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

VOL. 4, No. 1

FLAK NEWS

January, 1989

GHOSTS

There are ghosts that haunt my mind;
Not spirits from the present,
But those from forty-five years back in time.
They are ghosts of the men and planes
That once owned the sky.

Why they haunt me I do not know;
For some reason they will not let me go.
They fought ferocious battles over land and sea,
Even in death they have a lot to show.

In a book I saw a photo of a man
I thought I'd like to meet;
I later found out he met his death
At 25,000 feet.

He has probably been long forgotten;
My thoughts do not want to leave him behind.
He was once young like me,
Because of that man I am free.

Tho the soldiers lie sleeping in their eternal nests
And their ghosts of the air war cannot rest,
Most have forgotten about that day;
But with me the ghosts of the air war
Will ever stay.

—JILL V. CHANDLER

This most sensitive poem was written by Jill Chandler of Spokane, Washington. She happened to see a 398th bumper sticker and was moved to send a query to historian Jack Wintersteen. Jack responded with a directory, photos and newsletters.

Jill's interest stems from her research into the death of her uncle, a B-24 gunner.

She now has files on over 700 World War II combat airmen who have responded to her inquiries.

"My whole purpose is to keep their history alive," said Jill. "I can always see John Wayne movies, but these are the guys who really experienced it. They are getting old now, but they can still tell what happened to them.

"I refer to them as heroes."

Plans Being Laid For Dayton Reunion

The next issue of FLAK NEWS, due out in late April, will contain registration forms and information on the next 398th reunion, to be held in Dayton, Ohio, September 20-23, 1989.

Reunion headquarters will be at the Stouffer Dayton Plaza Hotel, 5th & Jefferson, downtown Dayton.

A memorial plaque and tree will be presented by the 398th at the United States Airforce Museum, according to Bob Hart, Dayton reunion chairman.

398th On Target; \$12,000 Raised In EAA Fund Drive

The 398th finished its World War II air war bombing with a 95% pinpoint accuracy, best in the Eighth Air Force.

And today, 44 years later, it appears that the group is on another 95% program with its campaign to raise \$21,000 to repaint one of the world's few remaining flying B-17's.

And to "dot the I" by painting the distinctive 398th colors on the tail of the EAA's Aluminum Overcast stationed at Wittman Field in Oshkosh, Wisconsin.

As of the fourth week in January, almost \$12,000 had been donated toward the project, and as Chairman Wally Blackwell said—

"We are making remarkable progress in the fund drive, and we want to thank all the folks who have contributed so far.

"Will we make it? You bet we will. We want that triangle W on the tail of the Aluminum Overcast.

"I look for us to reach our goal by the end of February."

Blackwell said a list of all the contributors will be published in the April issue of FLAK NEWS.

He reminded that members should send their donations to Ralph Hall, 398th treasurer, New Bedford, MA 02740.

All contributors receive a receipt and distinctive certificate indicating their participation in the fund drive.

New B-17 Wasn't Theirs, After All

"You Fly Them Here And You Think You Own Them"

BY TED JOHNSTON
600 Squadron Pilot

As was the case with many replacement crews, our crew was assembled at Alexandria, LA in late June, 1944, and did crew training until early September.

The crew members were: Pilot, T.J. (Ted) Johnston; Co-pilot, N.T. (Pep) Petronice; Bombardier, Donald (Roby) Robinson; Navigator, Charles Letts; Flight Engineer, Charles (Chuck) Townsend; Radioman, Lawrence (Larry) Miller; Gunners, Wm. (Red) Haworth; Signiund (Ziggy) Czubka; Frank Fishbeck; Andrew (Andy) Moon.

As you might guess, we were from all over the country — Florida, Illinois, Massachusetts, Michigan, Montana, New York, Texas, Washington. We were then ordered to Lincoln, Nebraska to pick up a new B-17 and fly it to England.

It was great to get a brand new B-17G after all the junkers we'd been flying. As I recall it only had 17 hours on it and the beauty was ours, or so we thought. We took several local flights to check out the airplane for any defects and found nothing seriously wrong.

