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398TH BOMB. GROUP MEMORIAL ASSOCIATION • 8TH AIR FORCE • 1ST AIR DIVISION • NUTHAMPSTEAD, ENGLAND

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FLAK NEWS

JULY 1988

“The Birds and the Cyclones”

It Was A Memorable Day

The vicar asked for two minutes of silence during the flag ceremony at the memorial. And for a full two minutes no sounds were heard save for the warbling of the birds in the fields beyond impressive 398th memorial.

As the veterans stood with heads bowed, the songs of the sparrow, thrush, wren and cuckoo were easily identifiable as they sang their songs as if in honor of the returning airmen.

Beyond the reality of the birds and their music there blended the faint but distinctive deep-throated roar of the B-17 Cyclones as the group's lead squadron prepared for take-off out of the early morning mist.

Didn't really happen? Well, perhaps not.

This was Saturday, June 4, 1988... not 1944... and the event was a “Service of Commemoration” at Nuthampstead witnessed by 57 members of the 398th Memorial Association

and an equal number of Friends of the 398th. And before the vicar, Rev. J.H.S. Spread, had requested two minutes of silence, he had closed his prayer with these words:

“At the going down of the sun and in the morning we shall remember them.”

Wreaths had been laid at the memorial by Robert Dimsdale, on behalf of the “Friends” and Pete Giuliano, a 602 crew chief who later confided to his travelling partners that “this was the proudest moment of my life.”

The silence and the singing birds... and the memories of those Fortress engines and thrashing props... were part of a memorable morning of emotions and tears.

The Barkway church choir led the gathering in singing “Amazing Grace”—

“Through every danger, trial and snare I have already come; His grace has brought me safe



DAVID WELLS

“Friends” chairman was busy making 57 American visitors feel at home at Nuthampstead.

thus far. And grace will lead me home.”

President Bill Comstock responded with words of thanks for the welcome given the 398th visitors... and for sharing in remembering those who gave the ultimate sacrifice—their lives.

One being Col. Frank P. Hunter, 398th CO, whose widow, Maria, was there to provide her husband's flag to be flown over the memorial.

Other flags given by 398th widows also will be flown at the memorial under the supervision of David & Peggy Wells, “contact” officers for the Nuthampstead “Friends.” A special certificate signed by Wells and Comstock will be sent to the widows indicating the date their flag was flown.

After lunch at the Woodman Inn, which dates back to the year 1136, the tour group was treated to rides around Station 131, where some of the landmarks (not many) of 1944-45

Continued on Page 2



THE DEED to the land under the Memorial was officially transferred from the Dimsdale family to the 398th when Robert Dimsdale (right) handed the deed over to the treasurer and Memorial trustee Ralph Hall.

Nary A Dry Eye At Remembrance Service

were still visible. . . George Klix, 603 Ordnance, found the remains of one of his bomb dump huts. Little else.

But it was for Barry Tyler and his "Nuthampstead Air Force" to provide shuttle air hops for all visitors. The outline of the station's three wheat-covered runways are a bit more visible from the air than the ground, so there was a good bit of, "This is Enclasp Q-Queenie. . ." type of memories as Wally Blackwell, Arnold Schneider, Bob Blackner, Al Petska and several other former pilots on the tour relived some of those moments of coming home late, alone and hurting.

At least one passenger on the three private planes took advantage of photographing the little town of Anstey, which still sits a half-mile west of the end of the main northeast-southeast runway.

Anstey was to provide one of the memorable treasures on tour. The following day—June 5—the group came to the community's St. George's Church to participate in a "Service of Remembrance" for the 10 members of the lead 603 crew that died there on Oct. 15, 1944. Squadron leader Charles Khouri and pilot William Meyran failed to gain enough altitude on takeoff and crashed into the mound and surrounding moat. Others on the crew were William Vanderlick, John Baker, Carlton Moore, William Stull, George Barton, Charles Kennedy, V.C. Petrauskas and Melvin Brown.

The service in the venerable stone church opened with a choir of bells, conducted by six men pulling long ropes from the floor of the chancel.

A welcome, strong and patriotic, was offered by church warden Sir Roger du Boulay, KCVO, CMG, himself a former WW II RAF pilot.

