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398th BOMB GROUP MEMORIAL ASSOCIATION • 8th AIR FORCE • 1st AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 13 NO. 1

FLAK NEWS

JANUARY 1998

## Idle Memories:

# Sights, Sounds And Sensations From Station 131

BY HAROLD STALLCUP  
Pilot, 601st Squadron

As a replacement crew waiting for your first mission, you feel awe and respect when you see crews returning from a mission.

The sound of rain on the metal roof of a Nissen Hut.

The quiet resolve of the English people during all their suffering and tribulations.

*Movies on the base.*

*Mail Call! The joy of mail from home and the disappointment when there was none.*

*The Station 131 Post Office having trouble with Sq. 601 names Stahlman, Stallcup and Stallings. We managed to sort it out among ourselves.*

See your name on the flight schedule the next day.

Real Eggs for breakfast on mission days.

The Chaplain, quiet, concerned and available before missions.

*The hushed voices and tensions in the Briefing Room before briefing begins.*

*The involuntary and barely audible reaction when the curtain is pulled revealing the target for the day.*

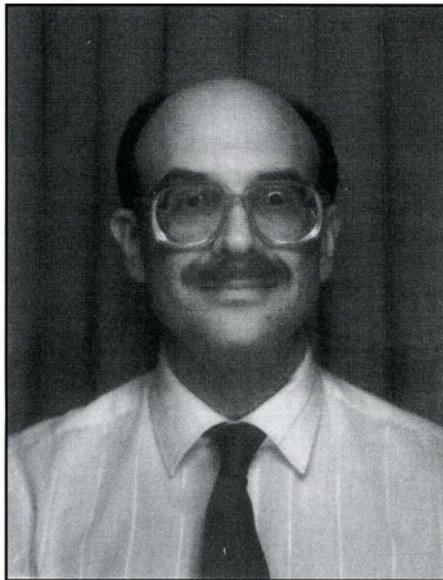
*Meeting your crew at the airplane. Trying to be reassuring and businesslike at the same time.*

A long line of planes taxi in the dark and take off in the proper sequence.

Finding the beacon where the 398th came together in formation. Finding your proper place in the Group as we climb higher and higher.

The timing and synchronization were awesome. Bomb Groups from all over

*Continued on Page 2*



THOMAS BEWLEY  
Reunion Chairman

## Bewley To Head 398th Reunion In Harrisburg, PA

Thomas Bewley, son of the navigator on the 600th Squadron Lew Chase crew, will head up the 15th annual reunion of the 398th Bomb Group next August in Harrisburg, Pennsylvania.

This marks the first time that a second generation member will have moved up to the "lead" element, taking a cue from his father, Jim Bewley, whose crew flew leads with the "top brass" aboard their B-17.

A number of former reunion leaders have already indicated they will be on hand to assist Bewley with registration and reservation details.

The reunion dates are August 26-29, 1998, and the headquarters hotel will be the downtown Hilton. Complete reunion information will be published in the April FLAK NEWS.

Harrisburg is Bewley's hometown.



DIANE SUSEK will present a concert of patriotic music at the 398th reunion in Harrisburg, Pennsylvania, August 26-29, 1998. The popular songstress and musician will be making her third appearance at a 398th reunion, having previously performed at Richmond, Virginia, and Buffalo, New York.



ONE OF THE ATTRACTIONS in store for 398th members coming to the annual reunion August 26-29, 1998, will be a visit to Gettysburg, Pennsylvania, where one of the greatest battles of the Civil War was fought in July of 1863. Tour busses will journey from the 398th headquarters Hilton Hotel in Harris-

burg to the many scenes of this epic battle. Gettysburg will be one of a number of tours being arranged for the reunion. Registration forms and other information will be published in the April issue of FLAK NEWS.

## Sights, Sounds, and Sensations From Station 131

*Continued from Page 1*

East Anglia getting to the coast at the proper time to take their place in the long snake like chain reaching from the English Coast across the English Channel into Europe.

*The reassuring sight of the fighter groups, our "Little Friends," when we are over enemy territory.*

*The wisps of vapor trail from the wing tips and stabilizers in certain weather conditions. Sometimes it became so dense it caused visibility problems for the groups following in our wake.*

*German fighters attacking at what they considered "weak points" along the line of bomber groups. These reports make you try to keep a tighter formation that would be more difficult to penetrate.*

The black smoke of "flak" bursts. The vibrations of the plane from near misses.

Seeing a B-17 explode from a direct hit.

Flying straight and level from the Initial Point to the target as the anti-aircraft fire gets heavier. A few minutes seems like a very long time.

*Bombs away! Evasive action begins.*

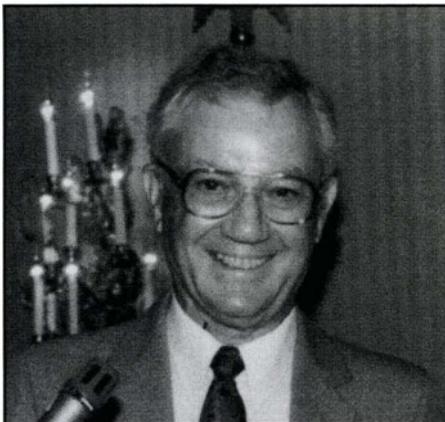
*Crew check. Is everyone OK? Is the plane damaged?*

*The tension when you lose an engine. Thank God for the other three.*

The long flight home.

Station 131 looks beautiful coming into view.

Red Cross wagon. Coffee and doughnuts.



**HAROLD STALLCUP**

*The fatigue and relief in the faces of the crew.*

*Debriefing. A shot of whiskey, tell everything you saw and give details. Sometimes I wondered if the Intelligence Officer was more interested in the shot of whiskey I did not drink than what I had to say.*

*Sometimes weather conditions or damage to your plane dictates landing at another airfield in England. You then had a long ride back to Nuthampstead on the back of a GI truck in the dark of night.*

Visit and concert by Glen Miller orchestra.

Riding the back of an army truck to Royston to catch a train to London for a three-day pass.

"Flak Leave" — Several days away from the war, but it is still on your mind and you are still a long way from home.

*Freezing weather and dense fog for several days at a time, making the landscape a winter wonderland.*

*Walking everywhere on base and it always seemed to be muddy underfoot.*

*Trying to stay warm in a Nissen Hut with coal rationed.*

The German counter-offensive in Belgium, December 1944. We were grounded by weather when we were so desperately needed by our troops.

Christmas Eve, 1944. A break in the weather! An all out mission with every available plane and crew to fly. This broke the back of the Germans.

Finishing my missions, January 1945.

*Anticipating going home and seeing my family including my twin sons that were born while I was at Nuthampstead.*

*Saying good-bye to my friends and crew members that were not yet finished with their missions.*

*The privilege of returning to Nuthampstead in peacetime and visiting with those wonderful people, "Friends of the 398th".*

**EDITOR'S NOTE —**  
**Harold Stallcup serves the 398th Bomb Group Memorial Association as Secretary.**

# 36 Poised For June Tour

There will be a "squadron" of 36 members from the 398th Bomb Group going on the June tour to Germany and England, with a strong possibility that the count could still hit 40 or more.

As a result of this big number, it was mutually agreed with the Friends of the 398th that there will be no "home stay" accommodations during the group's visit to Nuthampstead. Instead, the tour will headquarter at the University Arms Hotel in Cambridge.

The change will not affect the reservations made by three members at the Woodman Inn's Bed & Breakfast lodging.

As of FLAK NEWS press time in early January, the following members were on the "loading list" —

Helen Beatovich Beam and Patty Haas; Wally & Teedy Blackwell; John & Rosemary Cosco; Bill & Pat Dean; Bill & Fran Fisher; Sam Gailey & Marion Lloyd; Bob & Elaine Knowles; Jan Kolb; Daniel Leyva; Hamilton & Mary Mero; Newt Moy and Diane Moy; Russ & Millie Reed; George & Lois Schatz; Jeanne & Randy Stange; Art & Phyllis Watson, Jr.; Herb & June Wilson; Beth Wilson & Lynn Henselman; Charles Sutton; Tour Coordinator Allen & Geg Ostrom; Travel Counselor Barbara Fish.

The tour is scheduled June 3-16, 1998.

At least a few members have indicated a desire to visit Dachau to see the Holocaust Museum. Dachau is located near Munich, as is Moosburg, site of a PW camp also on the 398th tour agenda.

Call 1-800-423-5454 for information.