The flight over started out very well on September 16 to Grenier Field, Manchester, New Hampshire and then on to Goose Bay, Labrador. Then troubles started. The next leg of the journey was to cross the North Atlantic to Reykjavik, Iceland. That seemed simple enough. After being weathered-in at Goose Bay for several days with rain, snow and fog we were cleared to take off at 11:00 P.M. September 20th. The weather officer briefed us that we would encounter rain until about 7-9 thousand feet and then break out for clear sailing to Iceland. No problem.

Because of the distance between Goose Bay and Iceland we would get beyond the ranges of both radio beams for some distance and needed clear weather for our navigator, Letts, to get periodic star fixes to keep us on course. The North Atlantic at that time of year was cruel to downed aircrews—an estimated 5 minutes survival time. Thus, we sure didn't want to get lost

All-8th Air Force Tour Set For May

An impressive all-Eighth Air Force reunion to England and the continent is being offered by Galaxy Tours of Wayne, Pennsylvania.

Sponsors of the last two 398th tours, Galaxy has lined up a package that includes an optional tour of Normandy invasion beaches and other attractions in France.

Upon arriving in England (Manchester) the itinerary will include visits to a number of British historical sites before arriving in East Anglia to view the "U.S. Air Force Mildenhall Air Fete," the largest air display staged by any air arm in the world. Eighth Air Force veterans will be given VIP status and assigned to a special viewing area.

Each group will have its own "Unit Day," reserved for visits to their own WWII station. The "Friends of the 398th" have offered assurances that they will have a special welcome for visitors to Nuthampstead.

There will be appropriate ceremonies at the American Military Cemetery at Madingly and an afternoon has been given to enjoying the special music of Glenn Miller.

The tour departs New York on Monday evening, May 22 and returns home on Thursday, June 1 following two days of sight-seeing in London.

For complete information and costs contact Galaxy Tours, P.O. Box 234, Wayne, PA 19087. Call toll free 1-(800)-523-7287. In Pennsylvania call (215) 254-6600.

the North Atlantic with the wrong flying equipment and our warm gear buried in the bomb bay. It was cold!!

The wing and tail deicing boots were activated which cleaned off the ice on the boots themselves, but an ice buildup began in back of the boots on the wind skin itself and would not seem to break away. With Flight Engineer

phenomenon, but Robinson the bombardier knew about it and eased our minds.

Meanwhile, back in the radio room, the crew had a thermos of hot coffee so I turned the controls over to Petrocine and went back to see if I could warm up. Between the cold and my nerves I was shaking so badly, not much coffee got to my mouth.

Returning to the cockpit, I was about to the front end of the bomb bay when the airplane started down sharply. Scrambling up to the cockpit I stopped between the seats and scanned the flight instruments just as the airspeed indicator was at about 90 MPH and going down.

Pep, noting a drop in air speed, had instinctively dipped the nose to avoid a stall. As we scanned the instruments we realized at the same time that it was the pitot tube that must have failed due to an ice buildup, causing us to lose our air speed reference.

Together we pulled the nose back up after losing several thousand feet of altitude.

We started climbing again in hopes of getting out of the lousy weather and getting a "fix." With no airspeed indicator, extra power was used to make sure we didn't stall. Thus more fuel was used which was another worry. By now the crew was on oxygen and we no longer could pick up the Goose Bay or Iceland beams for navigation. Finally at 21,000 feet we broke out on top allowing Letts, the navigator, to get us back on course. Later came the beginning of daylight on the Eastern horizon and no visible weather for miles in front of us. What a wonderful sight. More good news — the ice finally broke away from the wings. Shortly we picked up the Iceland beam and made an uneventful landing at Reykjavik. Was I glad to get on land again and I'm sure that feeling was shared by the entire crew.

On September 23 we flew our last and shorter leg to Holyhead, Wales on the Irish Sea. After landing and parking the airplane, I had just gotten out when a jeep drove up with an officious 2nd Lt. "groundpounder" and a clipboard. He approached me and said "sign this Lieutenant." I asked him what "this" was. He replied with "this is an airplane release form,

"St. Elmo's Fire" Added To Tense Moments Over Atlantic

and have to ditch. Greenland was an alternate in the event of trouble but that didn't seem too inviting, either. While we weren't carrying any bombs or ammunition, with all of our baggage as well as a bunch of tools and equipment being ferried over too, our gross takeoff weight was near maximum.

