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603



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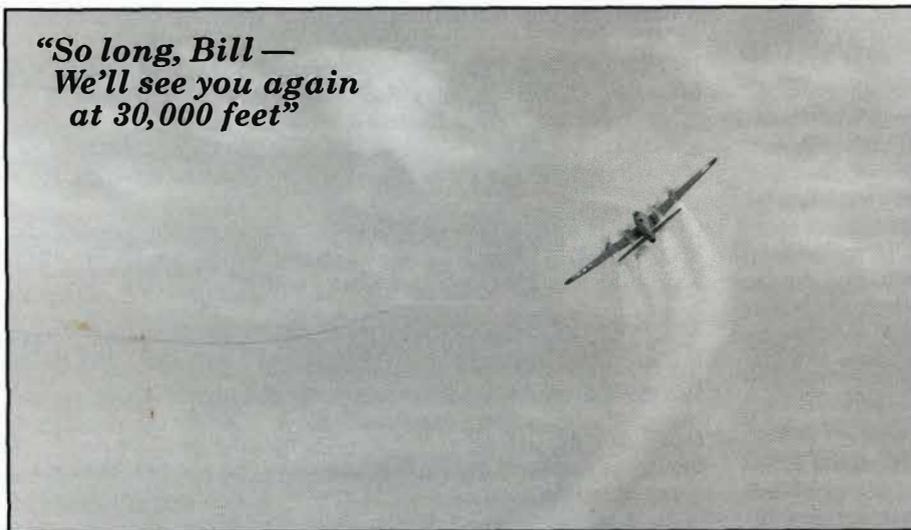
398TH BOMB. GROUP MEMORIAL ASSOCIATION • 8TH AIR FORCE • 1ST AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 11 NO. 2

FLAK NEWS

APRIL 1996

*“So long, Bill —
We’ll see you again
at 30,000 feet”*



COMSTOCK PASSES

Bill Comstock, the only president the 398th Memorial Association has known, died on January 26, 1996, following a two-year battle with cancer.

He was buried at Arlington National Cemetery in Washington DC, being carried to his final resting place by four Army horses pulling his flag-draped coffin on a caisson.

A rifle volley over the grave and the soul-stirring notes of “Taps” announced that Comstock’s final mission here on earth had been recorded. He was 72.

It was Wally Blackwell, Association secretary, delivering a eulogy at the funeral, who offered these words on behalf of his fallen comrade —

“Bill had a very meaningful and productive life, with a good crew aboard. He had many close friends in the 398th and we will surely miss him, but we can all expect to see him again at 30,000 feet”.

A retired Air Force colonel, Comstock’s career spanned World War II, Korea and Viet Nam. His decorations included the Legion of Merit, Bronze Star, Meritorious Service Medal, as well as the Air Medal with six clusters.

The men of the 398th knew him briefly in 1944-45 as “pilot” in the 602nd Squadron. The men and women of the Association knew him much longer as “president”. He was the man who had led the organization as it grew from a little band of 30 in 1976 to its present 2000.

Standing by with his wife, Evelyn, two children and three grandchildren, were several members of the 398th, including Wilfrid Dimsdale and Elaine Tyler, leaders of the “Friends of the 398th” from Nuthampstead, England.

Continued on Page 9

Plans Readied For Springfield Reunion

Everything you need to know about the 13th annual 398th Bomb Group reunion to be held in Springfield, Mo., can be found in this issue of FLAK NEWS. See Page 2 for general information, Page 3 for the Official Registration Form and Page 4 for additional highlights.

‘Last Organized Tour’ Back To Station 131

In what could well be the “final organized tour” to England for 398th members will take place June 9-18, 1996. The tour group now numbers 37. See Page 4 for details.

Issue Contains Dues Notice, Questionnaire

Dues notices for members living in Texas, Minnesota, Wisconsin, Indiana, Michigan, Illinois, and Ohio have been included in this issue of FLAK NEWS. Members are urged to review the form, which also includes a questionnaire relating to their potential interest in becoming Deputy Officers in the 398th as provided in the new By-Laws.

US “Order of Battle” Listed in FLAK NEWS

Did you ever wonder what Air Force units took part in the D-Day invasion on June 6, 1944? And perhaps you had a brother or buddy fighting on this day in an Army, Navy or Coast Guard unit.

Turn to Pages 6 and 7 and you will see this information under Gen. Dwight D. Eisenhower’s original invasion order and accompanying “Order of Battle.” Including the 398th flying with the 1st Bomb Division, 1st Combat Wing of the Eighth Air Force.

The listing does not include the thousands of other units fighting under Eisenhower’s Allied command.

The Springfield/Branson Reunion

September 25-26-27-28, 1996

HEADQUARTERS HOTEL – Clarion Hotel, 3333 S Glenstone Ave., Springfield, MO 65804. 417-883-6550. Clarion cannot accommodate all attendees. Two floors, no elevator. Specify if handicap room is required. Welcome and Farewell banquets to be held here, along with registration, PX, videos and Memory Room. Also pickup point for all tours. Use Clarion registration reservation form, inserted in FLAK NEWS. Rates \$59.00.

BACKUP HOTEL – Hampton Inn, 3232 S Glenstone Ave., Springfield, MO 65804. 417-882-6611. Across the street from Clarion. Complimentary breakfast. Rates \$56.95.

BACKUP MOTEL – Comfort Inn, 333 E Battlefield, Springfield, MO 65804. 417-889-6300. One mile east of Clarion. Rates \$50.00.

REUNION CHAIRMAN – G.W. (Jerry) & Polly Monagin, Florissant, MO 63033-5601.

SPECIAL TOURS – All tours arranged through Fisk & Associates Tours, Springfield, MO. Their coaches will be at the Clarion Hotel Atrium entrance at each appointed hour. All tour and banquet tickets should be ordered and pre-paid with Registration form.

BRANSON SHOWS – Coaches will depart at 4 PM on Friday, September 27, for visits to the Lawrence Welk and Andy Williams dinner shows. Specify which show when ordering tickets. Coaches return to hotel at about 11:30 PM. Members desiring to see other shows at Branson may purchase tickets at the Clarion Hotel and arrange their own transportation. Branson is about 46 miles from Springfield.

BRANSON GUIDED TOUR – A guided tour to Branson will be on Saturday, September 28, at 9 AM. This will include a guided tour of the College of the Ozarks and other attractions in addition to the show sites in Branson. Lunch on your own at Friendship House Restaurant. Coach returns to the hotel at about 3:45 PM.

BASS PRO SHOPS TOUR – Called “the world’s greatest sporting goods store,” Bass Pro has to be seen to be believed. The Disney-like store is so big that McDonald’s is relegated to a fourth-level location. Bass Pro is Missouri’s top tourist attraction. Tours from the Clarion are set for Wednesday, September 25, and Saturday, September 28.