Congregational songs of praise, scripture reading and music offered by the Royston Town Band preceded a message by G. R. Renowden, CB, QHC, BA, L.Th, recently retired chaplain in chief of the RAF.

Dry eyes were not to be noted as the worshippers sang "Battle Hymn of the Republic" and the vicar read the names of the crew members.



THEY WERE THERE WHEN 603 CREW PERISHED
A framed photo of the crash at Anstey that took the lives of 10 members of a 603 crew was presented to the Anstey community following the Service of Remembrance. The four are Morris Spencer, Eunice Fox, Jean Mustoe and Eileen Dry.

Accompanied by a cake showing "398th BOMB GROUP" and a goodly number of cases of French champagne, Dimsdale brought out the documents declaring that the land under the memorial now belonged to the 398th Bomb Group Memorial Association.

Most of the property in and around the airfield has been in the Dimsdale family since 1750. But now this little piece of ground becomes a little piece of America.

Ralph Hall, the group's treasurer and chief negotiator in the negotiations for the property

Greta Barker's barn (site of the 398th HQ). They came from all over England, it seemed, and most of them dressed in uniforms of WW II. The English love their 40's "Glenn Miller" music. And they love to express their love and affection for the American airmen of the 8th Air Force.

A smartly attired "First Sergeant MP," John P. Parker, met the 398th bus at the "main gate" and escorted the American guests to the dance.

Parker was a member of "Blitz Military," an organization of men and women dedicated to preserving the uniforms and military style of the allied forces of WW II.

Among the special events prepared by the Friends of the 398th was a historical slide show of the base and its mission activity. This was given by Vic Jenkins, the Friends' resident historian. The show was given in Tony Weston's "old barn." This is where Tony does his ceramic work and where he produced the individual 398th "cookie cutters" presented to each member on the tour.

As if all this drama was not enough, the Nuthampstead Friends came up with still another surprise—

The "Sally B" is the last flying B-17 in Europe today, being stationed at nearby Duxford Imperial War Museum. The Friends, with Barry Tyler negotiating, contracted for a special "Sally B" fly-past late Saturday afternoon.

With a bus load of veterans and their ladies, accompanied by dozens of other local folks, the "Sally B" did an eight minute "display" up and down the main runway. And once again a lot of grandpa types became young tigers. For eight minutes.

The England part of the tour also included visits to both the Duxford air museum and the RAF Bomber Command Museum in Hendon. Memories. Memories.

"Mission Completed," Said Hall As He Received Deed To Memorial Land From Dimsdale Family

At a reception following the service at the Anstey community hall, more drama:

Federico Gonzales, who was Khouri's original co-pilot, presented a framed photo of the ill-fated, still-burning B-17, with logo of the 398th and the story of the crash as written by Eunice Fox. This was given to Eunice, who accepted the gift on behalf of the Anstey community.

Eunice was one of several residents present who remembered that ill-fated morning in 1944.

Col. Bruce Daily, responding for the 398th, presented a special plaque to Vicar Spread as a memory of the group's 1988 visit to Anstey.

But yet to come on this Sunday of memories was a visit to Barkway House, residence of Robert and Francois Dimsdale. Barkway House had ample room for the 57 guests from America, and at one point everyone gathered in one room for a very special ceremony.

transfer, accepted the deed from Dimsdale. The beaming Hall responded with—

"Mission completed!"

And there was champagne all around.

The tour's activities, following two days of sightseeing in London, included a visit to the American Military Cemetery near Madingly. Many 398th airmen lay here, or their names are inscribed on the Wall of the Missing.

Jerry Jans and George Graham, who were among the first 398th members shot down over enemy soil (Berlin) presented a wreath at the foot of the beautiful memorial. And then the names of other fallen comrades were read as part of the brief ceremony.

Members then disappeared among the crosses to locate and pay tribute to buddies in their own special way. Each 398th cross was marked by an American flag.

And then there was the 40's dance in Tony &

Reunion Singer Susek Inquires About "Flak"

In a recent letter, Diane Susek wrote, "I'm enjoying the FLAK NEWS. Some of the stories are so touching. Now I have a stupid question. In reading, I have discovered the word, "Flak" in several articles. What does it actually mean?"