We took off from Goose Bay and climbed out on course but didn't break out at nine thousand feet as briefed. Furthermore, the rain turned to snow and ice began forming badly on the aircraft, and the cabin heat went out.

When we left Nebraska in warm fall weather most of us were in our lightweight clothes, flying suits and A-2 jackets. Here we were over

Townsend's high powered flashlight, we were able to at least see the problem even if not being able to do anything about it. If it got too bad, of course, the added weight and deformation of the airfoil surfaces could cause real problems. The propeller deicing equipment was also activated and shortly came this terrible banging as the ice was thrown against the fuselage. The good news was the ice was coming off—the bad news was that the noise added to an already tense situation.

Then came the eerie St. Elmo's fire on the leading edges of the wings and on the nose. Apparently the static discharge system wasn't doing its job. I had never experienced that

you are turning the airplane over to this base." After my strenuous objections, he replied —

"You jokers are all alike. You think just because you fly them over here that you own them."

He went on to explain that all the aircraft coming over went to a modification depot where deicing equipment was removed, armor plate added and other changes made before they were assigned to a bomb group.

So we lost our brand new B-17G that was going to fly us into combat. What a disappointment! Instead of flying proudly to Nuthampstead we arrived humbly by truck. Oh well!! You can't win them all.

From Suspicion To Affection:

Villager Tony Clark Tells of Early Days

Wheat farmer Tony Clark still lives just off the airfield known during World War II as Station 131. And he has many memories of the days when the Yanks converted much of his and other adjoining farm property into one of the hundreds of airfields dotting East Anglia during those hectic days. The following article is one of his reminiscences of the early days at the Nuthampstead B-17 base.

BY TONY CLARK
NUTHAMPSTEAD WHEAT FARMER

During the war, servicemen wherever stationed have little time or inclination to take notice of the locality or the people who live there. Whilst there are some exceptions, many servicemen leave with little knowledge of the areas in which they have served.

Flak News and the returns to Nuthampstead by members of the 398th Memorial Association have done much to overcome this omission. Many returning veterans are surprised at the welcome and friendship shown to them by local people. But, to understand this phenomenon it is necessary to tell the story of Station 131, Nuthampstead as villagers saw it.

Three little hamlets, Nuthampstead, Anstey and Langley, with a total population of less than 500, in a triangle of 3 miles intersected at the North Western end by the Herts/Essex county border line. July, 1942 saw construction start on Station 131 Nuthampstead, a class "A" base airfield. The first reaction of the "locals" was surprise, for news travelled slowly during wartime. Nuthampstead was one of the first airfields built by American army engineers. The second surprise for local people was to see Negro soldiers as they drove by in trucks. Many villagers had never seen black men except perhaps in the cinema.

Two factors were the cause of much misunderstanding. Britain had been standing alone since 1940 and was reeling under a succession of defeats, not least of which was the battle of the Atlantic. Most necessities were rationed and in short supply. Few luxuries were obtainable. Everything required to run a home or business, including money, was hard to find. The second factor was communication. Censorship and security were obviously important to the forces and authorities. But in country areas information, local gossip, speculation and rumour were dispensed mainly by word of mouth. With no electricity, a few radios powered by wet re-chargeable batteries, even fewer telephones and a weekly, heavily censored, local newspaper, many village people were unaware of happenings even in the next village.

Initially the "locals" treated the GI's with some suspicion. These men with money to burn, who asked for ice in their beer, could have come from another planet. But as time passed into 1943 the base was taking shape and childrens' parties and dances were organized. From then on, attitudes and previously held views changed. The base, now completed, was handed over to the 55th Fighter group and became operational 1st November 1943. The 55th were equipped with P-38 Lightnings which unfortunately were extremely vulnerable to the loss of one engine on take-off and several crashes in surrounding



TONY & BERYL CLARK

fields caused some concern to villagers. The ability of the P-38 to shed its auxiliary wing tanks at the slightest provocation had many farm workers making for the nearest ditch. Not necessarily to take cover but to grab any sort of container and try to collect the precious aviation petrol which would be taken home, mixed with a little paraffin and used in pressure lamps or motor cycles.