WILSON-SWEENEY TOUR – Wilson’s Creek is said to be the best preserved Civil War battlefield in the country, with displays at each of the many stops depicting the battle fought on August 10, 1861. Also a stop at the Gen. Sweeney’s Civil War Museum. Tour will be on Wednesday, September 25, at 2 PM.

SILVER DOLLAR CITY – 10 different shows, 12 different restaurants, 50 unique shops, 100 talented craftsmen. Silver Dollar City is all of Branson wrapped up in one exciting location, like 10 exciting rides for young and old. All for one tour ticket. This comes on Saturday, September 28, at 9 AM. Back in time for the Farewell Banquet at the Clarion.

HOTEL BANQUETS – It should be noted that the Grand Ballroom at the Clarion Hotel will NOT be able to accommodate all (possibly 450) of our members for the two banquets. It is estimated that 10 tables (100 seats) will have to be placed in the adjacent Atrium. Chairs will be placed in the Ballroom at the beginning of the programs.

OZARK’S ANTIQUE EXCURSION – A three-hour visit to nearby Ozark to check out the many collectable and antique shops. This tour is designed to accommodate the ladies while the men are at their annual business meeting. Thursday, September 26, at 2 PM.

CAR RENTAL – Enterprise Rent-A-Car, 3548 S Campbell, Springfield, MO 417-886-6640. They will deliver and pick up a rental car at the Clarion Hotel. They also have an airport location.

AIR SERVICE – Seven major airlines fly into Springfield. See your travel agent. There is a van pickup service from the airport to the Clarion Hotel.

THE MALL – The enclosed Battlefield Mall is located at S Glenstone and Battlefield, one block from the Clarion Hotel.

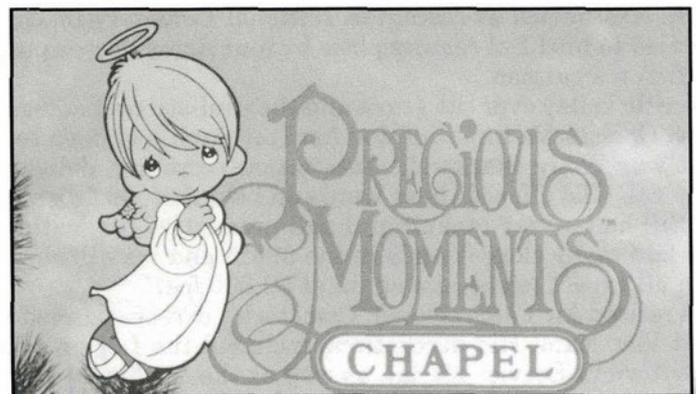
INTERESTING PLACES – Air and Military Museum; Art Museum; Dickerson Park Zoo; Exotic Animal Paradise; Fantastic Caverns; Frisco Railroad Museum; Hammons Missouri Sports Hall of Fame; World’s Fastest Motor Cars; Conservation Nature Center; The Great Passion Play (Eureka Springs, Mo.).

GOLF – Horton Smith Golf Course, 2409 S Scenic, Springfield, MO 65804. 417-889-7510. Starting times on Wednesday, Thursday and Friday, September 25-26-27, at 8 AM.

SPRINGFIELD CONVENTION & VISITORS BUREAU – 3315 E Battlefield, Springfield, MO 65804-4048. 417-881-5300. Bobbi Williams-Box.

DIET & HANDICAP – If a special banquet diet or handicap facility is required, make this known to the reunion chairman, Jerry Monagin.

PRECIOUS MOMENTS CHAPEL – A Carthage, Missouri, attraction featuring elaborate murals depicting Old and New Testament Bible scenes. A group called the Chapelaires entertains with gospel and bluegrass music, guaranteed “to put a smile in your heart.” This tour is scheduled for Thursday, September 26, at 7:45 AM.



Clip Out or Copy Registration Form →

You may either clip out the Registration Form or make a photo copy. Complete the form, enclose your check and mail to G.W. (Jerry) Monagin, Florissant, MO 63033-5601. He will return a receipted copy of your Registration and also send you a Springfield Area Visitors Guide.

OFFICIAL REGISTRATION FORM

398th Bomb Group Memorial Association 13th Annual Reunion
 Springfield, Missouri September 25-28, 1996

PLEASE RETURN NO LATER THAN SEPTEMBER 4, 1996

NAME _____ WIFE _____ SQD. _____

ADDRESS _____ PHONE (_____) _____

CITY _____ STATE _____ ZIP+4 _____

NAMES OF OTHERS IN PARTY. PLEASE PRINT FOR NAME TAGS.

WEDNESDAY, September 25 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	12:00 PM to 5:00 PM	Conference Room		
Bass Pro Tour	2:00 PM to 5:00 PM	Fisk Coach Tour	\$11.00 x _____	\$ _____
Wilson-Sweeny Tour	2:00 PM to 5:00 PM	Fisk Coach Tour	\$16.00 x _____	\$ _____
Dinner at your own selection				
Board Officers Meeting	7:00 PM	Board Room		

THURSDAY, September 26 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	9:00 AM to 5:00 PM	Conference Room		
Precious Moments Tour	7:45 AM to 11:45 AM	Fisk Coach Tour	\$18.00 x _____	\$ _____
Ozarks Antique Tour (for the ladies)	2:00 PM to 5:00 PM	Fisk Coach Tour	\$16.00 x _____	\$ _____
No Host Bar	6:00 PM to 7:00 PM	Atrium		
Welcome Banquet (Table reservations required)	7:00 PM	Grand Ballroom/Atrium	\$18.00 x _____	\$ _____

FRIDAY, September 27 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	9:00 AM to 3:00 PM	Conference Room		
Welk Dinner/Show	4:00 PM to 11:30 PM	Fisk Branson Tour	\$46.00 x _____	\$ _____
Williams Dinner/Show	4:00 PM to 11:30 PM	Fisk Branson Tour	\$46.00 x _____	\$ _____

SATURDAY, September 28 —

Branson Excursion Tour	9:00 AM to 3:45 PM	Fisk Coach Tour	\$14.00 x _____	\$ _____
Silver Dollar Express	9:00 AM to 5:00 PM	Fisk Coach Tour	\$34.00 x _____	\$ _____
Bass Pro Tour	2:00 PM to 5:00 PM	Fisk Coach Tour	\$11.00 x _____	\$ _____
No Host Bar	6:00 PM to 7:00 PM	Atrium		
Farewell Banquet (Table reservations required)	7:00 PM	Grand Ballroom/Atrium	\$22.00 x _____	\$ _____

Registration Fee (per person, 2 maximum per family) \$10.00 x _____ \$ _____
1996 Dues (if applicable, check your dues card) \$5.00 x _____ \$ _____
TOTAL \$ _____

I/We will be staying at the: Clarion Hotel Hampton Inn Comfort Inn
 Other _____

Please complete form, enclose check, and mail to:

G.W. (Jerry) Monagin
 398th Bomb Group Reunion
 Florissant, MO 63033-5601

Received \$ _____ Date _____

G.W. (Jerry) Monagin

A copy of this form will be mailed to registrant upon receipt of check or money order, payable to 398th Bomb Group Reunion.