Your editor apologizes for assuming that second and third generation children should know this. To those who flew combat, "Flak" was as much of the language as "take off," "altitude," and "bomb run."

Simply put, "Flak" was anti-aircraft fire from the ground, delivered (in Germany) by Fl(ieger)a(bwehr)k(anone), an anti-aircraft gun fired by "Flak" gunners, delivering 88 mm and 105 mm high explosive shells pre-set and fired to explode directly on (or as close as possible to) high flying aircraft.

Concussion from the explosion (if close enough) could bring down an airplane, while metal shrapnel pieces could cause a variety of damage to the plane. And of course to the flyers.

With 600 guns firing 30 rounds per minute during some bomb runs the air was filled with so much "flak" it darkened the skies and some would say, "it was so thick we could walk on it."

In later years, the word, "Flak" evolved to describe a form of criticism, abuse, or a "hard time."

Does that answer your question, Diane?



DIANE SUSEK

Susek Guest At Reunion

Diane Susek of York, PA, a soprano with international reputation and over a dozen recordings to her credit, will be a guest at the 398th reunion in Richmond Thursday evening, Sept. 22. She will offer a variety of musical selections designed for 40's vintage folks. Like us!



LT. GEN. TOM HICKEY

Gen. Tom Hickey Reunion Guest at Richmond

Lt. Gen. Tom Hickey, Air Force Deputy Chief of Staff/Personnel, will be a guest of the 398th Bomb Group Memorial Association at its annual reunion in Richmond, Virginia, Sept. 21-24, 1988.

General Hickey will speak to the group on Saturday evening, Sept. 24, and at the same time make a special presentation on behalf of a 398th airman killed in action over Germany in 1945.

Gen. Hickey had an outstanding career in flying, staff, and command positions. He flew F-4's out of Da Nang, Viet Nam and is described as "the airman's airman."

Official registration forms for the reunion were published in the April issue of FLAK NEWS. Additional forms may be obtained by writing 398th Bomb Group Reunion, Tribon, Inc., P.O. Box 13703, Richmond, VA 23225.

Or by calling reunion chairman Bob Wiggins.

The program includes a trip to historic Williamsburg and a visit to the Confederate Air Force's fully restored B-17, Sentimental Journey. It will be on display exclusively for 398th members during the morning of Saturday, Sept. 23.

All banquets and meetings will take place at the Marriott Hotel, downtown Richmond.

I Wonder Whatever Became Of . . .

FLOYD BEATTIE

From time to time FLAK NEWS will run a short, personal history on men of the 398th. The first such article comes from Floyd Beattie of Ashville, Ohio.

I joined the 398th fresh out of B-17 aircraft school in Amarillo in 1942. I was a corporal at the time, and was assigned to aircraft maintenance in the 600th Squadron.

I worked for M/Sgt. LeRoy Clapp, a line chief from Oberlin, Ohio and M/Sgt. Eugene Alexander of New Jersey.

When we left Rapid City for England I was 600 Squadron aircraft chief inspector.

Before those days I was a National Guardsman from Buffalo, NY and also worked for Curtis-Wright Aircraft, working on the P-36, P-40 and C-46 aircraft. I also worked on the P-39 for Bell Aircraft.

When the war was over, I returned to the US and was assigned to B-17 maintenance at Drew Field. I was working with a life boat search and rescue squadron. I got bored and took a discharge in 1945.

Worked for Chevrolet in Youngstown, Ohio, but got bored again and re-enlisted in the Air Force. This time I was sent back to Rapid City with the 28th Bomb Wing, working on B-36's in 1950.

I was shipped to Korea in 1951 as a M/Sgt. line chief in charge of 75 F-84 E jet fighter-bombers for the 49th F/B Wing at Taegu, Korea. Six months later I was assigned to the 4th Fighter Wing with F-86 Saber Jets at Kimpo AFB.

I came home in 1953 as senior instructor at Amarillo for F-102, F-106, F-89, F-101 and F-82 aircraft. Also worked on the B-45 twin-engine bomber and later assigned to general engineering for the B-47.