## "We Remember Them"

THE CONGREGATION of the Penn Parish Church, England, displayed these flowers and sign on their lawn on Remembrance Sunday, November 9, 1997. It was in remembrance of the Searl crew of the 600th which crashed near their church in 1944, killing all aboard. Their plane was called "The Tomahawk Warrior."

## Eastern States Kick-Off New \$10 398th Dues

The new dues requirements for membership in the 398th Bomb Group Memorial Association — \$10.00 annually — kick this issue of FLAK NEWS.

As in the past, only one-quarter of the membership will receive dues notices, pay-able to treasurer Ralph Hall, New Bedford, MA 02740-1915.

Dues envelopes have been enclosed in the January FLAK NEWS for members living in the following states — Maine, New Hampshire, Vermont, Massachusetts, Pennsylvania, Connecticut, New York, New Jersey, Rhode Island, Maryland, Virginia, West Virginia, Delaware, and Washington, DC.

Also for members living offshore and for our "Friends of the 398th" living in nine different countries.

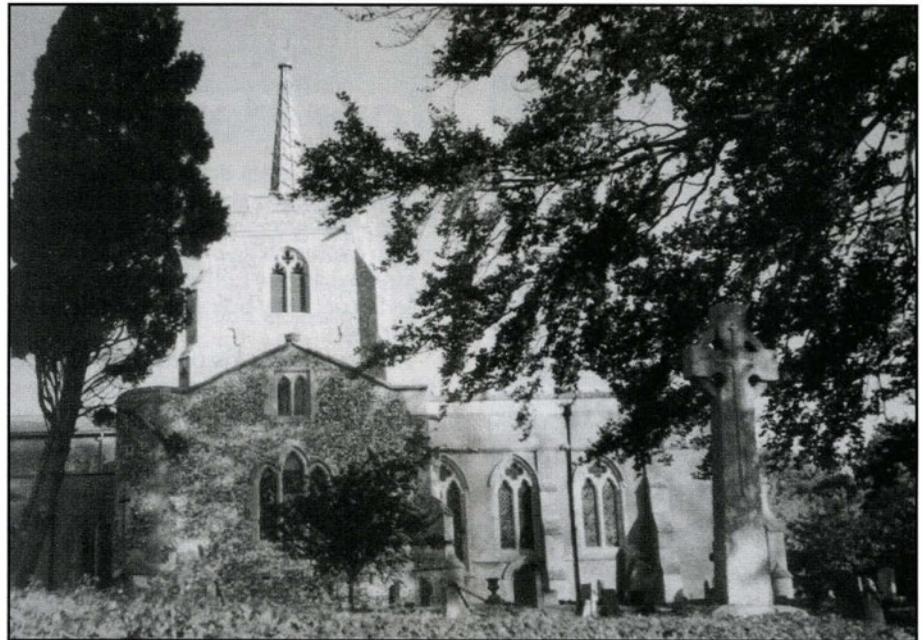
### Flak News Upgrades

FLAK NEWS has (finally) moved "on line" with its mailing system beginning with this issue. The old mailing labels have been replaced with a computerized ink jet addressing system with POSTNET barcoding.

Hopefully, your FLAK NEWS will move through the US Postal Service system with neatness and dispatch with this new hoo-ha equipment.

## Santa Ana Cadet Reunion Due

The 23rd annual reunion of the Santa Ana (Calif.) Army Air Base Wing, which ran some 147,000 aviation cadets through its program during World War II, will be held on April 25, 1998, at the Orange Coast College, Costa Mesa, California. For registration contact Costa Mesa, CA 92628.



A 398th PROJECT under consideration for a number of years is a proposal by our English Friends of the 398th to install a stained glass window at St. George's Church in Anstey. The three-panel window, on the south side of the church, would contain the names of every 398th man killed in action. The proposal will be discussed at the Harrisburg reunion August 26-29, 1998.



Painting by ROBERT TAYLOR, courtesy Eddie Webber.



## Tour Members To See Remagen

One of the great dramas of World War II on the European front was the capture of the Ludendorff Bridge over the Rhine River at Remagen. As the Allies advanced toward the Rhine, the Germans tried to knock down the bridge with explosives, but failed. American forces captured the bridge intact on March 7, 1945, and several divisions made it across.

Meanwhile, the Luftwaffe tried desperately to accomplish what their explosives experts failed to do. They bombed and strafed with ME 262 fighters and Arado 234 "Blitz" turbo jet bombers.

Whether due to the bombing, the heavy Allied traffic, or possibly the early-on explosive attempts, the bridge fell into the Rhine on March 17, 1945.

The daughter of an Infantry veteran who crossed the bridge on March 9, 1945, recalled her father saying, "The anti-aircraft fire was red hot and fell everywhere. The dead and wounded littered the bridge."

This same daughter, Jan Kolb, will see the Bridge at Remagen in person when she and members of the 398th Bomb Group stop there during the German segment of the England tour this coming June. Kolb is an auxiliary member from Iowa.

The Luftwaffe jets are long gone, as is the bridge. But the two western towers (left) remain and are the site of a memorial and museum.

As the tour proceeds to Neuss, and the Ardennes Cemetery, another bit of high drama will surely take place. Helen Beatovich Beam is the sister of William J. Beatovich, who was killed with other members on the Hunter-Gonzales crew at Neuss. Helen and her daughter, Patricia Haas, will be on the tour and will see her brother's grave at Ardennes. Many German Friends will accompany the 398th tour party to Ardennes and other sites in and around Neuss.

## While Others Were Enjoying Flak Leave:

# Engineer Had Continent “Adventure”

BY MURRAY ROSS

Engineer-Gunner, 602 Squadron  
Bill Shaffer Crew

About the time our Shaffer crew was scheduled for Flak Leave, the 602 first sergeant came into our hut and asked if any of us would like to volunteer for some non-combat flying in Europe.

They were looking for skeleton crews (pilots, navigators, engineers and radio men.)

I had some 12 missions in by then and figured I would be capable of helping out. And at the same time possibly have some new adventures over there.

The next morning I was called to report to the flight line with a few days' extra clothing. Several other 398th men were there and we soon loaded up in a C-47.

We began to size up each other, each wondering just what was in store for us. The conversations consisted mostly of rumors, and continued until we had crossed the Channel and landed at some field in France.

We were taken to a barracks, which were still decorated with German murals

and writings. The field apparently had just been taken by the Allies.

Then we finally learned that we were there to fly back 8th Air Force planes that had made emergency landing on the continent or had run out of gas or for some reason could not be flown home by their own crews.

The next morning we were mated up with other crew members and took off for a fighter field at Lille. It turned out that the field was occupied by a Polish Spitfire squadron. We had some problems communicating with them, but finally one of them pointed to a B-17 at the end of the runway.

The Fort supposedly had been checked out and repaired by a Depot crew, but we had to negotiate with the Polish guys to get it gassed up and moved out of the mud and back on the runway.

That night we had a banquet dinner, complete with wine, with our Polish friends in their quarters in an old chateau adjacent to the field.

The next morning we were pulled as far back on this fighter strip as we could go, and began throttling up for the takeoff. About this time I looked out and saw

gas leaking under the right wing. The pilot let out a curse and cut the engines. He radioed the coordinator of this operation and informed him of the problems.

“They are sending out a C-47 for us to go to another base and will send a Depot crew to fix the leak,” the pilot said.

A few hours later we were off for Ghent in Belgium. And there was our plane to fly home — a B-24!

Our pilot, a major, had been a B-24 squadron commander, and I am sure he could have flown that plane single-handedly. In the morning we went over it tooth and nail and it seemed just fine. We taxied out and took off in a low fog and were at the 2nd Division Repair Depot in England in no time.

We had no sooner settled in but what they told us we would be going out the next day if the weather cleared. It didn't clear, so two days later we were off again, this time for Brussels. It was December 16, 1944.

The next day our pilot arranged for us to see a stage show at a beautiful theater called the Metropole. It was a wonderful performance and we were all enjoying ourselves completely when all of a sudden a Colonel jumped on the stage and announced that the Germans had broken through Allied lines and were counter-attacking at Ardennes. It was the beginning of the Battle of the Bulge.

We were to report back to our units “at once!”

Immediately, my thoughts were about the B-17 and would we be able to fly it out of there? Or would we be grabbed for Infantry ground duty?