For two years the British were on the defensive, except for occasional heavy night bombing raids into occupied territory. RAF Fighter Command, having fought the Battle of Britain, were still mainly a defensive force but Bomber Command was rapidly building up an offensive role with new aircraft.

Village people considered the 55th fighter group to be a defensive force and so when the 398th Heavy Bomb Group moved to Station 131 in April 1944 villagers felt that, at last, those years of being on the receiving end, was about to be repaid in full...and with interest. Whilst the villagers were ignorant of operational detail they watched and counted the B-17's out and when they returned. They saw damaged aircraft return. They knew of the losses and shared them, for they had trod this path before... But with this knowledge came respect, sympathy and affection which has grown in succeeding years with the awareness of what really occurred at Nuthampstead.

Help Still Needed On KIA List

The task of compiling the names of the 398th men killed in action is well under way, and your editor thanks those who have contributed information.

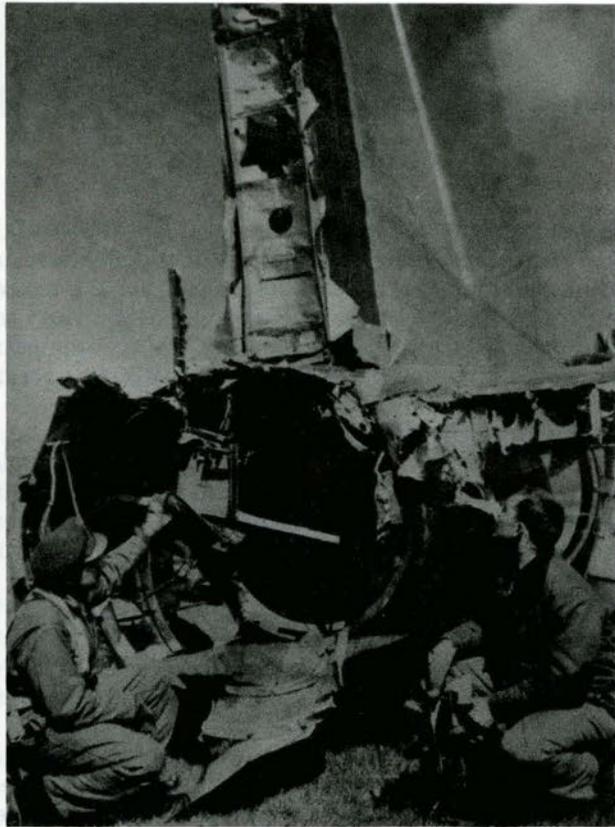
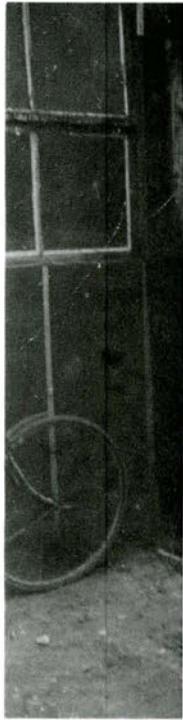
The appeal continues, however, as there are still many missing names. Of particular need are the names of those who died on planes which came home, or died later in hospitals.

These names are difficult to locate, so we must depend on our readers to assist in the search.

Already published in FLAK NEWS (April 1988) are the names of our honored dead who remain in cemeteries or memorialized on walls of the missing in England, France, Holland and Belgium.

Send your information to Allen Ostrom, 398th FLAK NEWS, Seattle, WA 98177.

398th Pictorial Memories From

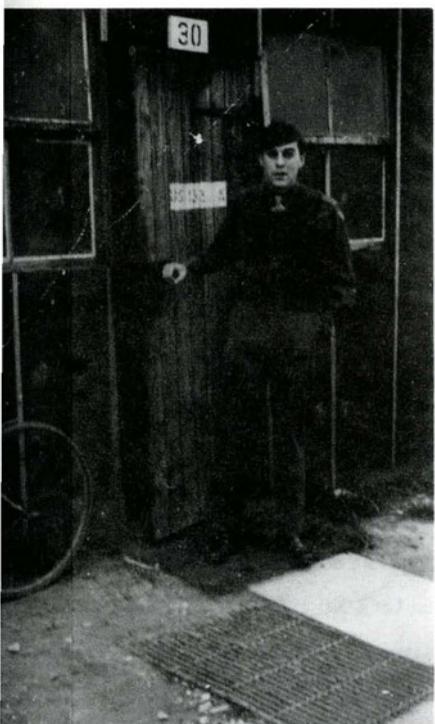


(GPR-12-2-398)(29-5-44)(BULL SESSION)