Members To See Branson Stars

Branson will be a major part of the 398th Bomb Group reunion September 25-28, 1996. Although headquartered in Springfield, many members will opt for coach tours to the little Missouri city that has attracted film, stage and TV stars by the hundreds.

Two of these headline acts are on the reunion program – Lawrence Welk and Andy Williams. Each will be a dinner/show. Many of Welk's television performers will be there, including the Lennon Sisters, Ken Delo, Jo Ann Castle, and others.

Williams headlines his show in his "Moon River" theater. Members wanting to see other shows are "on their own". Another optional tour to Branson will be to "Silver Dollar City". A two-hour spectacular show is included among the day-long activities, all on one ticket.

The Silver Dollar coach leaves the hotel at 7:45 am Saturday, September 28. The Welk-Williams coaches leave at 4 pm Friday, September 27.



THE LENNON SISTERS AT BRANSON

37 Poised For 'Last Tour' Back To England

Thirty-seven members of the 398th Bomb Group are preparing today for what in all probabilities will be the last organized tour back to Station 131.

Citing the advancing years of the American travellers, and the burdens placed on the hosts, Friends of the 398th chairman Wilfrid Dimsdale acknowledged that the June 1996 visit could well be the last of the "big time" programs prepared for the returning Yanks.

"We will always be happy to arrange trips and organize visits for the veterans and their families," he said. "We will always give them the welcome they deserve."

What may not be included in the future could be the big 40's dances, banquets and plane rides previously associated with the tours.

Thus, the 37 poised for the June 9-18 visit can look forward to what could well be the "last of the big ones".

Following is the tour list –

Wally & Teedy Blackwell.

Ernest & Ted Brass.

John & Rosemary Cosco.

Russ & Joanne Currier.

Bill & Pat Dean.

L. George Johnson & Gina Schamber.

Ed & Barbara Jones.

George LeDoux.

Jack & Jean Madlung.

Dana & Forret Maryott.

Gertrude Wells Neff.

Russ & Millie Reed.

Chuck Sasse & Reva Swanson.

Arnold Schneider & Marie Bammer.

Phil & Marge Stahlman.

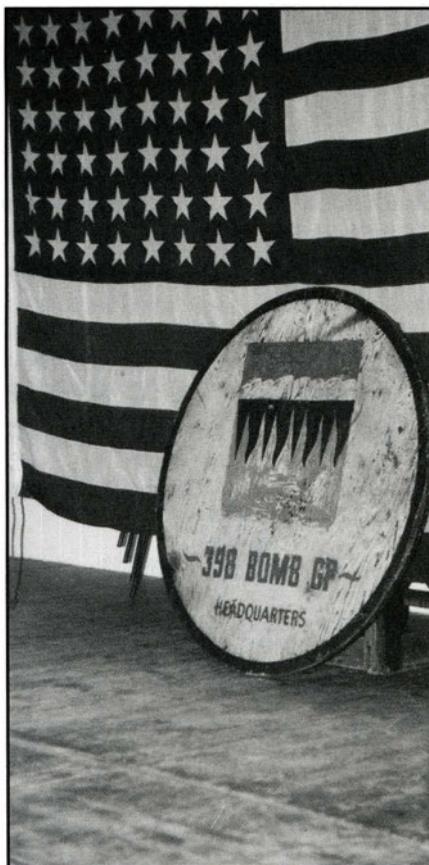
Ray & Jeanne Stange.

Howard & Jane Traeder.

Mark Woods & Dottie Neuland.

Allen & Geg Ostrom, tour coordinators.

Barbara Fish, travel consultant.



THE AMERICAN FLAG and the old "Hell From Heaven" plywood logo will greet the 398th visitors when they "bunch up" at Barkway Hall to begin their sojourn back to Station 131 next June.

Flak News Book To Be Given Eighth Museum

Eighth Air Force veterans from around the world will converge on Savannah, Georgia on May 13 and 14, 1996 to celebrate the opening of the Mighty Eighth Air Force Heritage Museum.

And at least two members of the 398th Board of Directors will be there for the ribbon-cutting ceremonies: Dick Frazier and Willis Frazier. Many other 398th folks are expected, including Dennis Johanson and Harold Stallcup, plus others living in the southland.

Willis, the group's historian, will present a specially bound book to the museum containing 10 years of FLAK NEWS. It will become part of a library containing over 100,000 volumes dealing with the Eighth Air Force history.

The book will be given in memory of 398th president Bill Comstock.

There will also be two theaters, gift shop, art gallery, educational meeting rooms, restaurant, banquet rooms, etc., in addition to the main display areas.

To reach the museum take exit 18 off I-95, go east for 1/8 mile on US 80 to Bourne Avenue; turn left on Bourne and Heritage Museum is visible on the right.

IT'S A FACT

The ARMY AIR CORPS was in being from July 2, 1926 to June 20, 1941.

The ARMY AIR FORCE succeeded it from June 21, 1941 until September 17, 1947.

The ARMY AIR FORCE became the U.S. AIR FORCE from September 18, 1947 until the present.

The World War II Yanks In England:

AS REMEMBERED BY THE BRITS

By JAMES ANDERSON
Ware, Hertfordshire, England

They sounded like Clark Gable, Mickey Rooney or some Damon Runyon character to ears raised on the Americana of Hollywood.

Countless evenings spent in local cinemas had attuned East Anglians to the dialects of the Deep South, Mid-America and New York, and here, in their midst, those accents (or something closely resembling them) were suddenly everywhere, it seemed.

Americans, "real" Americans, were everything they'd ever supposed. Confident, outgoing, friendly (some said excessively so!), and something of a blow between the eyes for many in the quiet backwaters of rural East Anglia; they were Tyrone Power and Cary Grant personified to the mass of English girls "in love" with the originals.

In reality, they were largely as young and naive as their admirers. As fascinated by the handkerchief-sized fields and Tudor-type scenery that met their preconceived ideas of li'l old England, as were the natives themselves by the belief that these newly acquired friends really did know Hedy Lamarr or Spencer Tracy.

Certainly, however far-fetched a few impressive claims, some could honestly say they had seen the Sunset Boulevards and San Fernando Valleys of that world, for California was no less likely to supply a son than was Maine or Connecticut.

Indeed, they came from quite literally every corner of their homeland. Louisiana or Vermont, Oregon or Florida, New Mexico or New York; whichever one was asked his home state, he could supply a name guaranteed to evoke images of mint juleps or ivy-league colleges, cowboys or yellow cabs.