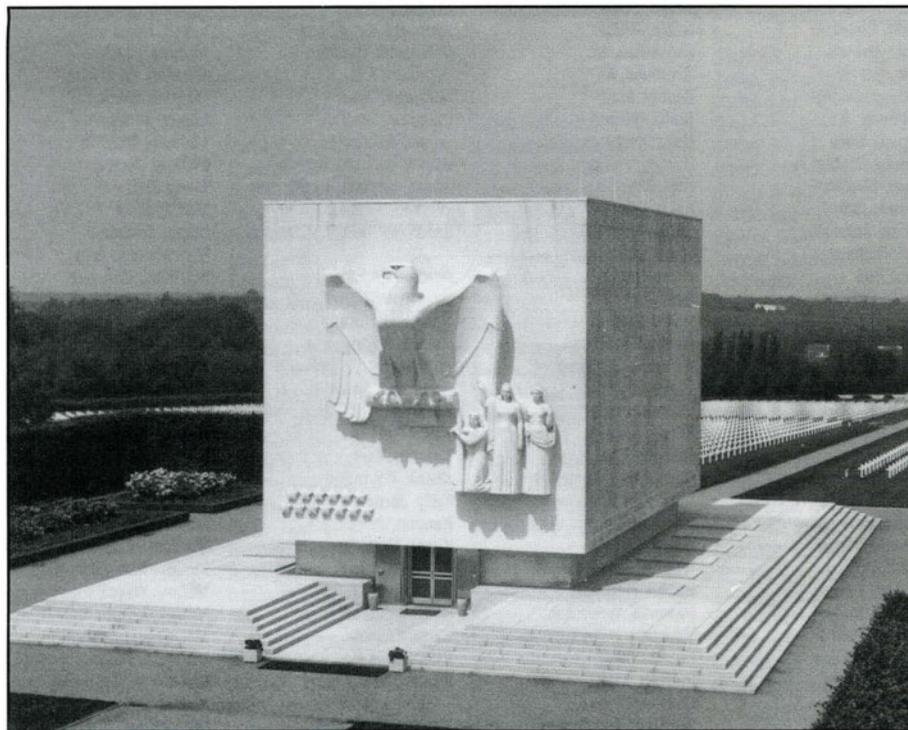
Our major pilot, once back in the street, commandeered an Army Jeep and ordered the driver to take us to the airfield. We got there in 10 minutes and in no time at all we had the B-17 ready for takeoff.

Finally back at Nuthampstead I met my crew again. While I was off on this continent “adventure,” they had gone on Flak Leave in Southampton.

All the talk at that time was about the German breakthrough ... and how our planes had been grounded because of the terrible weather. Finally, on December 24, every B-17 that was flyable was sent out.

Like most of the 398th crews, we had to land at another base that night and didn't get home until late on the 25th. Too late for Christmas dinner, but we felt good about being able to give the ground guys over there some help.

Our 398th crew was made up of Bill Shaffer, pilot; Keith Drager, co-pilot; John Krause, navigator; John Lesko, toggler; Clayton Mahlum, radio; and gunners Gilbert Sulkey, Bill Engle and Ted Gulyas.



**ARDENNES AMERICAN CEMETERY AND MEMORIAL**  
Final Resting Place For Forty-Five 398th Members

*“Events like this to those who were born after the war ... to them ... it isn't real. But when you find the name of a friend, familiar military unit, on a white cross ... then it is real.”*

