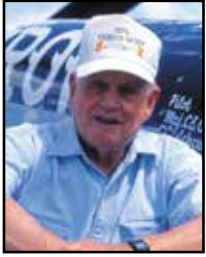


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**Anderson, Brigadier General Clarence E. "Bud",** 102, of Auburn died Friday, May 17, 2024.

Anderson earned Triple Ace status in World War II with 16¼ kills, two probable kills, two damaged aircraft, and one enemy aircraft destroyed on the ground. Over 116 combat missions, Anderson's two "Old Crow" P-51 Mustangs were never hit by even a single enemy bullet.

"He's kind of a wrecking ball of a guy," General Charles Q. Brown Jr., chief of staff of the United States Air Force, said to laughter during a ceremony in December 2022 in which Anderson received an honorary promotion to Brigadier General at the Aerospace Museum of California at McClellan. "I wouldn't want to have him behind us shooting us down." Daughter Kitty, on Saturday, remembered him as a father and figure who was beloved in Auburn and whose presence was in demand throughout the nation and worldwide.

"He was a humble person, and very generous with his time and very willing to spend time to talk to people who came to him, especially kids. I always admired that," Burlington said. "My daughters just sent me an article out of the *New York Times*, and holy smoke, it's pretty amazing to see all the people that knew about him and respected him and honored him and followed him. It's beyond my imagination." Anderson was a test pilot who

flew more than 130 types of aircraft and logged more than 7,500 hours. He served as Chief of Flight Test Operations at Edwards AFB in Southern California and was an advanced R&D staff planner and Director of Operational Requirements with the Pentagon. Over 30 years of active duty, Anderson served as commander of the F-86 Squadron following the Korean War and the 355th Tactical Fighter Wing in Southeast Asia. Anderson earned five Distinguished Flying Crosses, 16 Air Medals, a Bronze Star, the French Legion of Honor and the 2015 Congressional Gold Medal with the American Fighter Aces. He was a life member of the American Fighter Aces Association, a Fellow for the Society of Experimental Test Pilots and was inducted into the National Aviation, International Air & Space and Experimental Aircraft Association Warbirds Halls of Fame.

In promoting Anderson to honorary Brigadier General, Brown recalled going through Anderson's records to read what others thought of him, including one that stood out:

*"(Anderson) can be trusted to express an honest opinion based on knowledge, experience and ability. He's perceptive and intelligent. He has the experience and potential for advancement to a position of greater responsibility, and I consider that general officer material."*

Anderson turned 100 on Jan. 13, 2022, and shortly after, longtime friend Lt. Col. Tom Dwelle hosted more than 200 people at a birthday party for Anderson in his hangar at the Auburn Airport. Restored repli-

cas of Anderson's P-51B and P-51D Mustang "Old Crow" fighters flanked numerous tables for guests. "Our world erupted yesterday," Dwelle said Saturday. "What a fighter he was, my God." The birthday party featured a 26-minute video which included past interviews with Anderson, who described his World War II missions battling German fighter pilots. He spent considerable time greeting and talking to people and posing for photos.

Another video included birthday wishes from journalist and TV personality David Hartman. NASCAR Hall of Famer Jack Roush attended the party and spoke.

Another highlight of the party featured Anderson and Placer High School (class of 1939) and World War II Ace pilot Diz Laird sharing the stage for a talk and several chuckles. Laird said they met at about the age of 12, when Anderson "crashed my Boy Scout meeting in Loomis."

Laird went on to join the Navy and is the only pilot to shoot down enemy planes in the Pacific and over Germany.

"Can you imagine two guys from the same high school class became aces during World War II?"

Anderson said to the gathering. Anderson and Laird had known each other nearly 90 years. Laird passed away on Aug. 10, 2022, at 101.

Jim Anderson said at his dad's 100th birthday party he was "blessed by so many people that love him. To have him make it to 100 is almost a miracle, and he's had an unbelievable life," Jim Anderson

said. *“I did a little research and found out that sliced bread was invented in 1928, so he’s older than sliced bread. I like to tease him. But he’s been so fortunate and blessed by God to have all these airplanes restored the way he flew them.”*  
(Death notice written by Bill Poindexter, Gold Country Media.)



**Haedike, Paul “Bud” Conrad Edward, 98,** of O’Fallon, Missouri passed away on Friday, March 22, 2024.

He was born in Chicago, Illinois on May 30, 1925, to Paul and Ida Haedike (nee Struss).