That, after all, was what the USA consisted of. We knew. We'd seen it all via RKO, Columbia, Paramount or MGM. There was no kidding us!

There was no kidding the new arrivals either, once they had tasted the traumas of their trade, visiting hostile Europe.

Together with the RAF, whose night raids kept the enemy under 24-hour threat, the Eighth and Ninth Air Forces began their strategic and tactical daylight bombing, and were to maintain it for almost a thousand days.

From the fields of East Anglia the Fortresses and Liberators, Marauders, Lightnings, Thunderbolts, Mustangs etc., faced fearsome opposition from flak and fighters alike. As the pressure increased on the enemy, so too did the casualties suffered by the Eighth and Ninth.

Fortune, of course, was as fickle as ever.

James Anderson served with the RAF shortly after WW II, working in control towers similar to the one at Station 131. He wrote this column to commemorate the 50th anniversary of the USAF in England.

Among Heavy Bombardment Groups, the 446th (Bungay Buckaroos) with their Suffolk-based B24 Liberators, were able to boast 62 and 68 consecutive missions without loss to their 706 and 707 squadrons respectively. Others weren't so lucky.

100th Group, for instance, earned its unwanted title of 'The Bloody Hundredth' from the devastating losses suffered throughout the 30 months it operated its B17 Fortresses out of Thorpe Abbots, near Diss in Norfolk. From the more southern reaches of Anglia the newcomers were no less involved. Such as Ridgewell and Nuthampstead were home to the 381st and 398th Bombardment Groups respectively. The 381st suffering the most losses of any group involved in the initial Schweinfurt raid of August 1943.

Nuthampstead's 398th did not take up residence until some eight months later, but from the time their 600, 601, 602 and 603 Squadrons first acquired the Hert-

THE WALK

**One day as I was walking
I came upon an old runway
Overgrown with weeds**

**Most of the concrete was
broken and cracked
And I noticed a familiar odor
of oil and gas**

**A strange feeling came over me
As a cold breeze suddenly blew
Against my back**

**It was as if I had been here
That I had flown from this very
Airfield many years before**

**An unseen power
Pushed me to the ground
As the runway became alive again
My heart beat faster as I watched
Planes roar overhead**

**Is it possible that I could be
An airman who flew so long ago
To die on a mission
And later return to walk
Here all alone**

**I cannot explain this mystery
But I can feel it in my bones
That I was part of something
That happened here
A long, long, time ago**

—JILL CHANDLER

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fordshire airfield as "home" - on April 22nd 1944 - their involvement was as total as that of their fellows.

At Bassingbourn, alongside a Roman highway which marks the presence of earlier overseas visitors, 91st Group arrived in mid-October 1942, and stayed until the third week of June 1945. During that time its four squadrons (322, 323, 324 and 401) achieved some remarkable - if sometimes unwelcome - records.

Of all 8th Air Force bomb groups, the gunners of 91st could claim the highest number of enemy aircraft destroyed (420), but this was shared with the dubious honor of carrying the greatest loss in the 8th - with 197 aircraft missing in action. It was the first group to operate against the Ruhr; the first to complete 100 missions; and led the infamous Schweinfurt raid of August 1943. With around 9,600 sorties to their names, the aircraft of the 91st became as famous as any. Not least through the titles their crews allotted them. Giving names to lumps of metal has much the same effect as doing likewise to such normally despised creatures as the spider or the snake. Once awarded a sobriquet - preferably a "chummy" one - the subject becomes not only less fearsome, but often positively lovable!

Thus the products of Boeing, Consolidated, Martin and other faceless manufacturers, became "characters".

Aircraft like 390th Group's Calamity Jane lived up to her name by getting herself wrecked in a taxiing accident almost as soon as she arrived at Framlingham, and so became the supplier of spare parts to sister B17s as she took on the role of "hangar queen".

Similarly aptly named was a Nuthampstead-based B17 entitled, Was It Well? Her 112 missions making her 600 Squadron's most consistent export to the Reich.

Ridgewell's 381st Group saw its (euphemistically named) Tough Stuff, struck on its inner-starboard engine by a Focke Wulf 190 which cartwheeled over the wing. Miraculously, the B17 made it back to England — complete with bits of Focke Wulf attached!

Names like Southern Comfort, The Eight Ball, Geronimo, Nine Yanks and a Rebel (reference to its crew's origins), Los Angeles City Limits and - most famous of all — Memphis Belle, abounded of course, as links with home were stressed.

A B24 titled: 'You Can't Miss It', conversely made use of the English connection; gently mocking a thoroughly British style of giving directions to strangers. Whatever else, variety and imagination whenever lacking.

Continued on Page 9

Original Invasion Orders

SUPREME HEADQUARTERS – ALLIED EXPEDITIONARY FORCE

Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

–DWIGHT D. EISENHOWER

United States Army Air Force Units

8th Air Force Order of Battle

1st Bomb Division

<u>1st Bomb Wing</u>	<u>41st Bomb Wing</u>
91st BG	303rd BG
381st BG	379th BG
398th BG	384th BG

<u>40th Bomb Wing</u>	<u>94th Bomb Wing</u>
92nd BG	351st BG
305th CG	401st BG
306th BG	457th BG

2nd Bomb Division

<u>2nd Bomb Wing</u>	<u>95th Bomb Wing</u>
389th BG	489th BG
445th BG	491st BG
453rd BG	

<u>14th Bomb Wing</u>	<u>96th Bomb Wing</u>
44th BG	458th BG
392nd BG	466th BG
492nd BG	467th BG

<u>20th Bomb Wing</u>
93rd BG
446th BG
448th BG

3rd Bomb Division

<u>4th Bomb Wing</u>	<u>92nd Bomb Wing</u>
94th BG	486th BG
385th BG	487th BG
447th BG	

<u>13th Bomb Wing</u>	<u>93rd Bomb Wing</u>
95th BG	34th BG
100th BG	490th BG
390th BG	493rd BG

<u>45th Bomb Wing</u>
96th BG
388th BG
452nd BG

VIII Fighter Command

65th Fighter Wing

4th FG	356th FG
56th FG	479th FG
355th FG	

66th Fighter Wing

55th FG	353rd FG
78th FG	357th FG
339th FG	

67th Fighter Wing

20th FG	361st FG
352nd FG	364th FG
359th FG	

VIII Composite Command

801st BG (P)	803rd BS (P)
495th FTG	7th PG
496th FTG	802nd RG (P)

9th Air Force Order of Battle

IX Fighter Command

425th NFS	422nd NFS
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IX Tactical Air Command

67th TRG

70th Fighter Wing

48th FG	371st FG
367th FG	474th FG

71st Fighter Wing

366th FG	370th FG
368th FG	

84th Fighter Wing

50th FG	404th FG
365th FG	405th FG

XIX Tactical Air Command

10th PG

100th Fighter Wing

354th FG	362nd FG
358th FG	363rd FG

303rd Fighter Wing

36th FG	406th FG
373rd FG	

IX Bomber Command

1st PF SQN (P)