— DAVID BRINKLEY

# Sweet Hour of Prayer, Sweet Hour of Prayer

Adams, Eugene R.  
 Adleman, Milo  
 Agnew, Harry  
 Agnew, Robert  
 Alexander, Claude  
 Allare, John  
 Alves, Alfred  
 Amer, Jerry  
 Anderson, Emil  
 Anderson, Ralph  
 Anderson, Roy L.  
 Anderson, Russell M.  
 Anderson, William G.  
 Andrews, Kenneth E.  
 Arbogast, F.E. (Phil)  
 Ariotta, Joseph  
 Arlin, Allen A.  
 Armstrong, Arthur  
 Armstrong, Sidney A.  
 Armstrong, Walter G.  
 Ashworth, Dean H.  
 Atkins, James R.  
 Atkinson, Herman  
 Atkinson, Herman  
 Audet, Paul E.  
 Aukerman, John V.  
 Aune, Arnt M.  
 Austad, Kermit  
 Axson, Jason M.  
 Baer, Howard F.  
 Bagley, Bernard  
 Bahling, John W.  
 Bailey, Ray E.  
 Baird, Harold  
 Baker, Albert A.  
 Baker, Hermus C.  
 Bancroft, Joseph (Dave)  
 Bangson, Barry D.  
 Bankert, James  
 Baptist, Claude A.  
 Barkovich, Fred  
 Barnes, Lynn W.  
 Barnhard, Joseph E.  
 Barnshaw, Thomas J.  
 Bartimus, Neil R.  
 Bartusis, Anthony J.  
 Basco, John J.  
 Bash, Claire C.  
 Basham, James  
 Bassman, Fred G.  
 Baughman, John  
 Bawduniak, John  
 Baxter, Richard  
 Beattie, Hugh Don  
 Beatty, Oscar L.  
 Beavers, Cecil  
 Beck, Charles M.  
 Beck, John W.  
 Becker, John J.  
 Beckley, Robert J.  
 Belcher, Jess  
 Bell, Marvin  
 Bell, Robert  
 Benefiel, Phillip L.  
 Bennett, Norville  
 Berggren, Cecil E.  
 Bernier, Loyola A.  
 Berry, Kearie L.  
 Berthoud, Charles  
 Bewley, James A.  
 Biancardi, Andrew  
 Bingle, Henry  
 Bird, John C.  
 Bittner, Walter  
 Blancett, Marvin  
 Blanda, Guido  
 Blankenship, G.W.  
 Blehm, Frederick W.  
 Bley, Winston  
 Bobbitt, James M.S.  
 Boeger, Orv. W.  
 Bogard, Williard B.  
 Bolton, Vencil  
 Boltz, Phillip T.  
 Bonanno, Salvatore  
 Bonjani, Bruno  
 Bornstedt, John W.  
 Bosshart, Herbert  
 Bottoms, Millard S.  
 Bourke, Joseph E.  
 Bowcock, H. Guy  
 Bowman, Leonard L.  
 Boyes, Haskell  
 Braddock, Heyward M.  
 Brady, Jack  
 Breault, Al  
 Breimeyer, Royal  
 Brewer, Darrell F.  
 Bridges, Clarence W.  
 Briody, James J.  
 Britt, Thomas F.  
 Brockman, James W.  
 Brokaw, Rev. Raymond C.  
 Brown, E. Logan  
 Brown, James C.  
 Brown, Lawrence  
 Brown, Paul  
 Brown, Robert E.  
 Brown, Samuel M.  
 Brown, Sidney  
 Brubaker, Wayne  
 Brunke, Earl H.  
 Bryant, Edward M.  
 Buck, Chester S.  
 Buck, Herman J.  
 Buckingham, James S.  
 Buckley, Francis X.  
 Burke, Al  
 Burton, John  
 Busciani, John P.  
 Bushle, Louis  
 Butler, John  
 Buvinger, David  
 Buzza, Kenneth  
 Callahan, Noel  
 Campbell, Tom  
 Campbell, Van B.  
 Campdon, Alfred  
 Carlton, Donald P.  
 Carter, Nigel  
 Carter, Robert C., *Watson  
 Crew*  
 Cason, Alfred  
 Castro, Edward  
 Charbonneau, Francis  
 Chase, Lewis D.  
 Chesshir, Kenneth  
 Chimelewski, Raymond J.  
 Chorba, Robert T.  
 Chrisman, Estil L.  
 Christofer, George  
 Christopher, Arthur C.  
 Church, Fred M.  
 Church, Harold M.  
 Churchill, Wesley H.  
 Civitarese, William A.  
 Clafford, Lloyd  
 Clark, Benjamin L.  
 Clark, Francis C.  
 Clarke, Atwell S.  
 Clarke, Walter F.  
 Clemente, Jesse  
 Clifton, Ernest  
 Cochran, Curtis  
 Coene, William  
 Colantoni, George  
 Colburn, Warren  
 Cole, Harold  
 Coleman, George F.  
 Coleman, Thomas A.  
 Coleman, Winsor  
 Colvin, Charles E.  
 Colvin, William L.  
 Colwell, John  
 Comstock, William G.  
 Coombs, William F.  
 Coomes, Ralph E.  
 Cooper, D.G. (Bud)  
 Cooper, Joseph D.  
 Coopet, Joseph L.  
 Corcoran, Joseph W.  
 Corry, Fr. George  
 Corsuti, Anthony  
 Cote, Arthur  
 Coupard, Bernard  
 Coville, Paul A.  
 Cowen, Harry  
 Cowley, John J.  
 Cox, Howard W.  
 Cox, Norman  
 Cron, Robert  
 Crouch, James  
 Cubranich, Julius P.  
 Cummings, D.L.  
 Cutcher, James L.  
 Dacon, Charles H.  
 Dailey, Donald  
 Dalton, Hal  
 Daly, William J.  
 Dames, John J.  
 Darner, Leroy  
 David, Paul M.  
 Davidoff, Herman  
 Davidson, Wm. H.  
 Davis, Jack  
 Davis, John H.  
 Delancey, Lawrence  
 Delbart, Raymond S.  
 Delorier, Joseph  
 Delorimier, John B.  
 Demander, John L.  
 Desh, Herb  
 Devan, Samuel  
 Devlin, Steve  
 Dexter, Robert L.  
 Dick, Russell O.  
 Dickhart, Clarence  
 Dierolf, Claude E.  
 Dippel, Francis  
 Dixon, Gerald  
 Donovan, George  
 Dougherty, A.L.  
 Douglas, Gene  
 Downing, Robert A.  
 Dreyer, Charles G.  
 Driscoll, John T.  
 Duncan, John W.  
 Dunn, Richard J.  
 Dunne, Bill  
 Durbin, Francis  
 Dutrow, Gordon P.  
 Dwyer, William J.  
 Edgell, Harry  
 Edgington, Gilbert  
 Edwards, John H.  
 Ehil, Edward  
 Ehret, Clarence  
 Eisele, Francis C.  
 Elsrod, Orville  
 Elwood, Kenneth  
 Emmons, James W.  
 Engard, Robert  
 Erickson, Edward H.  
 Erickson, Mahlon  
 Erickson, Paul W.  
 Erler, Donald J.  
 Faber, Herbert G.  
 Falkenbach, John S.  
 Farenthold, Francis L.  
 Farewell, Francis A.  
 Farley, Robert  
 Farmer, Edward  
 Farnsworth, Dexter  
 Farrell, William A.  
 Faughn, Joe  
 Fender, Maj. Keith C.  
 Ferguson, Reginald C.  
 Fernandez, Frank  
 Fields, Jerome G.  
 Fleming, Horace  
 Fletcher, Richard E.  
 Flickinger, Charles R.  
 Folger, Robert  
 Foraker, Kenneth H.  
 Foster, Paul  
 Fowler, Hannibal  
 Franceschini, Gino  
 Freel, Lawrence A.  
 French, Ozie  
 Frew, George  
 Fritog, Arthur  
 Fritz, Jack  
 Froelich, James S.  
 Gabriel, Frank E.  
 Gagnon, Glen S.  
 Gallardo, Octavus  
 Garland, Jack S.  
 Gary, B.  
 Gaulke, Gerald G.  
 Gerber, Tom  
 Gerloff, Harry  
 Gibb, Robert  
 Gibeau, Raymond  
 Gibson, Charles F.  
 Gillenwater, Joseph A.  
 Ginsburg, Joseph  
 Gloor, John  
 Godfrey, John  
 Godwin, John K.  
 Goldbach, Ernest  
 Goldman, Gil  
 Gonzales, Benito  
 Gordon, Charles  
 Goveia, George  
 Grant, Sam  
 Gray, Jay O.  
 Green, Norbert  
 Greenberg, Abraham  
 Gregorie, Robert K.  
 Gresh, Steve  
 Griffo, Arthur  
 Grossman, M.  
 Grothues, Al  
 Gruber, Fred  
 Guild, Herbert  
 Gulledge, Thomas G.  
 Gurney, Julius  
 Guy, Chester L.  
 Hafer, George C.  
 Hager, Herman L.  
 Hakomaki, Floyd  
 Hale, Robert D.  
 Hall, Joe  
 Haller, John A.  
 Hamacher, Ross L.  
 Hancock, William C.  
 Hapgood, Alfred  
 Hardenburg, Harry B.  
 Hardy, Arnold  
 Harmon, Carl H.  
 Harrington, Cornelius  
 Hart, Karl E.  
 Hartwell, George W.  
 Hatch, Dwight  
 Hatcher, Robert  
 Hatten, Harold R.  
 Haworth, William A.  
 Hayward, Harold D.  
 Hazlitt, James R.  
 Hedeen, Melvin  
 Heitman, Paul F.  
 Henagan, Henry H.  
 Hendrickson, William  
 Henning, Frank  
 Henrikus, George  
 Hentschel, Herbert G.  
 Herbert, Earl  
 Herbert, Robert G.  
 Herbst, Carl A.  
 Hereid, Selby P.  
 Hernden, Raymond A.  
 Herrera, Pedro  
 Hesterly, Kenneth  
 Hicinbothem, Franklin  
 Hickey, Charles  
 Hildreth, Robert  
 Hinkle, Dwight  
 Hoag, Edward  
 Hoak, William P.  
 Hoddesdon, S. Leathers  
 Hogrefe, Carl H.  
 Holloway, Edwin C.  
 Holloway, James B.  
 Holmes, Blair  
 Holmes, William J.  
 Holmly, Lester  
 Holstead, James  
 Hopp, Frank J.  
 Horton, Paul A.  
 Houchins, Harry  
 Hovden, Roger  
 Howard, Grant  
 Hoyne, Earl K.  
 Hreackmack, Joseph  
 Hudson, Herman D.  
 Hunnicutt, Elzie  
 Hunsaker, Edwin F.  
 Hunt, Mack  
 Hunter, Dr. Lewis B.  
 Huntington, Sam, *Associate*  
 Huntzinger, Ed  
 Hutchinson, John L.  
 Hyland, Gervase (Gerry)  
 Inman, Willie H.  
 Isdahl, Chester R.  
 Jackson, Leroy K.  
 Jackson, Paul K.  
 Jarman, Gordon  
 Jeffries, Kenneth V.  
 Jellen, Anthony J.  
 Jellison, Elwell S.  
 Jendrezweski, Ray  
 Jenkins, James  
 Jennings, George W.  
 Johanson, Dennis  
 Johnson, A.G.  
 Johnson, Gene  
 Johnson, Warren  
 Jones, Andrew  
 Jones, Ira  
 Jones, William H., *Olympia  
 WA*  
 Jones, William H., *Florence  
 AL*  
 Jordan, Edward  
 Jordan, William F.  
 Kaminski, Joseph  
 Kantor, Philip  
 Katz, Harry  
 Kauffman, Kenyon G.  
 Kavanaugh, Dr. William R.  
 Kay, Allen  
 Kearney, Earl  
 Keene, Raymond  
 Kelly, Jerome F.  
 Kenyon, Donald E.  
 Keyes, Frank T.  
 Kilby, William C.  
 Kimball, Dale  
 King, Charles E.  
 Kiser, Kenneth  
 Kite, Dallas E.  
 Klimaszewski, Victor  
 (Klemens)  
 Klingenhoffer, John  
 Klix, George A.  
 Kneuer, Arthur T.  
 Knife, Percy, *Honorary  
 Member*  
 Knight, George N.  
 Kohut, Charles  
 Kolafa, John  
 Kolb, Kenneth  
 Konie, Ernie  
 Kotte, Norman E.  
 Kramer, Harvey  
 Krause, John J.  
 Krebs, Eugene F.  
 Kroh, Charles H.  
 Kuck, Homer R.  
 Kuenneth, George W.  
 Kypta, Harold A.  
 Labat, Lionel L.  
 Lachman, Russell  
 LaCoste, Ernie  
 Lamar, John W.  
 Lamiell, James C.  
 Land, Don  
 Lang, Fredrick  
 Langford, Ray  
 Lanich, Edward R.  
 Lassegard, Leroy  
 Latrenta, Peter  
 Latson, Harvey  
 LeDoux, Ray J.  
 Leemon, Don  
 Leonard, Gene  
 Levy, David  
 Levy, David L.  
 Libertucci, Peter  
 Like, Waldean  
 Lindo, Fred  
 Lindomen, Edwin  
 Linke, Walter J.  
 Locy, John  
 Long, Douglas  
 Loveless, Harold  
 Lovely, Robert  
 Lowe, Donald B.  
 Lowe, Lloyd F.  
 Lucas, Wilbur  
 Ludlam, Charles W.  
 Lundy, Douglas M.  
 Lusk, Walter A.  
 Lutz, Joseph  
 Luukinen, Albert L.  
 Lynch, Floyd  
 Mackey, Frank  
 Madden, Edward F.  
 Magnan, Mark  
 Maher, Jere L.  
 Mahlum, Clayton  
 Mallory, Jack D.  
 Mann, Douglas  
 Manzi, Jerry  
 Mapel, Donald E.  
 Marchbanks, Tom  
 Marfilius, Elmer H.  
 Martin, George A.  
 Martinek, Emil J.  
 Martone, August J.  
 Martorella, Angelo  
 Massey, Frank  
 Masters, Marvert  
 Mates, Stanley  
 Matheson, Burton  
 Matthews, Tom  
 May, John M.  
 Mayers, Joseph W.  
 Mazzanti, Eugene P.  
 McCormack, Edward J.  
 McCoy, Wayne  
 McCurdy, Robert G.  
 McDougall, Harry T.  
 McGlaun, Raymond  
 McGovern, Raymond  
 McIver, Lawrence  
 McLaughlin, Garvin  
 McLaughlin, Robert J.  
 McLughlin, Ken E. (Bud)  
 McMenamin, John A.  
 McMurray, Quentin  
 McNalley, J.F.  
 McNeil, Claude A.  
 Meis, Charles  
 Nelson, Rufus  
 Merchant, Charles A.  
 Merritt, Donald