Bud attended Grade School at Concordia Lutheran in Chicago, Illinois. He attended high school at Luther Institute, Chicago, Illinois graduating in 1943. Bud attended Eureka College in Illinois for one year in 1946, but after being in WW II, he realized college was not his thing and he went to work instead. While attending college he would occasionally hitchhike from Eureka to Chicago on weekends to see his girlfriend and future wife, Muriel (a 300-mile round-trip)!

Bud was a lifelong Christian, and was a member of the Missouri Synod Lutheran Church since his confirmation in 1939, attending nine different churches.

He served his country during World War II as a Gunnery Sergeant/Togglier in the Army Air Force from 1943-1945. He flew 23 combat missions in B-17 Flying Fortresses at 19 years old, out of

Deopham Green, England, & three mercy missions (food drops) to the people of Holland. His aircraft was shot down on his very first mission and they crash-landed in Belgium. The crew returned to their bomb group four days later to continue flying bombing missions.

On June 21, 1947, he married the love of his life, Muriel “Murph” Haedike (nee Wiedbush), and spent almost 73 years together, until she passed away in 2020. After his marriage to Muriel, they started their family in Illinois. A work promotion took Bud and Murph to Minnesota, where they lived until he retired. They spent over fifteen years in Florida before moving to O’Fallon, Missouri ten years ago.

For work, Bud began as a Salesman with SC Johnson & Son in 1949, and was promoted to Area Manager, then Auto Specialist, then District Manager, and lastly, Regional Sales Manager, retiring in 1984 at 59 years old. He had a 35-year career with SCJ and was retired for 40 years!

Bud loved to travel, and most of the time he and his wife, Muriel, took trips to see their children and grandchildren in different states. He loved playing cards and yard games with his family, friends, and grandchildren and had much fun doing so. When he wasn’t traveling or playing games with his family, Bud was probably watching or participating in sports. He played softball for many years and regularly played in church leagues. He loved to swim and was a diver when he was young. He played golf for most of his life, and even went to TopGolf to hit a few in September 2023!

His favorite football teams were the Chicago Bears and the Minnesota Vikings, but his baseball allegiances varied throughout the years. First, it was the Chicago Cubs, then the Minnesota Twins, but for the last 15 or so years, he was a big St. Louis Cardinals fan, and he watched as many games as he could! He played the piano and loved to sing, thoroughly enjoying sing-a-longs around the piano or karaoke with friends, family, and loved ones! Frank Sinatra was his favorite singer, and he made sure everyone knew that. Bud was even involved in Clowning for over 40 years, playing clowns and Santas at parties and neighborhood get-togethers.

He enjoyed speaking in schools about WW II, & he was involved in many military organizations directly affiliated with being an airman in the war, and he was proud of being a two-time President of the 452nd Bomb Group. Bud was also very proud of being featured in *“The Cold Blue,”* a documentary about B-17s and the airmen who flew in them during WW II, and in the last few years, he traveled across the U.S. (Dayton, Savannah, Provo, Boston, Annapolis, Washington, D.C., & Los Angeles) and even to Europe (Belgium & Germany), on trips all directly related in some way to his service in the war. Bud was very determined, competitive, punctual, organized, and sentimental; but he also loved having fun, and he was usually the charismatic life of the party! But far and away, the most important thing to him in this world was his family, who will all miss him dearly.

Paul “Bud” Haedike is survived by his two sons, Michael Haedike and David (Christy) Haedike; three daughters, Patricia (Kenneth) Freeman, Deborah (Joseph) Mayer, and Sandra Byrd; sixteen grandchildren, Dawn (Rob) Davis, Amy (Jon) Pipho, Aaron (Claire) Haedike, Matthew (Tonia) Freeman, Lisa (Rusty) Parks, Donovan Freeman, Breanna (Derek) Kadlac, JoAnna Haedike, Jennifer (Dave) Chucka, Joey (Bree) Mayer, Leah Byrd, David (Reka) Byrd, Jerome Byrd, Jordan (Connor Stark) Haedike, Caleb (Paige Ellis) Haedike, Hannah (Aden) Haedike-Swift; twenty-eight great-grandchildren, Robbie Davis, Rhiannon Davis, Ambria Pipho, Jacob Pipho, Jackson Pipho, Nathan Haedike, Ethan Haedike, Isaac Haedike, Taylor (Amber Chavez) Freeman, Marcus Freeman, Reilly Parks, Katy Parks, Charlotte Parks, Zoey Freeman, Madeline Kadlac, Emerson Kadlac, Owen Kadlac, Ryder Small, Aubree Haedike, Charlie Haedike, Zachary Chucka, Olivia Chucka, Vivien Mayer, Emmi Mayer, Eriq Byrd, Bryson Byrd, Baylor Byrd, Oliver Stark; one great-great-grandchild, Emari Byrd; sister-in-law, Joyce Plinke; brother-in-law, Howard Kraegel; and a host of other family members and friends.