In 1958 I was sent to Wichita, Kansas McDonald AFB as flight maintenance control chief on B-47's. Then to Louchborn AFB Ohio and worked the flight line on the RB-47, B-47, EB-47 and KC-135 tankers.

Finally, I retired from the Air Force in 1966, after 21 years with 100% disability.

"We Came In Our Youthful Years To Wage War; We Return In Our Elder Years To Share The Peace"

Johannes Shultze Everding stood before the gathered "forces" of the 398th Bomb Group at Neuss, West Germany and told his visitors from America—

"I do not wish for you to think I 'stole' these items from your crashed plane in 1945. I always knew you would come back here and I could return them to you."

His twinkling eyes betrayed his serious demeanor. And he continued his little "speech" in the restaurant where he was joined by a dozen or more fellow Germans who, like himself, were a part of the scene 43 years ago when Col. Frank P. Hunter, Lt. Federico Gonzales and their lead 603 B-17 ship had crashed in to their city after being shot down on bombing mission on the rail yards on January 23, 1945.

On this day, June 9, 1988, Everding was met by Col. Hunter's widow, Maria, and the lone survivor of the crash, Gonzales, and his wife Anne. Plus the others on the tour who could hardly believe what they were hearing and seeing.

Everding, who earlier had made it clear that "I was not a model soldier and I was no Nazi," may not have been a model soldier, but nevertheless was a pretty good 88 mm. Flak gunner!

He commanded one of the six guns surrounding Neuss (his 88 was nicknamed Dora) and his could well have been the one which brought Hunter-Gonzales down with direct hit on the starboard wing.

Neuss mayor Dr. Bertold Reinartz had received the 398th visitors at the City Hall garden court, recounting the chronology of the B-17 mission and

Everding Returned "Borrowed" Items Taken From Downed Aircraft in 1945

at the same time reminding all that it was one of 136 such attacks on the city of Neuss during the years of WW II.

"But," said Dr. Reinartz, "the destruction reigned on our 2,000-year-old city also meant the release of a nightmare. . . the nightmare of Adolph Hitler and the Nazi dictatorship.

"Former enemies have now become friends," he continued. "All of us now have only one arch-enemy: the danger of forgetting the past."

"I am sure that your visit here means a small but important step to extend the friendship of our nations."

Each visitor then received a pin with the coat of arms of the old city of Neuss.

Group president Bill Comstock responded with a message of mutual friendship, then presented Dr. Reinartz with a specially created framed photo of a B-17 being fired on by a German 88. The accompanying inscription read:

"We came in our youthful years to wage war; we return in our elder years to share the peace."

Comstock took the occasion to recall the justice and forgiveness of American president Abraham Lincoln and German humanitarian Albert Schweitzer in echoing Dr. Reinartz' comments about returning to peace after long years of war.

The 398th tour party had just settled down for a snack following a reception at the mayor's garden court in downtown Neuss, a visit to the crash site and a joint German-American tree planting ceremony in the playground.

It already had been a full and dramatic day that also included a wreath-laying ceremony honoring all war victims.

Everding capped the day when he read his little speech in pretty good English and proceeded to—

Present Gonzales with a framed circle of aircraft wiring taken from the downed B-17.

Present Mrs. Hunter with a shirt made from Gonzales' own parachute. It was made in 1945 by Hildur, and presented to Mrs. Hunter "from one widow to another."

Present Mrs. Gonzales with a baby carriage coverlet also made from the same nylon parachute material, embroidered with flowers. It had been made by Everding's daughter.

Present each veteran with a piece of nylon parachute cord, each person cutting his own "souvenir" with the same knife Everding used in WW II.

Earlier, at the crash site, marked with a cross and flowers, Gonzales had received back his own "escape kit" containing maps of Europe printed on silk.

What had been originally planned as a two-hour stopover before a sight-seeing trip to Cologne turned out to be a six-hour drama the likes of which movies are made.

The continent part of the 1988 tour had already produced its share of excitement. Once having left Nuthampstead, with a few members having

Fortresses Provided "Humming Music"

opted to return directly to the U.S., the remaining 48 headed for Luxembourg to participate in Battle of the Bulge tour under the auspices of CEBA.