# That Calls Me From A World of Care

Meyers, Revel J.  
Meyers, Russ  
Miceli, Gaspera (Bob)  
Michael, Robert D.  
Miller, Lewis M.  
Miller, Paul  
Miller, Sam  
Mills, Leonard P.  
Mills, Richard (Rocker)  
Mitchell, George  
Molesworth, Robert W.  
Money, Arnold  
Moore, Randolph  
Moore, Vincent  
Morauer, Richard  
Moretti, Raymond J.  
Morneau, Edward T.  
Morris, Stacey  
Morrison, Donald L.  
Morrison, Preston R.  
Morrison, Russell  
Moss, Latrelle R.  
Motsenbocker, H.D.  
Mottter, William F.  
Mudloff, Arthur F.  
Mullins, John A.  
Mummert, William S.  
Mundhenke, Roland D.  
Naioti, John F.  
Namey, John  
Naragon, Daniel J.  
Nash, George N.  
Neidringhaus, M.A. (Bud)  
Neill, David S.  
Nejaski, Leroy  
Nelson, Gene  
Nelson, J.C.  
Nelson, Orville  
Newman, Elvis M.  
Noble, Earl  
Norby, William  
Notorpole, Robert J.  
O'Brien, John W.  
O'Brien, Robert A.  
O'Brien, Robert J.  
O'Connell, Danny  
Offutt, Marion  
Olson, Otto  
Ongley, Bert  
Osborn, John W.  
Oswalt, D. Stewart  
Overton, Vernon  
Overturf, Thomas V.  
Owens, Blaine  
Painschab, Joseph H.  
Pappas, Venizelos G.  
Paris, Archie  
Parrish, Lewis E.  
Parsons, B.H.  
Paxson, Theodore E.  
Payne, Claude N.  
Payne, Marshall M.  
Peach, Tom  
Peek, Kenneth R.  
Penland, Joe  
Perrou, Ed  
Perry, Arthur M.  
Peterson, Tracy J.  
Peterson, Christian  
Peterson, Raymond  
Petska, Albert M.

Pfeiffer, Robert  
Pierzchala, Benjamin J.  
Pintek, Joe  
Poston, Brian A.  
Poston, Carl W.  
Powell, John  
Powell, Sam  
Prettyman, William B.  
Pricer, Jene L.  
Priestley, William T.  
Procopio, Mario  
Puthoff, Lewis A.  
Pyles, Robert F.  
Pysson, Albert  
Quinn, Stephen R.

Rudrud, Norman V.  
Rush, Donald E.  
Ryan, James B.  
Ryan, Michael O.  
Ryle, Raymond S.  
Sachs, Stanley  
Saglin, Carl O.  
Sawyer, Hiram N.  
Schallert, Maurice  
Schapiro, Joseph S.  
Schmidt, Richard H.  
Schneider, John

Siegenthaler, Anthony F.  
Sighting, William M.  
Sigsworth, John R.  
Sillin, James C.  
Simeral, Robert  
Sirota, Ben  
Sistek, Anton A.  
Skarda, Joseph  
Skellinger, Walt  
Slawson, Thomas G.

Stout, Plato  
Strickrott, Carl J.  
Stripling, Aaron M.  
Strnad, Frank  
Strohschein, Wallace  
Struckmeyer, Tom  
Studor, Howard P.  
Suggett, Walter

Unkel, Rudolph E.  
Upmeier, Tom  
Vale, William G.  
Vanderlick, William  
Veech, Evar M.  
Vela, George E.  
Veley, Les  
Vernet, Waldemar  
Vicha, Raymond A.  
Vines, John H.  
Waaramaa, Arthur  
Waldbauer, Charles A.  
Waldman, Benjamin I.  
Walker, Robert L.  
Walkup, Charles A.  
Wallrath, Raymond  
Walter, R.N.  
Walthall, Ernest  
Ward, John  
Waring, Leonard H.  
Warren, Alfred  
Wasserman, Charles  
Watkins, Sam  
Watson, Leland A.  
Weatherwax, C.D.  
Weaver, Wayne  
Welder, Leo J.  
Wells, Burton B.  
Wells, David, *Honorary Member*

**Sweet Hour of Prayer**  
William B. Bradbury

William Walford

1. Sweet hour of prayer, sweet hour of prayer, That calls me from a world of care, Thy wings shall my pe-ti-tion bear,  
2. Sweet hour of prayer, sweet hour of prayer, May I thy con-so-la-tion share,  
3. Sweet hour of prayer, sweet hour of prayer, May I thy con-so-la-tion share.

Radnedge, William B.  
Ramsbottom, Manson  
Rayes, Charles J.  
Redican, Francis M.  
Rehme, Howard W.  
Reid, Perry  
Rex, John H.  
Riccio, Michael  
Rich, James T.  
Rickabaugh, Ronald  
Riley, Erwin J.  
Riley, Howard K.  
Roberts, Jack  
Robinson, Robert  
Rockstroh, Kenneth J.  
Rogers, Linn R.  
Rolfes, George  
Roller, Norman  
Rooney, Pete  
Rose, Arthur  
Rosenberg (Ross), Robert S.  
Rosenzweig, Harold  
Ross, Gaylord  
Rossi, James H.  
Ruboski, John A.

Schoen, Ernest A.  
Schoener, George W.  
Schofield, James  
Schultz, William P.  
Schumacher, Alpha H.  
Schwerer, George J.  
Scott, Ernest D.  
Scott, Norman T.  
Scott, R.F.  
Scott, Talma A.  
Seal, Charles F.  
Seaver, Warren  
Seibert, Earl W.  
Selevan, Arthur  
Self, Clifton L.  
Selgrath, John  
Sellers, Lyndell  
Shadroui, Alfred  
Shaffer, W.A.  
Shaw, Donald  
Sheely, Roy M.  
Shields, William Louis  
Shimek, Albert J.  
Shirk, Charles W.  
Shott, Edwin E.  
Shreve, Eli

Sleaman, Harry  
Smith, Clarence  
Smith, Coy  
Smith, Frank  
Smith, Harold  
Smith, Herbert E.  
Smith, John E.  
Smith, Ralph D.  
Snyder, Frank A.  
Sorrrell, Glenn M.  
Southwick, Earl J.  
Spain, Edwin F.  
Spear, Charles F.  
Sponholtz, Milo  
Stallings, Harold  
Stanbrough, Claude  
Stange, Raymond P.  
Stankiewicz, Charles  
Starkey, Robert P.  
Staskiel, Stanley  
Steinberger, Edwin  
Stelmach, Walter  
Stephens, James  
Sternadel, Robert L.  
Stetter, Paul J.  
Stickel, Robert F.  
Stockman, A.J.  
Stombaugh, C.E.  
Stone, Warren

Sullivan, The Rev. Walter B.,  
*Catholic Chaplain*  
Swan, Neil  
Sweet, Dr. Robert  
Szubka, Sigmund  
Tacker, Laurence J.  
Tatchio, Orrin R.  
Taylor, Franklin  
Teague, Herbert  
Terbieten, Dr. Urban  
Terrion, Leo W.  
Thacker, Ike  
Thomas, Henry  
Thompson, Oakley J.  
Thompson, Robert  
Thompson, Williams H.  
Tilden, George I.  
Tillman, Wally  
Tillotson, Albert  
Timm, Wilber D.  
Tomaino, Antonio J.  
Tone, Emmett W.  
Townsend, Charles  
Townslay, Kenneth  
Tracey, Claude W.  
Trask, Gerald E.  
Travers, John T.  
Triebwasser, Sidney  
Troost, H.M.  
Trotter, Joseph H.  
Tryon, William V.  
Tucker, Frank  
Turner, Mark