He was preceded in death by his wife, Muriel Haedike; parents, Paul and Ida Haedike; sister, Doris (Howard) Kraegel; brother, Ray Haedike; brother-in-law, Thomas Plinke; daughter, Kathleen Haedike; four grandchildren, Krista Mayer, Nikki Mayer, Jessica Mayer, and Jaimee Haedike.



**O'Reilly, Donald W.**, 102, World War II U.S. Army Air Forces veteran, a resident of Naperville, IL since 1958, passed away peacefully

on Friday, March 29, 2024, at St. Patrick's Residence in Naperville. He was born on November 16, 1921, in Milwaukee, WI. Former spouse of the late Dorothy O'Reilly (nee Ducey), beloved father of Michael O'Reilly, Patrick (Nancy) O'Reilly, the late Timothy O'Reilly, Kathleen O'Reilly, Maureen Milligan, Colleen Mersman, Daniel (Nancy) O'Reilly and Erin (Brian) Schiber, adored grandfather of fifteen, cherished great-grandfather of eleven, devoted son of the late John and Harriet (nee Prieser) O'Reilly, dear brother of the late Jerome, Patricia and Tommy, fond uncle, great-uncle and friend of many. Don grew up in Milwaukee, WI and attended Archbishop Sebastian Messmer High School. Don served as a military policeman (MP) in the U.S. Army Air Force from 1942 to 1945, stationed in England. After his honorable discharge, he received a degree in mechanical engineering from Marquette University in Milwaukee (earned over eight years of night school while working and raising a family). Don was employed as an engineer for over 40 years with Western Electric in Milwaukee and later with Western Electric - The Hawthorne Works in Cicero, IL. Don was a longtime member of SS. Peter & Paul Catholic Church, Judd Kendall VFW Post 3873, and American Legion Post 43, all in Naperville. He was also a member of Heritage League of the Second Air Division (USAAF), Elgin, IL, an

organization dedicated to honoring and remembering the service and sacrifices of the members of the 2nd Air Division of the 8th Army Air Forces during World War II. Don was a lifelong Green Bay Packers fan.

*While it is truly our honor and privilege to print death notices here, please understand we are NOT automatically notified upon the death of our veterans or other members.*

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**\*Due to size constraints of the magazine, I am very limited in publishing unsolicited 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**

# A MOMENT IN TIME

## A Dirty Little War

### Part 2

### Hell on Earth

*JM Pittman, Next Gen 466th BG*



A long, thick line rose like a crescendo to the top of the map. Silence engulfed the briefing room as men took in the gravity of its meaning. The target could have been Bremen or Berlin, Schweinfurt, or Stuttgart: But it wasn't. It was Tuesday morning October 23, 1951, and the line on the map ended just south of the Chinese border in Northwest Korea.

If there was any place called 'Hell on Earth', the men of the 307<sup>th</sup> Bomb Group were pretty sure it was 'Mig Ally'. Anti-aircraft guns littered the approach to any target of value. Radar directed, they would

bring misery and death to anyone caught in their clutches. Jumping out of the frying pan and into the fire, those who survived the Flak Belts would come face to face with dozens of heavily armed Migs.

For Major Robert Cogswell the love of aviation would once again place him at the crossroads of life and death. A veteran of the bloody skies over Nazi Germany, he knew the risks of Daylight Strategic Bombing. In October of 1951 however, flying antiquated propeller driven bombers deep into the fighter infested skies of 'Mig Ally' seemed a bit more suicidal than risky.

Whether risky or suicidal, the mission had to be flown. If Mig-15s were based south of the Yalu

River, Allied air superiority would be threatened north of the 38<sup>th</sup> parallel. Without air superiority, close air support of Allied ground troops would be

limited. With limited air support, Chinese human wave attacks would be stopped with blood instead of bombs.