(GPR-65-5-398)(28-7-44)(LEAD CREW-DOUGLAS)

From Nuthampstead, 1944-45



*Merry Christmas
and a
Happy New Year*

398th Bomb. Grp.



And The Readers Send Us Letters

"Our hearts were warmed by the memory of that wonderful event last September at Richmond. I really want you to know how much I loved being there and sharing that special time with you all. I was so touched and moved as your colleagues recalled those years during the war. I really learned a lot and I thank you all for making it possible. Congratulations and love to each of you in the 398th."

Diane Susek, York, PA 17405

(Ed's note — Diane sang for the group at the Richmond reunion.)

"Now that I have gotten over the shock of being asked to head up our reunion activities next September, I would assure you I will do my best to provide the 398th with a great reunion next fall in Dayton, the home of aviation. I have been in touch with Jack Hunter and he sounded good and is feeling much better. I am confident he will return to health in time to assist me in the planning. Eloise and I are honored and look forward to the opportunity and challenge of chairing the '89 reunion."

Bob Hart, Wilmington, OH 45177

(Ed's note — Former 600 pilot Hart, with no less than two bailouts during his 398th tour, bailed out the group when he agreed to take over the Dayton reunion job from Jack Hunter, who became ill last October and asked to be relieved of his duties. Good luck, Jack; and thanks, Bob.)

"I wish to thank the 398th for including our Kline family in the reunion activities last fall in Richmond. The 'Night of the Silver Star' was so special and meaningful. It has become a wonderful memory for our family and we thank you from the bottom of our hearts."

Lana Kline Erxleben, Davis Junction, IL 61020

"Thanks so much for the photographs. Mildred and I appreciate them very much, and they will go into our album with those of the Nuthampstead trip — pleasant memories. We now step back into the ranks with many more closer friendships than we had when we began the job. Your gift of the beautiful Waterford pitcher is the envy of all eyes and we want all of the men and women of the 398th to know how much we appreciate this gift. We shall treasure it always."

Bob & Mildred Wiggins, Richmond, VA 23225

(Ed's note — The Wiggins successfully chaired the 1988 reunion, not only setting an attendance record of 465, but closing the books with a small profit. You did good, Bob & Mildred!)

"Thank you so much for publishing FLAK NEWS. I look forward to each issue, read it from cover to cover, and then pass it along to my grandchildren."

William L. Labbart, 3086 Oakcrest Drive NW, Salem, OR 97304

"Reference to your question regarding the whereabouts of Father Walter B. Sullivan. I reported to Drew Field for re-assignment on or about 7 August 1945. At that time the information was received that Father Sullivan had died from a heart attack while swimming in a private lake near Orlando, Florida."

John J. Travesky, Albuquerque, NM 87123

"Thank you so much for sending me the back copies of FLAK NEWS as suggested by my old friend and bombardier, Bernie White. I have sent a dues check to Ralph Hall and am delighted to be, finally, a member of our association. What a sad memory it was for me to read the story of the crash at Anstey that took the lives of my pilot, Bill Meyran, and all the others. Neither Bernie, co-pilot Larry Paul nor I were assigned to fly that day (Oct. 15, 1944). Then to read that there was a memorial service last summer at the little church at Anstey was even more poignant. How I wish I had been there. I look forward to future issues and hopefully renewing some acquaintances at the next reunion at Dayton."