97th Combat Bomb Wing

409th BG	416th BG
410th BG	

98th Combat Bomb Wing

323rd BG	394th BG
387th BG	397th BG

99th Combat Bomb Wing

322nd BG	386th BG
344th BG	391st BG

IX Troop Carrier Command

50th Troop Carrier Wing

439th TCG	441st TCG
440th TCG	442nd TCG

52nd Troop Carrier Wing

61st TCG	315th TCG
313th TCG	316th TCG
314th TCG	

53rd Troop Carrier Wing

434th TCG	437th TCG
435th TCG	438th TCG
436th TCG	

United States Army Units

90th Infantry Division

357th Infantry Regiment
 358th Infantry Regiment
 359th Infantry Regiment
 90th Reconnaissance Troop
 315th Engineer Combat Battalion
 315th Medical Battalion
 343rd Field Artillery Battalion
 344th Field Artillery Battalion
 345th Field Artillery Battalion
 915th Field Artillery Battalion

82nd Airborne Division

504th Parachute Infantry Regiment
 505th Parachute Infantry Regiment
 325th Glider Infantry Regiment
 82nd Parachute Maintenance Battalion
 307th Airborne Engineer Battalion
 80th Airborne AA Battalion
 319th Glider Field Artillery Battalion
 320th Glider Field Artillery Battalion
 376th Parachute Field Artillery Battalion
 456th Parachute Field Artillery Battalion

Attachments

507th Parachute Infantry Regiment
 508th Parachute Infantry Regiment

101st Airborne Division

502nd Parachute Infantry Regiment
 506th Parachute Infantry Regiment
 327th Glider Infantry Regiment
 401st Glider Infantry Regiment
 101st Parachute Maintenance Battalion
 326th Airborne Engineer Battalion
 326th Airborne Medical Company
 81st Airborne AA Battalion
 321st Glider Field Artillery Battalion
 907th Glider Field Artillery Battalion
 377th Parachute Field Artillery Battalion
 463rd Parachute Field Artillery Battalion

Attachments

70th Tank Battalion
 65th Armored Field Artillery Battalion
 501st Parachute Infantry Regiment

1st Infantry Division

116th Infantry Regiment
 18th Infantry Regiment
 26th Infantry Regiment
 1st Reconnaissance Troop
 1st Engineer Combat Battalion
 5th Field Artillery Battalion
 7th Field Artillery Battalion
 32nd Field Artillery Battalion
 33rd Field Artillery Battalion

Attachments

745th Tank Battalion
 741st Tank Battalion
 746th Tank Battalion
 81st Chemical Battalion
 186th Field Artillery Battalion
 62nd Armored Field Artillery Battalion
 635th Tank Destroyer Battalion
 116th Combat Team
 111th Field Artillery Battalion
 115th Combat Team

4th Infantry Division

8th Infantry Regiment
 12th Infantry Regiment
 22nd Infantry Regiment
 4th Reconnaissance Troop
 4th Engineer Combat Battalion
 4th Medical Battalion
 20th Field Artillery Battalion
 29th Field Artillery Battalion
 42nd Field Artillery Battalion
 44th Field Artillery Battalion

Attachments

359th HCT
 13th Field Artillery Observation Battalion
 899th Tank Destroyer Battalion

29th Infantry Division

115th Infantry Regiment
 116th Infantry Regiment
 175th Infantry Regiment
 29th Reconnaissance Troop
 121st Engineer Combat Battalion
 104th Medical Battalion
 110th Field Artillery Battalion
 111th Field Artillery Battalion
 224th Field Artillery Battalion
 227th Field Artillery Battalion

Attachments

457th AAA Automatic Weapons Battalion
 743rd Tank Battalion
 747th Tank Battalion
 186th Field Artillery Battalion
 187th Field Artillery Battalion
 190th Field Artillery Battalion
 200th Field Artillery Battalion
 58th Armored Field Artillery Battalion
 26th Combat Team
 2nd Ranger Battalion
 5th Ranger Battalion
 635 Tank Destroyer Battalion
 803rd Tank Destroyer Battalion
 821st Tank Destroyer Battalion
 823rd Tank Destroyer Battalion

United States Coast Guard

USS Charles Carroll
 USS Barnett
 USS Samuel Chase
 USS Joseph T. Dickman
 USS Bayfield (Force Flagship)
 US Coast Guard Rescue Flotilla One
 USCG-1 through USCG-60

LST-16	LCI(L)-90
LST-17	LCI(L)-91
LST-21	LCI(L)-92
LST-27	LCI(L)-93
LST-261	LCI(L)-94
LST-262	LCI(L)-95
LST-326	LCI(L)-96
LST-327	LCI(L)-319
LST-331	LCI(L)-320
LST-381	LCI(L)-321
LCI(L)-83	LCI(L)-322
LCI(L)-84	LCI(L)-323
LCI(L)-85	LCI(L)-324
LCI(L)-86	LCI(L)-325
LCI(L)-87	LCI(L)-326
LCI(L)-88	LCI(L)-349
LCI(L)-89	LCI(L)-350

United States Navy

Battleships

USS Arkansas USS Texas
 USS Nevada

Cruisers

USS Augusta USS Tuscaloosa
 USS Quincy

Destroyers

USS Baldwin
 USS Barton
 USS Butler
 USS Carnick
 USS Cherardi
 USS Corry
 USS Doyle
 USS Ellyson
 USS Endicott
 USS Fitch
 USS Forrest
 USS Frankford
 USS Glennon
 USS Hambleton
 USS Harding
 USS Herndon
 USS Hobson
 USS Jeffers
 USS Laffey
 USS McCook
 USS Meredith
 USS Murphy
 USS Nelson
 USS O'Brien
 USS Plunkett
 USS Rodman
 USS Satterlee
 USS Shubrick
 USS Thompson
 USS Walker

Headquarters Ship

USS Ancon

Frigates

USS Boram USS Maloy

Minesweepers

USS Auk USS Staff
 USS Broadbill USS Swift
 USS Chickadee USS Threat
 USS Nuthatch USS Tide
 USS Pheasant

Patrol Craft

PT-484	PT-1176
PT-552	PT-1225
PT-564	PT-1232
PT-565	PT-1233
PT-567	PT-1252
PT-568	PT-1261
PT-617	PT-1262
PT-618	PT-1263
PT-619	