Wheeler, William J.  
Wheeless, H.A.  
White, Victor H.  
Whitehead, Fred A.  
Whitman, Fred  
Wickam, James E.  
Wickman, Walter  
Wierney, Joseph  
Wiggins, Robert E.  
Wight, Bill V.  
Wilde, George J.  
Williams, Frank J.  
Williams, William C.  
Williamson, Delmar  
Williamson, Rufus C.  
Wilson, Claude  
Wilson, William C.  
Wilson, William R.  
Wineman, Edward C.  
Winkler, Raymond A.  
Withers, Horace  
Wolfe, Leonard  
Woodcock, William  
Woodham, Warren  
Woodmansee, D.A.  
Woodring, Dave  
Woodruff, Clinton L.  
Woods, Mark  
Woodson, Harold  
Woodson, Woodrow  
Woosley, Harry  
Wright, Ellsworth S.  
Wright, Warren H.  
Wymer, Kenneth M.  
Young, Donald R.  
Zackman, William W.  
Zagelow, Larry  
Zajic, Raymond J.  
Zampetti, Dr. Herman  
Zimmerman, Leland

This Taps list represents the names of those 398th members who have passed on since the group returned from World War II in the spring of 1945. It is complete only to the extent that these names had been passed on to FLAK NEWS. Taps notices should be sent to contact officer George Hilliard, Cincinnati, OH 45236-2313. The names of 398th members killed in action will be published again in the April FLAK NEWS.

## Widows Should Call On FLAK NEWS

Widows of 398th members may continue to receive FLAK NEWS if they so choose. Please advise the editor, or one of the other officers. Otherwise, deceased members' names will be removed from the mailing list.

# COUNTING THE COST:

## Duxford Glass Panels Tell of 8th Losses

Before visitors enter the new American Air Museum at Duxford, England, they will view a breathtaking memorial sculpture depicting the number of American airplanes lost in England during World War II.

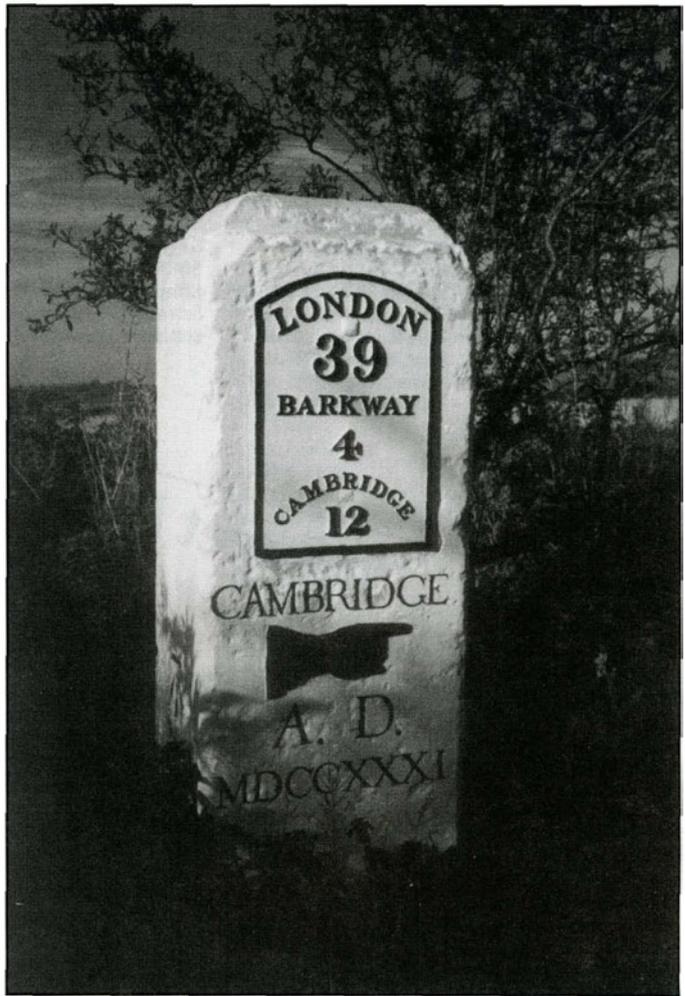
COUNTING THE COST contrasts the power of the aircraft inside the Museum with the cost of their use. There is an image on glass representing each of the 7,031 planes lost. Each of the 72 panes bears a number of aircraft corresponding to a particular Air Force or Navy group. They appear on a scale of 1:240.

No group that suffered loss has been forgotten: Bomber, Fighter, Reconnaissance, Photographic, Transport, Emergency Rescue, Leaflet, and Radio Counter Measure.

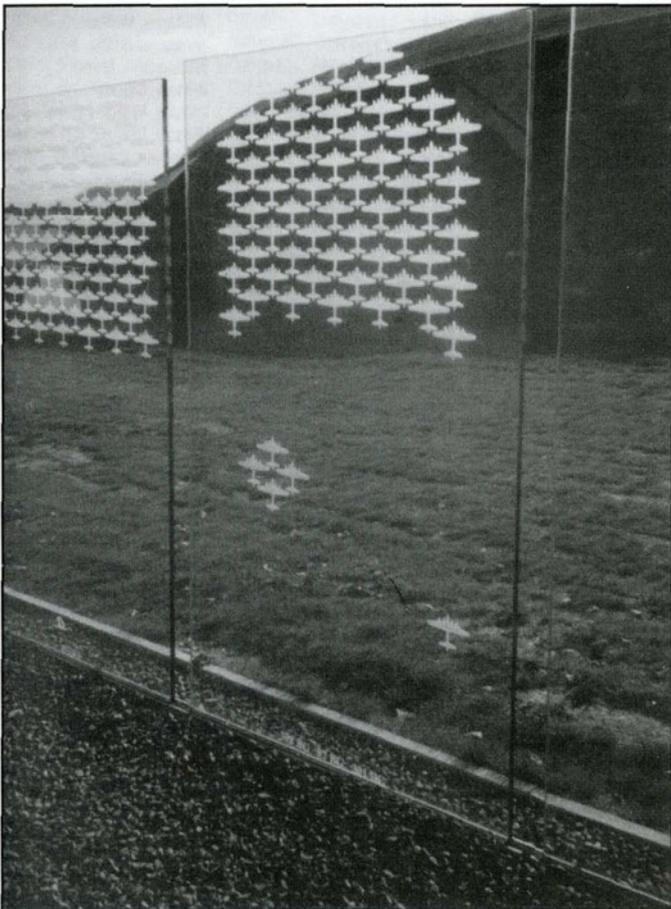
On approaching the panels as they lead to the Museum, visitors will be struck by the scale of the losses. First in line are the most densely engraved panels, recording the losses of the 91st and 96th Bomb Groups, who together lost almost 400 B-17's. The bombers are followed by panels commemorating the fighters lost by the 8th. And on the far side of the entrance are panels recording losses by the 9th Air Force, Navy and other support groups.

The 398th Bomb Group shares a panel with the 97th and 301st Bomb Groups. (See photo.)

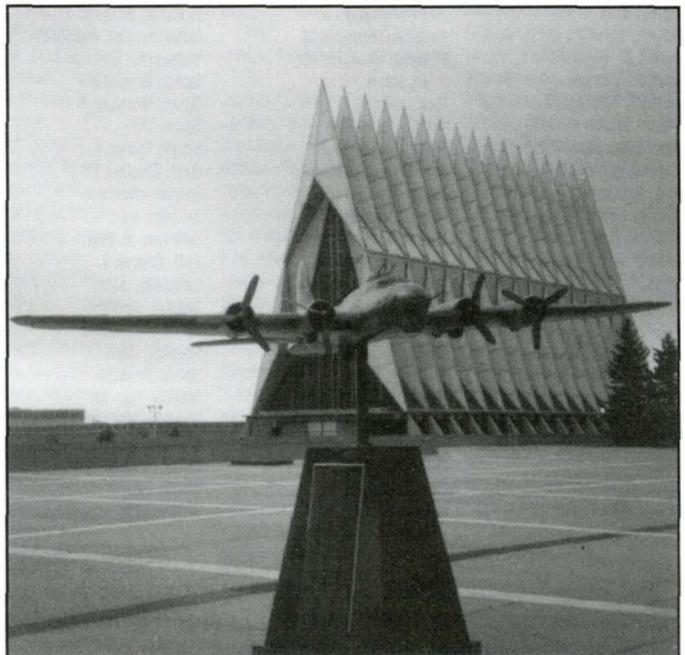
The great Air Museum, opened by Queen Elizabeth last summer (plus 398th president Wally Blackwell) will be there for viewing by members going on the Germany-England Tour next June.