This refers to "Cercle d'Etudes sur la Bataille des Ardennes," or the group dedicated to the preservation of the memory of the Battle of the Bulge.

The tour was under the supervision of Tilly Kimmes-Hansen, a most knowledgeable Luxembourg lady well-versed in the hardships of Nazi occupation.

Tilly led the group to the American Military Cemetery on the outskirts of Luxembourg, there to view the final resting place of Gen. George S. Patton. And to lay a wreath at the memorial in the memory of the only 398th airman buried among the 5,076 crosses. As Jack Madlung wrote later:

"Never in my most wildest dreams could I have imagined anything so powerful. When the trumpeter played 'America The Beautiful' my knees felt like jelly and there was a lump in my throat the size of a golf ball. There were no dry eyes."

Bill Markley and Ralph Hall presented the wreath, then Hall and Frank Yarmoski departed to find the cross of their former crew member, Darrell Argubright, killed after bailing out of their B-17 over Germany.

The next stop was Clervaux, a town well known to all GI's who served in the infantry, tank corps, field artillery, etc., during the Bulge battles in late 1944 and early 1945.

The city's alderman, Michael Wehrhausen, welcomed the Air Force visitors with glasses of white wine, after which he was presented a memento of 398th days at Nuthampstead—an engraved, 8th Air Force glass from the Officer's Club.

Tilly took the occasion to remind the flyers that, while most of their visitors are from the U.S. ground forces, the Luxembourg citizens are quick to recall that what they heard overhead sounded like "humming music."

Konig Was There As Six-Year-Old

Lou Buffaro presented a wreath at the GI Memorial in the Clervaux town square.

On the way back to Luxembourg city, the coach stopped at Melmedy, site of the infamous massacre of 84 GI's, and at Bastogne, probably the most famous name in Bulge history and the turning point of the crucial battle that saw the German army attempt a counterattack in hopes of stopping the Allied advance toward Berlin.

After a leisurely tour down the Rhine from Bingen to Boppard (both 398th targets in 1944) the group moved on to its dramatic day at Neuss. Many of the arrangements and schedules there were arranged by Manfred Konig, a Ford Motor Company executive from Cologne. Konig, as a six-year-old, remembers the Hunter-Gonzales crash and retains vivid memories of the event.

Others involved in the unusual meeting included Gertrud Peiffer, granddaughter of the "farmer woman" who aided Gonzales after being pulled from the wreckage; Alfred Wilms, also a youngster at the time and currently a journalist researching the episode; Willi Eirmbter, who actually was the first to hear Gonzales "groan" and pull him to safety; Mia Schroder, who as a teenager posed in front of the wrecked tail section;

Continued on Page 7



BURGERMEISTER Bertold Reinartz (right) receives a special framed photo of a B-17 and inscription from 398th president Bill Comstock in ceremony during the group visit to Neuss, Germany.



GERTRUD PEIFFER (left), Alexandra Kremer and Maria Hunter pose with the beautiful floral display that marked the crash site of the Hunter-Gonzales plane in 1945. Gertrud, as a six-year-old, remembers the day of January 23, 1945.

SOUVENIR of the Neuss crash, in the form of piece of electrical wiring from the plane, is displayed by Gonzales, a gift from Johannes Everding.



JOHANNES EVERDING displays parachute cord taken from Federico Gonzales' downed 398th plane. He gave each 398th veteran a piece of the cord as a souvenir.



WILLI EIRMBTER tells the tour group about the dramatic day in 1945 when he pulled Gonzales from the downed B-17.



MRS. FRANK P. HUNTER fell to her knees in an emotional scene as she visited the grave of Col. Hunter at the Ardennes cemetery in Belgium during the group tour in June.



TOUR LEADER for the Battle of the Bulge portion of the "Bomb Run" tour in Luxembourg was Tilly Kimmes-Hansen.



CHRIS BOORMAN of Royston appears a bit frightened as she awaits a "ticket" from "Blitz Military" MP First Sergeant John Parker.



LOU BAFFARO presented a wreath at the statue of the American GI in Clervaux, Luxembourg. This was in memory of the many servicemen who died in this area during the Battle of the Bulge.