Warren (Whitey) Davidson, Arlington, MA 02174

"I was very moved and impressed to see what the "BombRun" tour party accomplished at Nuthampstead last summer. Thanks to Ralph Hall I received the photos and certificate of the ceremony when my father's flag was raised over the Memorial. I was so moved to see the picture of David Wells holding my father's flag. I had a wonderful meeting last September with Dick and Adelyn Mills. Dick was Dad's tail gunner, and he shared so much about Dad and those special days. . . things I would otherwise have never known. His love for the 398th and the men who were a part of those special days was really touching. I am sending along this contribution, knowing that if Dad were alive he would be participating in the group activities."

Elaine M. Moore, Shrewsbury, MA 01545

(Ed's note — Elaine is the daughter of the late Capt. Vincent Moore, 603 pilot.)

"Everyone is still talking about the wonderful and moving service at the Anstey church. And the whole visit of the 398th last June. There were many tears shed after you all left. And thank you, too, for the B-17 T-shirt you gave to my nephew, Martin. He wore it at the big Sally B air display in Kent last August. He was so proud."

Jean Mustoe, Royston, Herts SG8 7DL, England.

"The meeting with the 398th Bomb Group was a special event for our CEBA association. Yours was the first American Air Force group we have hosted in our 15-year existence. For all of us it was an experience never to be forgotten. Even if your stay at Clervaux was a short one, you may believe me when I say that I enjoyed every minute to talk with all fine 8th Air Force folks from your group."

Pierre Eicher, Marnach, Luxembourg. (CEBA treasurer.)

"Just a note to say 'thanks' for the Group membership roster. As a result, I received a very warm letter from Nunzio Addabbo, a fellow classmate at navigation school who was a member of the 601st. Hadn't talked to him in over 43 years. Another job well done!"

Lou Alessio, Daytona Beach, FL 32019

"Thank you for the photos of the Richmond candle lighting ceremony. I really enjoyed being part of this program as did the other six. It was a love-ly service, but the real credit must go to the lady in Charlotte who wrote it. We have another good reunion behind us, and can now look forward to the next one in Dayton — God willing."

Nancy Stallcup, Forest City, NC 28043

"I do not know how to start to tell you how grateful we are for what you folks did to make our trip to the U.S. and the Richmond reunion such a success. I only hope I can live up to the honor you laid on me, making me an honorary vice president of the 398th. All I can say is that I will try. Peggy and I are just beginning to understand what these reunions mean to you all. The comradeship that was forged so long ago will never be forgot-ten, and this is shown to people like ourselves who see things from the outside. How you did make us welcome in America and how you did make us feel like a part of you! It was such a pleasure being with you, to travel to Williamsburg, see the inside of a B 17 again, the picnic, banquets, sightsee-ing. It was all so exciting and will never be forgotten. I am sorry to report that when we arrived home Peggy was hospitalized to receive drug and laser treatment for glaucoma. She has lost some vision, but not sure yet how much. She continues to receive treatment. Thank you again for all your love and kindness."

David and Peggy Wells, Royston, Herts, SG8 8LT, England.

(Editor's note — The Wells also visited New England, San Francisco, Salt Lake City, Phoenix, Tucson and Washington, DC on their U.S. trip last year.)

BRIEF-things

In case y'all assume FLAK NEWS just arrives at your house by accident, be it known that lots of Seattle area volunteers have helped "getting out" the newsletters — Tracy Petersen, Frank Weiler, Harry Smith, Dexter Farnsworth, Charles Hough, Johnny Johnson, Ted Johnson, Kermit Austad, Bill Jones and Keith Anderson (plus several of their wives). . . some of the men use the various 8th Air Force videos to relate their WWII air war memories, but Chuck Wilbur of Eugene, Oregon gives a special talk to schools and service clubs entitled "How I Won The War". . . Chuck was a 603rd bombardier for Ken Buzza. . . two of our 398th friends in the UK are looking for B-17 nose art; if you can help, sent to the Editor and he will forward. . . remember, your PX officer now is Jack Wintersteen, Danville, PA 17821. . . Jack is your source for patches, bumper stickers, lapel pins, squadron and group caps, T-shirts, jackets and membership plaques. . . Lloyd Stovall designed a winner when he set up the life and regular membership plaques; over 60 have been purchased since the Richmond reunion.

TAPS: The Ranks Are Thinning

Adleman, Milo
Alexander, Claude
Anderson, Roy L.
Andrews, Kenneth E.
Ashworth, Dean H.
Atkins, James R.
Audet, Paul E.