The target airfield was located just outside Namsi, North Korea. Deep in the heart of Mig Ally, it was protected by dozens of Flak guns and hundreds of Mig-15s stationed just across the border. In the preceding weeks, several attempts to knock



*Robert W Cogswell, center--back row--with his 303rd BG crew during WWII.*

out the airfield ended in failure. Fighter bomber attacks were ineffective and three B-29 bombing missions flown under the cover of darkness had completely missed the target. Reconnaissance photos after the final mission showed only 167 of 3000 bombs hit anywhere near the target.

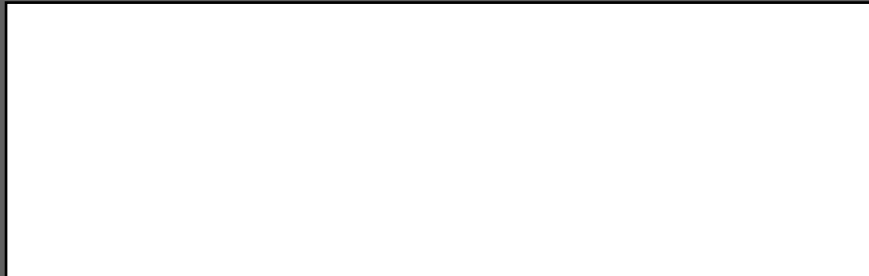
There was no other option. If they wanted to knock out the airfield ~ the B-29s would have to go during the day. It would be a dangerous mission. On a recent patrol, Col. Francis Gabreski led a flight of 28 F-86s into Mig Ally where they were bounced by nearly 70 Mig-15s. Outnumbered three to one and flying at the extreme range of the F-86, they could do little more than hold their own.



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To protect the bombers, thirty-four F-86s from the 4<sup>th</sup> Fighter Interceptor Wing would fly ahead of the formation and engage the Migs. 55 F-84s from the 49<sup>th</sup> and 126<sup>th</sup> Fighter Bomber Groups would form a second line of defense. The B-29s would tuck in tight to concentrate their bomb drop and increase their defensive firepower. With bombs away the formation would immediately wheel left and head for the safety of the open sea.

Tail to nose, the nine Superfortresses slowly taxied to the end of the runway. Cleared for take-off, they lumbered down the runway and disappeared into the pre-dawn sky. Climbing through five-thousand feet they formed up before beginning their journey across the Pacific Ocean. By the time the sun crested the eastern horizon they were halfway to Korea.

Cruising at twenty thousand feet, Captain Clarence Fogler busied himself with all the tasks necessary to get his bombers to the target. It was a familiar routine. Having flown B-24s during World War II, he had survived many a harrowing mission. His lucky streak would continue in Korea. Flying the disastrous April 12<sup>th</sup> mission, he brought his

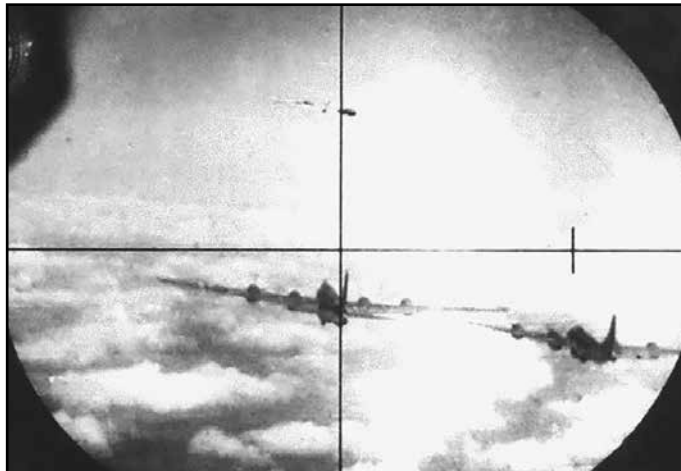
crew and their B-29, "*Sit 'n Git*," home without a scratch.

Sitting directly behind the pilot, Navigator Fred Meier had little time to think about what lay ahead. Even the slightest mistake and they would miss

the rendezvous with the fighters. In the rear of the aircraft, those who manned the machine guns could do little more than sit and wait. From nose to tail each man hoped their pilots' lucky streak would see them through the day.

With each passing mile the formation droned closer and closer to 'Mig Alley'.

On the distant horizon ~ the Korean Peninsula finally came into view. On course and on time, they passed Cheu-Do Island and headed north. Like the valiant men who waited in the tree line before Pickett's charge, each man knew the day's work would be desperate and bloody. Like the men on that fateful July day in 1863, the men of the 307<sup>th</sup> Bomb Group prepared to cross the open field.



*Superfort in crosshairs*

**J M Pittman**