Other Vessels

4,126 Landing Ships/Craft
 736 Ancillary Ships/Craft
 864 Merchant Ships

8th Air Force Bomb Groups England – World War II

BOMB GROUP	STATION	AIRCRAFT	MISSIONS	A/C LOSSES
34th Bomb Group	Mendelsham	B-17	170 missions	34
44th Bomb Group	Shipdham	B-24	343 missions	153
91st Bomb Group	Bassingbourn	B-17	340 missions	197
92nd Bomb Group	Podington	B-17	308 missions	154
93rd Bomb Group	Hardwick	B-24	396 missions	100
94th Bomb Group	Bury St. Edmonds	B-17	324 missions	153
95th Bomb Group	Horham	B-17	320 missions	157
96th Bomb Group	Snetterton Heath	B-17	321 missions	189
100th Bomb Group	Thorpe Abbots	B-17	306 missions	177
303rd Bomb Group	Molesworth	B-17	364 missions	165
305th Bomb Group	Chelveston	B-17	337 missions	154
306th Bomb Group	Thurleigh	B-17	342 missions	171
351st Bomb Group	Polebrook	B-17	311 missions	124
379th Bomb Group	Kimbolton	B-17	330 missions	141
381st Bomb Group	Ridgewell	B-17	296 missions	131
384th Bomb Group	Grafton Underwood	B-17	314 missions	159
385th Bomb Group	Great Ashfield	B-17	296 missions	129
388th Bomb Group	Knettishall	B-17	306 missions	142
389th Bomb Group	Hethel	B-24	321 missions	116
390th Bomb Group	Framlingham	B-17	300 missions	144
392nd Bomb Group	Wendling	B-24	285 missions	127
398th Bomb Group	Nuthampstead	B-17	195 missions	58
401st Bomb Group	Deenthorpe	B-17	256 missions	95
445th Bomb Group	Tibenham	B-24	282 missions	95
446th Bomb Group	Bungay	B-24	273 missions	58
447th Bomb Group	Rattlesden	B-17	257 missions	97
448th Bomb Group	Seething	B-24	262 missions	101
452nd Bomb Group	Deopham Green	B-17	250 missions	110
453rd Bomb Group	Old Bookenham	B-24	259 missions	58
457th Bomb Group	Glatton	B-17	237 missions	83
458th Bomb Group	Horsham St. Faith	B-24	240 missions	47
466th Bomb Group	Attlebridge	B-24	232 missions	47
467th Bomb Group	Rackheath	B-24	212 missions	29
486th Bomb Group	Sudbury	B-17	188 missions	33
487th Bomb Group	Lavenham	B-17	185 missions	48
489th Bomb Group	Halesworth	B-24	106 missions	29
490th Bomb Group	Eye	B-17	158 missions	40
491st Bomb Group	Metfield	B-24	187 missions	47
492nd Bomb Group	North Pickenham	B-24	64 missions	12
493rd Bomb Group	Debach	B-17	158 missions	41

Additional Losses Incurred By 8th In Other Than "Combat"

The above tabulation represents a record of planes lost only on "combat" missions, primarily on the continent. Not taken into account are such losses as crashes in England when returning from a raid, losses in training, ferry flights, etc.

When "all causes" are counted, the 8th Air Force aircraft losses look like this –

B-17's – 4,754.
B-24's – 2,112.
P-47's – 1,043.
P-38's – 451.
P-51's – 2,201.

In addition to these better known aircraft, the 8th also incurred losses in a variety of light and medium bombers, plus aircraft engaged in weather observation, troop carrier, radio counter-measure, training operations, etc.

A total of 12,731 B-17 Flying Fortresses were built. About 50 still exist, with only a dozen or so still flying.

Including the Aluminum Overcast, owned by the EAA of Oshkosh, Wisconsin, carrying the colors of the 398th Bomb Group.



ONE OF BILL COMSTOCK'S greatest joys as president of the 398th Bomb Group was visiting the group's memorial at Nuthampstead, England. He is shown here with his wife, Evelyn, presenting the 398th wreath at the memorial service in June of 1994. It was his last visit to Station 131 before his death on January 26, 1996.

Comstock Scholarship

As might be expected, there has been an outpouring of remembrances for Bill Comstock, including funds sent to establish a Comstock Scholarship.

Monies received are being held temporarily by the 398th treasurer, Ralph Hall, who will maintain the account until such time that working arrangements can be made with the Comstock family and a Scholarship board of directors.

Persons wishing to contribute may send their funds to Hall at New Bedford, MA 02740-1915.

Johnston To Face Several Issues

Ted Johnston, vice-president of the 398th Bomb Group, will again be at the podium when the group meets for reunion business next September 25-28 in Springfield, MO. He was also at the helm in Charleston last fall, filling in for the ailing president, Bill Comstock.

A number of important issues will be facing Johnston, not the least of which will be the election of a new president. Johnston has reiterated his decision not to seek the presidency. He will stand for re-election as vice-president, if nominated.

Another major piece of business will be the direction the group will take in supporting (financially) such organizations as the Mighty Eighth Heritage Museum, the American Air Museum in England, and others. Many members have individually supported each museum.

Also discussions will be held on which one or more such organizations should be the recipient of 398th records and memorabilia.

The business meeting is scheduled for 2:00 p.m. on Thursday, September 26, 1996.

A COMSTOCK FAVORITE

"It is not the critic who counts, or how the strong man stumbled and fell, or where the doer of deeds could have done better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood, who strives valiantly, who errs and comes short again and again, who knows the great enthusiasms, the great devotion, and spends himself in a worthy cause; and if he fails, at least fails while daring greatly; so that he'll never be with those cold and timid souls who know neither victory nor defeat."

—THEODORE ROOSEVELT

COMSTOCK

Continued from Page 1

Others attending the funeral were Maria Hunter, widow of the 398th commanding officer; Wayne and Ruthanna Doerstler, Bob Hart, William Ryan, Ray Stange, Ralph Ambrose, Edward Brass and Teedy Blackwell.

Blackwell, a retired Air Force major, joined four retired colonels and a lieutenant general as honorary pall bearer. He had been Comstock's closest associate during those final months of hospitalization and recuperation at home.

"The 398th was a source of pride for Bill," he said. "He knew the true meaning of patriotism, devotion to duty, responsibility, faith in God and his fellow man. All these traits carried over to his work with the 398th".

Comstock flew 35 missions with the 602nd, first as co-pilot for William Hancock and later as first pilot with the same crew. Others on his crew were Leo Croce, William Norby, Robert Chorba, Paul Petersen, Percy Paget, Daniel Mack, James Arndell and Jack Davis.

Davis was the Association's first secretary-treasurer.

Comstock came to the 398th with a background in B-24's. He was personally selected by Hancock, a seasoned B-17 instructor pilot, to fly as his co-pilot. When Hancock moved up to Command Pilot with the 602nd, Comstock took over the crew and finished out the tour.

Doerstler was not a member of the Comstock crew, but played a significant role with him on a mission as a substitute engineer-gunner.

While still in the assembly area, Doerstler detected a problem with one of the engines and advised his first lieutenant pilot.

"We're not turning back now," said Comstock, seeing that he was still able to maintain speed and altitude.