EARLY TRAVELLERS in England needed milestones to find their way. Here is one located between Duxford and Barkway, indicating 39 miles to London, 12 to Cambridge and 4 to Barkway. And you Latin experts will quickly realize that this milestone was put in place in 1731 (MDCCXXXI).



398th PANEL AT MUSEUM



THE USAF ACADEMY CHURCH forms the background for the bronze B-17 model recently installed at the academy grounds at Colorado Springs, Colorado. The Henderson model was a "gift of the 305th Bomb Group, assisted by the 100th, 91st, and 398th Bomb Groups."

# Road & Track Writer Thrills At Being At Controls Of "Grand" Fortress

BY PETER EGAN

*Road & Track Magazine*

While there's not much good to be said about wars in general, I've always believed that World War II was better than most. Why? Because (a) it produced a stunning victory for Civilization, and (b) Detroit all but quit building cars for about four years.

Airplanes, on the other hand, were looking good.

Even as a kid making models, I was struck by the extraordinary, knock-out *rightness* of our WWII bombers and fighters: P-40 Warhawk, P-51 Mustang, P-38 Lightning, B-25 Mitchell, B-17 Flying Fortress. Even the chunky P-47 Thunderbolt had a strong, purposeful look, as did the sometimes underpraised B-24 Liberator. The deadly skies of WWII were, overall, a stylish place indeed.

The good friend who gives symposiums on P-51 maintenance called me recently.

"You want to fly in the P-51 at Oshkosh?" "I'd love to," I said. "But I can't. I'm going to be flying in a B-17 that morning."

I believe this is called plane dropping. Two friends at Briggs & Stratton had made this magic happen. Seems the company had contributed to the restoration of a B-17 called *Aluminum Overcast* at the E.A.A.

So I got up at 5:00 a.m. and rode to Oshkosh.

After a short safety briefing, I rode to the flight line in a pickup truck with the other seven passengers, and we met our pilot, Colonel (retired) Hal Weekley, a spry, friendly gentleman who is the last WWII B-17 pilot still flying a Fortress. He flew 20 bombing mission out of England and was shot down over France. He bailed out and spent two months evading the Germans before he made it back to England.

*Aluminum Overcast* is a B-17G, last of the type, with improvements added after the early lessons of combat — ball turret in the chin, staggered waist-gun position to prevent "butt-bumping," cheek guns in the nose, and so on. It is painted with the colors of the 398th Bomb Group, to commemorate a B-17G shot down over France in 1944.

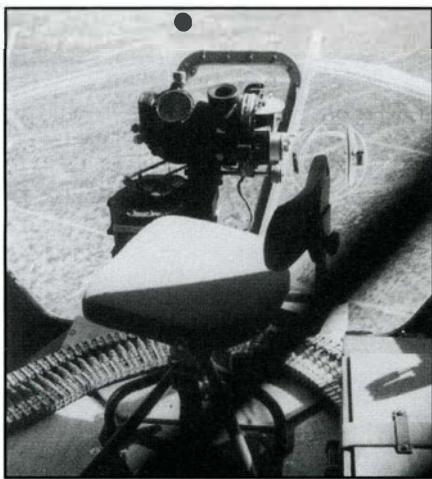
Big airplane, but not huge by modern standards. Broad of wing chord and long of fuselage, with that towering dorsal fin and rudder, it has pleasing, elegant proportions. This particular B-17 never made it into combat before the war ended. It was sold to a civilian owner in 1946 for \$750, with full (2,810-gallon) gas tanks. At that time, the fuel alone was worth \$900.

We climbed in through the right rear side door, and I strapped myself into a

canvas seat next to the starboard waist gunner's .50-caliber machine gun and ammo belts.

The four 1,200-horsepower, 9-cylinder Wright Cyclones fired up one at a time, making a pleasing, mellow roar, but less vibration and racket than I'd expected. We trundled out to the line and took off in a smooth, steady surge of acceleration, rising gracefully into the air.

After takeoff, I stood in the waist-gun area for a while, surprised at how narrow the fuselage seemed compared with the roomy movie image from war films. The tail-gun slot and ball turrets were off limits, but during our one-hour flight, I got to sit at the radioman's desk amidships, then slip sideways through the bomb-bay catwalk and crawl under the flight deck to the navigator's desk. Then forward to the bombardier's chair in the Plexiglas nose, with the famous, once-secret Norden bombsight between my



**BOMBARDIER'S VIEW**  
This Was The "Catbird" Seat

knees.

This was the catbird seat. Lake Winnebago and the green Wisconsin farmland slid past just 2,000 ft. below, looking — dare I say it — remarkably like Holland or Belgium. It was like traveling in a glass bullet, with 33 tons of history pushing you along.

Returning to the navigator's desk, I took the time to look around, focusing on the aluminum-ribbed airframe and aluminum skin. I tapped the thin aluminum with my knuckles. Just on the other side of that surface, air was going by at 160 mph. Not much protection. These boys might as well have been flying through a flak-storm in their underwear.

I looked at the navigator's desk, the twin .50s and the Plexiglas nose, oxygen lines and the detail of a small plywood desk and wondered, sadly, how many young men had seen these things as their last glimpse of life. B-17 crews suffered

appalling losses.

Boeing and other contractors built 12,731 Flying Fortresses, and 4,735 of them went down in combat, most with crews of 10. In all, more than 100,000 men were killed, wounded, captured or listed as missing on B-17 combat flights. Our own former R&T Editor, the late Dean Batchelor, was shot down in a B-17 over Munich (while bombing the BMW factory, no less), and he was taken prisoner. The 8th Air Force alone lost more men in WWII than the entire U.S. Navy.

Strange business, when you pondered the numbers. It was as through the Peach Orchard at Gettysburg could be replicated thousands of times in perfect industrial detail by factory workers in California and then sent into battle. Hallowed ground, mass produced.

Later I took my turn in the left seat of the cockpit. I put on my headset, and Colonel Weekley turned to me and smiled. "You a pilot?" he asked. I nodded.

"What do you fly?"

"A 1945 J-3 Cub."

He grinned and took his hands off the controls. "You've got the airplane!"

Okay. From 65 horsepower to 4,800, in yet another 1945 airplane built for the military. Same model year. No problem.

Colonel Weekley had me do left and right turns to see if I could hold altitude, then a 180, back toward the lake. Wonderful flying airplane, heavy controls, but solid and smooth as a fine old Packard. Lots of lead time needed to level out of a turn on heading, but a high-quality feel of weighty precision. Drop the nose a little in a turn and the roar of those Wright Cyclones quickly reminds you to pull back and ease it around.

To fly the B-17 is, well, rather *grand*. You want to put one elbow out the window. I think I'd have been quite happy to have been assigned to a B-17 in WWII. Even now, knowing all we know, the big airplane's glamour, sound and feel are enough to unhinge your common sense and turn you back into a romantic teenager. Which I no longer am.

But here I was anyway, 52 years after the end of the war, feeling highly unworthy, yet nevertheless steering an actual B-17 around the sky, after a youth misspent on countless flying movies (*Memphis Belle*, *Twelve O'Clock High*, etc.) and the late-night reading of scores of books about the B-17. I felt as though a hundred loose strands of cultural memory had all woven themselves together into a single power cable, charged with current and humming like the airframe around me.

Only a machine, yet some machines define how we see the world, and our own past.

# LETTERS



**ROLAND GRIFFITH and KEVIN WHITTAKER of the Macclesfield Historical Aviation Society, pose at the memorial erected to the memory of the 603 crew that perished on Birchenough Hill, England. Another member, Mark Sheldon, also was a part of the work party. See story under LETTERS.**



**"I drove up to Loveland, Colorado, recently to visit Chaplain and Margurite Duvall. I found him roaring around in his 1951 MG. He is giving the locals a run for their money. Our Chaplain Duvall is doing just great at 89!"**

**Dave Doerfler, Englewood, CO 80110-3912.**

## This Story Is For All The Crew Chiefs

The Sally B is England's only flying B-17, thanks in major part to the Engineering Crew that recently completed not only "routine maintenance," but also these essential tasks —

Removed No. 4 engine, changed the shock mounts and refitted the engine; resealed No. 1 and No. 4 engine propellers; removed and inspected and cleaned the flaps; replaced the aircraft batteries with new ones; removed the main wheels, inspected the brakes; changed the tail wheel and elevator cables.