TWENTY SIX of the 30 veterans on the Bomb Run tour pose during a visit to the Imperial War Museum at Duxford. Left to right are George Klix, Bob Blacker, Ray Yarmoski, Wally Blackwell, Arnold Schneider, Larry deLancey (rear), Ray Stange, Maurice Fletcher, Allen Ostrom (rear), Bill Markley, Bob Wiggins, Ralph Hall, Charles Anderson, Jack Madlung,

Jack Wintersteen, George Graham, Jerry Jans, James Yip, Lou Baffaro, Fred Gonzales (rear), Pete Giuliano, Dennis Johanson, Al Turney, Ike Thacker, John Borquin, and James Brockman. Missing from the picture are Bill Comstock, Bruce Daily, George Ilko and Al Petska.



PETE GIULIANO had his "proudest moment" when he presented the wreath in memory of the group's killed and missing during the Service of Commemoration at the 398th Memorial at Nuthampstead. Pete was an aircraft and engine mechanic in the 602nd.

Greetings from Germany:

I do hope your "Bomb Run" tour group returned home safely, and certainly in more comfort than when you came to Neuss the last time 43 years ago! I am sure the tour was quite a strain on you, especially the ladies, but now that you are home again perhaps you can relax and enjoy reflecting in the memories of your remarkable visit here. Enclosed are photos and news reports from many papers in West Germany. I assure you that all were positive. Many carried the line from your engraved gift to the mayor, "Sie kamen im Alter, um den Frieden zu teilen." (We return in our elder years to share the peace.) May I say personally how glad I was to have been able to take part in such a memorable tour.

ALFRED WILMS
Düsseldorf-Heerdt
West Germany

Eight B-17's To Fly In Geneseo Air Show

At least seven B-17's—maybe eight—will be featured at the Geneseo, NY Airshow August 19-21, the event sponsored by the National Warplanes Museum.

The sponsors are looking for an appearance by "Sally B," the last air worthy Flying Fortress in Europe today, and the plane that made a fly-by for the 398th tour group in England on June 4 at Nuthampstead.

Persons wishing to contribute to the "Sally B Fund" may contact the museum at P.O. Box 159, Geneseo, NY 14454.



CHARLES ANDERSON (left) and **AL TURNEY** were happy to pose with hotel hostess Dawn Collins during a fun time period at the Trust House Forte Hotel in Cambridge. The tour was fast paced and taxing at times, but obviously there were periods for enjoying the beauties of England.

Drama At Ardennes

Continued from Page 4

Edgar Gorgen, August Koch, Manfred Jung, Matthias Kiefer, Paul Steffens, Wilhelm Klapdor, Dr. Karl Klinkhammer and others.

Dr. Klinkhammer, in his 80's, provided a tour of his "Bunker Church" in Neuss, very near to the crash site, and also led in an ecumenical prayer.

The stopover at the Grand Hotel at Heerlen, Holland provided a brief time for reflection of the Neuss drama before additional emotional stops at the cemeteries at Margaraten in Holland and Henri-Chapelle and Ardennes in Belgium.

Mrs. Hunter, who had proved to be a real "trouper" during the tour, finally succumbed to tears and fell to her knees as she faced the grave site of Col. Hunter.

With 44 398th men buried at Ardennes, a large wreath was placed at the main gate memorial. The "quiet man" on the tour, George Ilko, assisted by John Borquin, did the honors on behalf of the group. Then many scattered about the grounds to locate special friends and buddies.