"You may be going to Germany," said Doerstler to his pilot, "But I'm not!"

With that, Comstock reconsidered and reluctantly returned to Station 131.

An infuriated Engineering officer, unhappy that one of "his" planes aborted, continued to upbraid the crew until he finally pulled the cowling on the suspected engine and was shocked at the hidden fire damage.

"It's a good thing you came home," he told Comstock.

Comstock and Doerstler have been friends ever since.

Dimsdale joined Blackwell in a eulogy at the service, describing Bill as "the rock upon which the 398th Association was built." He added, "Bill was able, dedicated and above all, approachable.

"Today, at Station 131, the flag of the United States flies at half-staff in honor of the passing of a fine man."

At the conclusion of the service at Arlington, eight of the 20 troops assigned to the procession conducted "the most spectacular piece of drill I have ever seen," according to Dimsdale. This was the folding of the casket flag before handing it to Comstock's wife, Evelyn.

... stretching it tightly between the eight bearers.

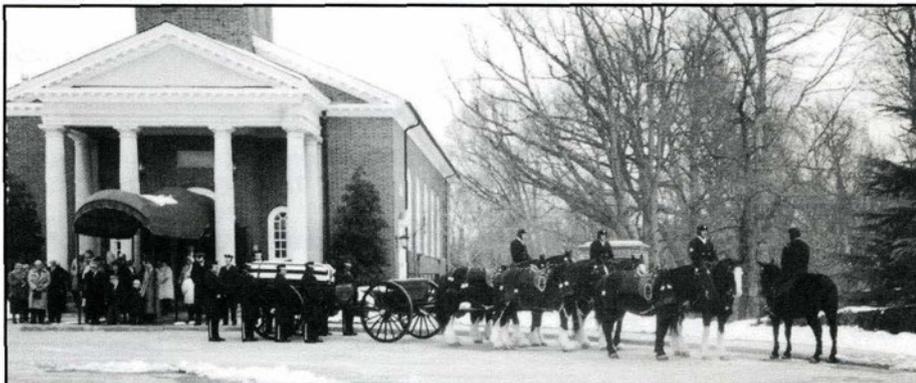
... handing from bearer at the far end of the casket, across the casket to the four on the opposite side, who handed it to one another until it finally arrived to the last.

... the officer at the end making certain the flag was even more perfectly folded.

... handing on bended knee the flag to Evelyn.

... the condolences presented on behalf of the commanding officer of Fort Meyer.

... finally Taps and the three rifle shots by seven soldiers as the final salute.



THE YANKS

Continued from Page 5

Pistol Packin' Momma (the first to complete 100 missions), Out House Mouse (a survivor with 139 sorties under her belt!), Hang The Expense (a fittingly named lady, whose frequent crash-landings resulted in seven editions of her!), Our Gang, Stric Nine, The Sad Sack; every one immortal.

Popular songs of the day were commemorated on many a flak-spattered fuselage too: Sentimental Journey, I'll Get By, Kalamazoo, Jersey Bounce, Frenesi, Moonlight Serenade, Tangerine, Stormy Weather ...

Of course, such titles meant pretty much the same to the British as they did to the visiting airmen. We knew them well enough. Glenn Miller, Tommy Dorsey, Artie Shaw, Benny Goodman, Count Basie - there was scarcely a household, it seemed, that didn't reverberate to their sounds at some time or other. We were hooked! And we've been hooked on it all ever since.

The sounds, sights and people of America; their foibles, faults and virtues, and their inherent good. They had it then, just as they do today. The proof was in the sacrifices made by those who shared the sunshine and rain of East Anglia with us around half a century ago.

Some remain with us to this day; asleep in the fields of an Anglia they helped to preserve and which their presence enriches. Although, remain with us in spirit. They helped create a mix that cannot be diluted by time:

East Anglian boys from Kansas ... New Jersey ... Idaho ... Texas ... Virginia ... Illinois ... Michigan ... New England ...

Las Vegas Site For 50th USAF Celebration

The United States Air Force, as it was re-structured in 1947, will celebrate its 50th anniversary next year.

A Tuesday-through-Saturday, April 22-26, 1997 celebration will be held in Las Vegas, Nevada under the auspices of the Air Force Association (AFA).

Events will be held at the Convention Center, Las Vegas Hilton Hotel, and at Nellis Air Force Base.

Air Force groups are being urged to stage their annual reunions in concert with this event, although individuals are welcome to participate. For more information contact Air Force Association, 1501 Lee Highway, Arlington, VA 22209-1198. Telephone 703-247-5853.

The 398th has had to say "no thanks" for the invite, as the group has already committed to Spokane, Washington for a July, 1997 reunion.



Bristol Beauforts of No. 42 Squadron, Royal Air Force

D-DAY: THE RAF WAS THERE

It was the greatest invasion in history - the Allied Combined Services Operation Overlord - destined to liberate Europe from the tyranny of the evil Nazi regime.

Meticulous planning for this hazardous task, was in being for well over a year before, what was to become D-Day. This was to be the supreme example of teamwork. It had to work the first time. A second attempt did not bear thinking about!

The purpose of this article is not to single out any branch or service as being the vital reason for success, for all were interdependent. Rather, it is to describe the part played by Bomber Command over the D-Day period.

Air Chief Marshal Tedder, Deputy Commander to General Eisenhower, is-

sued orders to Air Chief Marshal Sir Arthur Harris, C-in-C Bomber Command, on April 15, 1944, to attack, as a first objective, the French railways and marshalling yards.

With typical astuteness, Sir Arthur Harris had already instigated these attacks and from the night of March 6/7, Bomber Command had started a series of attacks against the French and Belgian transportation systems.

Between the first attack on the railway yards at Trappes on the night of March

6/7 and the one on the same target on June 2/3, Bomber Command had attacked over 54 different rail targets.

Within this period there had been no fewer than 8,446 sorties - 263 by Stirlings, 460 by Mosquitoes, 3,547 by Lancasters and 4,176 by Halifaxes.

Inevitably there were French and Belgian civilian casualties, a factor which was of major concern to the Allied Commanders.

There were Bomber Command casualties too. During these rail target attacks, Bomber Command lost over 1,000 aircrew including two Master bombers, two Deputy Master Bombers and 145 aircraft - seven Stirlings, 67 Halifaxes and 71 Lancasters.



A Tribute To The Royal Air Force

High in the velvet mantle of the night,
Alone, with just the moonlight on their wings
The majestic silence of the vast universe
Made them feel the presence of the King of
Kings.

The nights were long, as endless as the sky,

Night after night, their nerves were tightly
drawn,

And quietly they prayed He'd guide their home-
ward flight

That they may live to see the beauty of the com-
ing dawn.