Bagley, Bernard
Bailey, Ray E.
Baptist, Claude A.
Baxter, Richard
Beckley, Robert J.
Belcher, Jess
Bell, Marvin
Benefield, Phillip L.
Bennett, Norville
Berquist, Carl
Berry, Kearie L.
Berthoud, Charles
Blanda, Guido
Blankenship, C.W.
Bowman, Leonard L.
Brady, Jack
Braddock, Hayward M.
Breault, Al
Breymer, Royal
Briody, J.
Brown, E. Logan
Buckley, Tom
Bushie, Louis
Butler, John
Buzza, Kenneth
Byrne, Felix E.

Callahan, Noel
Campbell, Van B.
Campbell, Tom
Chesshir, Kenneth
Civitarese, William A.
Clafford, Lloyd
Cason, Alfred
Colbum, Warren
Coombs, Frank
Coopet, Joseph L.
Corsuti, Anthony
Cowen, Harry
Cote, Arthur
Cox, Norman
Cummings, D.L.
Cutcher, James L.

Damer, Leroy
Delbart, Raymond S.
Delorier, Joseph
Dierolf, Claude E.
Devon, Samuel
Douglas, Gene
Dreyer, Charles G.
Dunne, Bill

Ehret, Clarence
Elwood, Kenneth
Engard, Robert

Ferguson, Allen
Fernandez, Frank

Folger, Robert
Foraker, Kenneth H.
Francischine, Gino
Frew, George

Garland, Jack S.
Gibb, Robert
Gloor, John
Godfrey, John
Grant, Sam
Greenberg, Abraham
Gresh, Steve
Griffo, Arthur
Grossman, M.
Gruber, Fred

Hager, Heman L.
Hancock, William C.
Hatch, Dwight
Hatten, Harold R.
Herbert, Robert G.
Herrera, Pedro
Hicinbothem, Franklin
Hogrefe, Carl H.
Houchins, Harry
Howard, Grant
Hunter, Lewis B.

Jackson, Paul K.
Jamman, Gordon
Johnson, Gene
Johnson, Warren
Jones, Ira
Jordan, Edward

Kay, Allen
Keamey, Earl
Keene, Raymond
Kelly, Jerome
Krause, John J.

Land, Donald
Lang, Fredrick
Leemon, Don
Levy, David L.
Long, Douglas
Lutz, Joseph

May, John M.
Marchbanks, Tom
McLaughlin, Ken E. (Bud)
McLaughlin, Robert J.
McCoy, Wayne
McCurdy, Robert G.
Melson, Rufus
Meyers, Russ
Miiler, Paul
Mitchell, George
Moore, Randolph
Moore, Vincent
Morris, Stacey Jr.
Myers, Revel J.

Nelson, Gene
Nejaski, Leroy
Noble, Earl
Norgy, William

O'Connell, Danny
Ongley, Bert
Overton, Vemon

Peach, Tom
Perry, Arthur M.
Puthoff, Lewis A.
Pyson, Albert

Rex, John H.
Riccio, Michael
Roberts, Jack
Robinson, Robert
Rockstroh, Kenneth J.
Rooney, Pete
Rose, Arthur
Rosenzweig, Harold
Rossi, James H.

Sachs, Stanley
Sawyer, Hiram N.
Schneider, John
Scholl, Howard
Scott, Ernest D.
Seaver, Warren
Selevan, Arthur
Sigsworth, John R.
Shaw, Donald
Simeral, Robert
Shimek, Albert J.
Smith, Coy
Smith, John E.
Stanbrough, Claude
Stone, Warren
Suggett, Walter
Sullivan, Walter B.
Swan, Nell Jr.
Sweet, Dr. Robert

Taylor, Franklin
Terbleten, Dr. Urban
Terion, Leo W.
Totter, Joseph H.
Troost, H.M.
Tucker, Frank
Tumer, Mark