*Hey! You ex-crew chiefs and airplane mechanics, doesn't all that make your memory bells ring as you recall those long, cold days on the line a half-century ago?*

"I have just finished reading the last edition of FLAK NEWS, for which I thank you. I was very interested in the article, "398th Tour Memories Abound," especially the story about the 1994 tour when you visited us here and we held the memorial service to the DeCleene crew at Wildboardclough.

"We have been busy this summer. Some of my colleagues and I erected a more permanent memorial on the site of the crash on Birchenough Hill. The board showing the names of the crew has been weatherproofed and a 398th B-17 has been etched into the board.

"A donation to help build this memorial was received from a Mr. William Burnett, who, in 1944, lived in Wildboardclough and witnessed the crash. He was 15 years old at the time. He raced to the nearby inn and told the landlord of what he had seen and then climbed up to the crash site and was the first on the scene.

"What he saw that day has never left him and haunts him still. He was so afraid at the sight of the burning plane that he fled down the hill and raced past rescuers climbing up.

"Mr. Burnett now lives in Cornwall and, until he met us, never knew the names of the crew or to which group the B-17 belonged.

"Needless to say, your 1994 tour stirred many memories among residents in this area."

**Kevin Whittaker, Cheshire, SK11 0LD, England.**

*Editor's Note: The crew members who perished on Birchenough Hill were Donald DeCleene, Maynard Stravinski, Tom Manos, Frank Garry, and Howard Ayres. They were from the 603rd and were ferrying a new B-17 back to Nuthampstead when they crashed only a few feet from the top of Birchenough Hill.*

"Thanks so much for the October issue of FLAK NEWS. And thank you for the great display and stories on the Mighty Eighth Heritage Museum. It is getting better every day as new artifacts and exhibits are added. We recently took possession of a Stearman PT-17, which was used to train pilots in WW II.

"By the time your 398th Bomb Group comes here for your reunion in the year 2000 the Museum will be even more complete. As a result of the FLAK NEWS article, we have received several more inquires on our individual and unit memorial opportunities. Your members are invited to call us at 1-800-421-9238 for additional information.

**Wayne Corbet, Heritage Museum, PO Box 1992, Savannah, GA 31402-1992.**

# BRIEF-things

Sincere thanks to all the FLAK NEWS readers who sent Christmas greetings to the Editor ... with **Thomas Bewley**, son of a 600 Squadron navigator, becoming chairman of the 1998 reunion, you can look for more "young'uns" to take the 398th leadership roles in the future ... Harrisburg is located within 500 miles of about a half of the 398th membership, so most people will be coming by auto ... secretary **Harold Stallcup**, who contributed the excellent "Idle Memories" column on Page 1, was a recent recipient of a heart pacemaker, joining treasurer **Ralph Hall**, who got his a year ago ... the FLAK NEWS mailing list is still over 2,000, but it will be trimmed soon if we don't hear from the recent widows as to whether they wish to continue receiving their copies ... **Pearl Stombaugh** advises that her late husband's name was misspelled in the Purple Heart list published last October ... the 398th Killed In Action list will be published in the April issue ... the Skoda Works in the Czech Republic, the group's Last Mission target, is now aligned with aviation giant Boeing Airplane Company ... **Herb Wilson** is going on the Germany-England Tour well-prepared; he is bringing his wife and two daughters ... **Danny Leyva** has signed on for a bed-and-breakfast at the Woodman Inn, along with **Bill & Fran Fisher** and **George & Lois Schatz** ... a new book by **Stephen Ambrose** called "Citizen Soldiers" contains a quotation by **Danny Villani**, bombardier on the 600 **Wagner** crew ... **Paul Wanger's** book, "The Youngest Crew," is now available in soft cover from the author for \$19.95 ... **Cecil Robson** of the 600 Nelson crew, paid his \$50 "lifetime" dues about 10 years ago, but contributed another \$50 "for another 10 years" ... thanks to **Ron Setter** for sending that photo of "We Remember Them" that appears on Page 3 ... the headquarters hotel in Harrisburg will be the Hilton, but another "backup" motel will be available for reunion attendees ... **Johnny Fleming**, our contact in Scotland, has a story and photo in the November 8th AF News; and the uniform on the mannequin on display in the background was donated by the FLAK NEWS editor back in 1990 ... the Last Mission flyers over Pilsen didn't see him as he flew his L-4 liaison at tree top level for the 97th Infantry, but **Jim Gordon** remembers the B-17 contrails and ... being chased by stray ME 109's and FW 190's; **Jim** is now a 398th Auxiliary member ... a serious illness has grounded **Jim Hill**, editor of the 8th AF News, and the Historical Society is searching for a replacement — "a difficult task" ... when 601 Squadron bombardier **Les Veley** passed away last year, his widow, **Phyllis**, wanted to retain his casket flag and still wanted to see it flown over the 398th Memorial at Nuthampstead; she got both wishes when Wally Blackwell hand-carried the flag to England and arranged to have it flown at 11 a.m. on October 19 and then sent back; it was 6 a.m. in **Veley's** New York home town, so everyone in the family was at the flag-raising in thought and prayer; plus good friend **Willis Frazier**, who got up at 3 a.m. in California to honor his good friend ... someone living in the state of Maryland sent the Editor two great combat photos, but neglected to include his name; please advise! ... **Newt Moy** will be going on the Germany-England Tour along with his daughter, **Diane**, who is coming from Saudi Arabia; the last time Newt was over there he flew a B-17-load of ground crew members on a post-war "Tour of the Ruhr" ... **Moy** also was among those who flew PW's home from the camps, but denies buzzing the Eiffel Tower and Arch of Triumph on the way home ... **Richard Bower** of the 92nd Bomb Group wrote the following in his newsletter — "We have a reasonable expectation of another six or seven years of active participation; the nature and content of our reunions is very attendee friendly; our publication is as our readers want it; the principal focus of our attention has been our WW II involvement; our membership is time-specific, event-specific, and location-specific; the emergence of our Associate members into positions of responsibility opens new possibilities for future operations of our Group" ... he could be speaking for all of us.

# 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 _____
Golf Shirts - White or Navy Blue (M, L, XL, XXL)	_____	\$20.00 each _____
T-Shirts - White, Navy Blue (S, M, L, XL, XXL, B-17 on Front)	_____	\$10.00 each _____
T-Shirts - White (Children Sizes 2-4, 6-8, 10-12)	_____	\$8.00 each _____
Sweat Shirts - White, Navy Blue (S, M, L, XL, XXL, B-17 on Front)	_____	\$15.00 each _____
Sweat Shirts - White, Light Blue (Children Sizes M & L, B-17 on Front)	_____	\$10.00 each _____
Squadron Patches - Specify Squadron	_____	\$6.00 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	_____	\$5.00 each _____
Group Lapel Pin - Special Design	_____	\$5.00 each _____
Bumper Sticker - 398th Bomb Group	_____	\$1.00 each _____
China Plate with B-17 - 9"	_____	\$15.00 each _____
Glass (9 oz.) with B-17	_____	\$6.00 each _____
B-17 Lapel Pin - Specify Silver or Gold	_____	\$5.00 each _____
Photo (Control Tower) - Station #131	_____	\$2.00 each _____
Photo (398th Memorial) - Post Card Size	_____	\$2.00 each _____
Photo (Aluminum Overcast) - 8"x10" (Latest photo)	_____	\$2.00 each _____
Bolo Ties - 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 _____
B-17 Christmas Ornament	_____	\$6.00 each _____
B-17 Playing Cards (single)	_____	\$7.00 each _____
B-17 Playing Cards (double)	_____	\$12.00 each _____
<b>Cost Of Items Ordered</b>	_____	\$ _____
<b>Delivery And Handing Add \$3.00, or \$4.00 if Order is Over \$20.00.</b>	_____	\$ _____
<b>Total</b>	_____	\$ _____

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Make checks payable to **398th Bomb Group Association PX (US funds).**

Mail to: **Joe Joseph**  
New Smyrna Beach, FL 32168-6168

## Heritage Museum Plans To Construct New Chapel

A Memorial Chapel, akin to the typical church located near 8th Air Force air bases in England in WW II, will be constructed at the Heritage Museum in Savannah, Georgia.

And the kick-start for the financing, estimated to be about \$300,000, has been provided by the 8th AF Historical Society who announced that their organization will contribute \$75,000.

The chapel will be used for weddings and other services.