Among the many neat things to happen on the tour was the gift of a special 8th Air Force wood carving by Londoner William Adams to Mrs. Hunter. . . among the not so neat things was the restaurant owner in Windsor who tried (unsuccessfully) to short-change Wally Blackwell. . . and then there was the mouse in Mrs. Hunter's London hotel room. . . and then there was Margaret Sigsworth missing luggage; it turned up five days later in Cambridge. . . plans are now being laid for a major 8th Air Force—RAF celebration next year in England. . . James Yip, the 602 navigator who became an LA judge, had the honor of raising the Union Jack at the memorial when David Wells raised Col. Hunter's U.S. flag. . . it was exciting to see an AT-6 at the old field after the B-17 fly-by, and even more exciting for Jack Madlung, who asked the pilot for a ride, and got one! . . Five couples were jolted by the dinner price list at a well-publicized "Charles Dickens" pub in London, prompting Teedy Blackwell to question the "MP" behind a fish item: "What does this mean, 'Many Pennies?'" . . Two members of the 1988 "Bomb Run" took on some "battle damage" on the tour but both recovered and returned home with happy vibes. . . Al Petska, 602 pilot, was grounded in Cambridge with severe prostate pains. When he found that the examining physician was one of the world's leading prostate surgeons, he opted for an immediate operation. He recovered nicely and flew home to Salem, Oregon after a week's time. . . Another former pilot, Col. Bill Markley, 600 CO, went to the hospital in Luxembourg following the farewell banquet. Overnight in the hospital, in the care of a Boston-trained heart specialist, Markley was declared fit to resume his flight home to Carlsbad, California.

New "PX" Items For Sale

The 398th P-X Department has a number of items for sale to its members, including a newly-created Membership Plaque designed by Lloyd Stovall of Atlanta.

The 6x8 plaques may be ordered in silver for Lifetime members and in gold for Regular members. Cost is \$25 each, including mailing and handling.

Another new item is a lapel (or cap) pin depicting a B-17 in 398th colors, with the words "398th BOMB GROUP, Nuthampstead, England 1944-45." It also bears the 8th AF design. Cost: \$6.00.

All PX items will be available at the September 21-24 reunion in Richmond, Virginia.

SQUADRON and Group patches (\$5 each) and Group Lapel pins (\$6 each) and Group & 8th AF bumper stickers (\$2 each): Order from Jack Wintersteen, Danville, PA 17821.

Rosters Mailed

The group's first printed roster was placed in the mails on July 13.

Members who have not received their copy are invited to write FLAK NEWS editor Allen Ostrom, Seattle, WA 98177.

Copies also will be available at the reunion in Richmond.

398th BOMB GROUP FLAK NEWS
c/o Allen Ostrom
Seattle, WA 98177

GROUP Membership plaques (\$25 each). Specify Life Member or Regular: Order from Ralph Hall, New Bedford, MA 02740.

GROUP T-shirts (\$11 each), Group Jackets (\$30 each); Squadron baseball caps (\$7.50 each). Specify size S, M, L, XL; specify color, White, Gold, Lite Blue, Royal Blue, Navy Blue; all caps Navy Blue. Order from Allen Ostrom, Seattle, WA 98177. (Specify Squadron for T-shirts.)

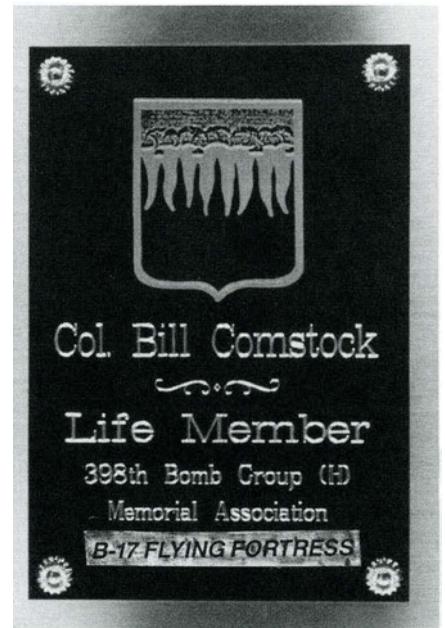
FLAK NEWS logo color print, "Clearing & Colder" (\$22.10). Order from Museum of Flight, 9404 E. Marginal Way So., Seattle, WA 98108.

Double Check Your Mailing Labels!

We are all aware that postage has gone up, but in addition, the Post Office also has become more "picky."

Please check the mailing label on your FLAK NEWS for accuracy. It must be correct as to Street, Avenue, Drive, Road, etc. Also Apartment numbers! And, of course, the cor-rect ZIP.

Send your corrections to George Hilliard, Cincinnati, OH 45236.



NEW 398th PLAQUE