Upmeier, Tom

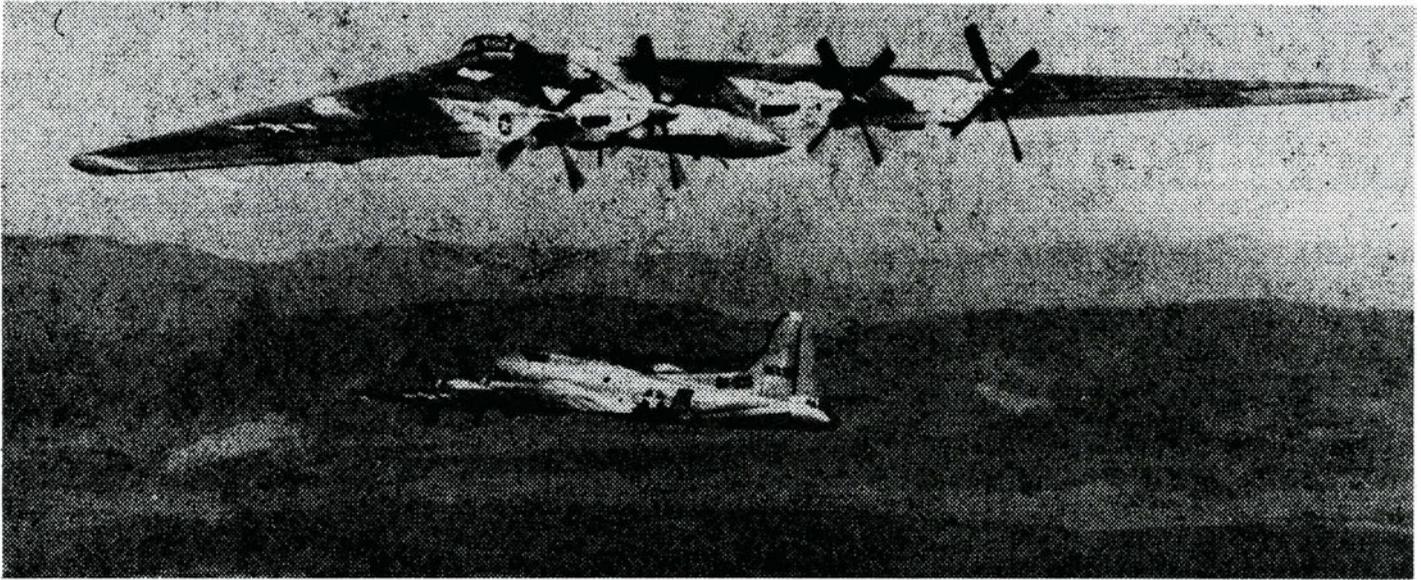
Vanderick, William
Vernet, Waldemar Jr.

Waarama, Arthur
Wade, Warren
Walkup, Charles A. Jr.
Waring, Leonard H.
Wickam, James
Wierney, Joseph
Wilde, Leonard
Wolfe, Leonard
Woodmansee, D.A.
Woodson, Woodrow
Wright, Ellsworth S.

Zagelow, Larry
Zampetti, Dr. Herman

8th AFHS Is 398th "Umbrella"

For the benefit of our many new members, here is a reminder that the "umbrella" organization of the 398th Memorial Association is the 8th Air Force Historical Society, P.O. Box 727, Oldsmar, FL 34677. The Society is dedicated to perpetuating the memory of The Mighty Eighth. It is open to all persons assigned or attached to the 8th AF from 1942 until the present time. Cost of membership is \$10 per year, beginning January 1. Members automatically receive four editions per year of the 8th Air Force News.



The Fortress Was A Bomber For All Seasons

A B-17 FLYING FORTRESS flies formation with what appears to be the Air Force's new B-2 bomber. If it were not for the obvious four pusher props, it could well pass as the new "Stealth" bomber recently unveiled by Northrop. Perhaps one day one of the surviving B-17's will actually fly formation with the B-2, but this photo was taken in 1946 over Southern California. It is a real Fort, to be sure, but the

"B-2" is actually the XB-35, built by Nortrop and known as the Flying Wing. The dozen or so built were destroyed after this photo was taken. Your FLAK NEWS editor saw the Flying Wing many times when stationed near the plant in Los Angeles as a 3" anti-aircraft gunner.

(Photo courtesy B-17 Combat Crewmen & Wingmen.)

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