— J. DAVIS

BRIEF-things

If **Tony Bartussis** was 85 years old at the '95 Charleston reunion (according to **Godwin** crew buddies **Merrill Butikofer** and **Herb Wilson**) he would have been an ancient 34 when flying the waist in 1944 ... **Ned Humphreys**, founder and editor of the bombardier newsletter, *Crosshairs*, will close down at the end of 1996 due to ill health ... a big "thank you" must go to **Harry Generaux** of Vancouver, WA, for the use of his great photo on Page 1, which we used as a tribute to our fallen leader, **Bill Comstock** ... and thanks also to Delta Air Freight of Seattle for allowing the FLAK NEWS mailing crew to use their facilities these past 10 years ... and a "sorry about that" to **Harold** and **Nancy Stallcup** for announcing that they cleared Charleston reunion expenses by \$750 (it should have read \$2750) ... another of our members out there speaking to school students about World War II is **Jim Haas**, Perry, IA, bombardier on the 603 Sleaman crew ... the "30,000 feet" mentioned by **Wally Blackwell** at the **Comstock** funeral came from the poem by **Stephen Quinn**: "Thanking God that you have found that He's at thirty thousand feet, the same as on the ground" ... The Collings Foundation B-17/B-24 duet, long active in displaying their venerable bombers, may have to restrict or close down their exhibitions due to the increasing cost of flight time ... **Jack Lee** lent his talents to another B-17 group reunion in Las Vegas and left his listeners with "40 minutes of non-stop laughter" ... and who remembers the name of the 398th line chief who was the recipient of the French medal, *Croix De Guerre*? ... after roosting high over a Portland gasoline station for the past 50 years, a more or less "picked clean" B-17 has been taken down and is headed for an Oregon hanger and a complete overhaul ... and you just had to cry when that B-29 they tried to lift off near the North Pole caught fire and burned; it had been up there for 50 years and they came soooo close to bringing it home; it made for a great PBS documentary, even with the sad ending ... thanks to all you folks who sent in your memories on your training stay at Ephrata Army Air Base in 1943; most of the 398th flight leaders got their starts there ... vandalism knows no bounds, witness the desecration that took place recently at the RAF base at Steeple Morden, England; three of five squadron crests of the US 355th Fighter Group of WW II fame were chilled off from their memorial ... **Viscount Richard Long, CBE**, has sent word to **Wilfrid Dimsdale**, that he and his staff are preparing to greet the 37 members of the 398th England tour party at the House of Lords on June 12 (start shopping for those pretty hats, ladies) ... and the last "Bombardiers, Inc.", reunion will be held May 15-19 at Hampton, VA ... and what a remarkable job **Ned Humphreys** has done with his organization these past 10 years! ... **Ned** has never been shy about "showing the flag" in his columns; nor has **Mac McCauley** of "B-17 Combat Crewmen and Wingmen" ... **Phil & Marge Stahlman's** daughter, **Elaine**, visited Station 131 last year and then wrote a marvelous story of her experiences; it appears in the February issue of Eighth Air Force News; she ended her story with, "Thank you, Dad, with gratitude and love" ... the Mighty Eighth Heritage Museum has a newly designed newsletter and it looks a tad bit like ol' FLAK NEWS ... the first person to register an interest in becoming a Deputy Officer in the 398th was **Marilyn Gibb**, daughter of 601 gunner **Jim Crouch** ... **Dorothy** and her family have been to nearly all the reunions and most of the England tours since **Jim's** passing several years ago ... the city of Springfield is served by two major airlines offering jet service and five more offering commuter type equipment ... being so centrally located in the Midwest, with cities like Chicago, Louisville, Dallas, Oklahoma City, Memphis, Omaha and others located within 500 miles, the majority of folks will come by car ... the airport is located in the northwest part of the city and the Clarion Hotel in the south-east ... many Air Force museums are seeking memorabilia for their archives, and some are looking to the widows of 8th AF members, saying - "please don't destroy your man's records, decorations and memories; give them to a museum of your choice" ...

398th Bomb Group PX

	Qty.	Enter Total Cost
Cap - Fits All Sizes (Specify Squadron or Group)	_____	\$8.00 each _____
Jackets - Navy Blue (S, M, L, XL, XXL, B-17 on Front)	_____	\$25.00 each _____
T-Shirts - Red, White, Navy Blue (S, M, L, XL, XXL, B-17 on Front)	_____	\$10.00 each _____
T-Shirts - White, Pink, Blue (Children Sizes 2-4, 6-8, 10-12, 14-16)	_____	\$8.00 each _____
Sweat Shirts - Red, White, Navy Blue (S, M, L, XL, XXL, B-17 Oon Front)	_____	\$15.00 each _____
Sweat Shirts - White, Light Blue (Children Sizes M & L, B-17 on Front)	_____	\$10.00 each _____
Squadron Patches - Specify Squadron	_____	\$7.00 each _____
Group Patch - "Hell From Heaven"	_____	\$6.00 each _____
Jacket Patch - Rectangle B-17	_____	\$4.00 each _____
Squadron Lapel Pins - Specify Squadron	_____	\$5.00 each _____
Group Lapel Pin - Special Design	_____	\$6.00 each _____
Bumper Sticker - 398th Bomb Group	_____	\$1.00 each _____
Glass (9 oz.) with B-17	_____	\$6.00 each _____
Membership Plaque - (Specify Regular or Lifetime)	_____	\$25.00 each _____
B-17 Lapel Pin - Specify Silver or Gold	_____	\$5.00 each _____
B-17 Earrings - Specify Silver or Gold (For pierced ears only)	_____	\$9.00 pair _____
Photo (Control Tower) - Station #131	_____	\$2.00 each _____
Photo (398th Memorial) - Post Card Size	_____	\$2.00 each _____
Photo (Aluminum Overcast) - (Latest photo)	_____	\$5.00 each _____
Bolo Ties - Group Logo	_____	\$4.00 each _____
Golf Towels - Group Logo	_____	\$4.00 each _____
Neck Tie - American Flag	_____	\$22.00 each _____
Folding Umbrella - Red with White B-17	_____	\$18.00 each _____
Beach Towel - White with Black B-17	_____	\$18.00 each _____
Barrel Bag with picture of B-17	_____	\$17.00 each _____
Cost Of Items Ordered	\$ _____	
Delivery And Handing Add \$3.00, or \$4.00 if Order is Over \$20.00.	\$ _____	
Total	\$ _____	

Name _____

Address _____

City _____ State _____ ZIP _____

Make checks payable, in U.S. funds, to the
"398th Bomb Group Association PX" c/o:
Joe Joseph, Defiance, OH 43512-8854

"I was, indeed, sorry and sad to hear of your president's death. In my short meeting with Bill Comstock I realized I was meeting a brave man, also a very charming one. Lady Helen joins me in extending our sincere sympathies to Mrs. Comstock. We look forward to renewing our friendships with many of you in London on June 12."

*Viscount Richard Long, CBE
House of Lords, London*