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

VOL. 13 NO. 2

FLAK NEWS

APRIL 1998

Reunion Coming Up

Time to tune up the ol' buggy and check on those airline flight schedules, folks. Reunion time for the 398th Bomb Group Memorial Association is just around the corner.

HARRISBURG, PENNSYLVANIA. August 26-27-28-29, 1998.

With Harrisburg located within a two-day drive from about half of the membership, many will opt to drive. Others will come by train, what with the terminal located within two blocks of the headquarters hotel, the downtown Hilton. The B-17's ... ahh, the modern jets ... will carry the remainder to this, the 15th annual get-together.

Some 400 are expected to take in the meetings, banquets and tours, plus the scattered little meetings between air crews, airplane mechanics, cooks, clerk-typists, medical technicians, MP's, radio and electronic specialists and the assorted others who made up the complement of the fighting machine from Station 131.

Complete information on the reunion can be found on Page 2 and the Registration Form on Page 3.

'Kids' Prominent On 398th Tour

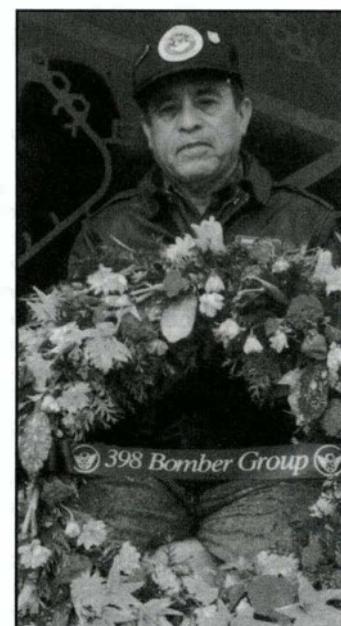
There will be no less than four daughters and one son of 398th families on the upcoming June tour to Germany and England.

Herb & June Wilson are bringing daughters, Beth and Lynn. Newell Moy is bringing daughter Diane; and Mary Ludlam, widow of Charles, is bringing daughter Cate.

Jeanne, widow of Ray Stange, will be with son Randy; Helen Beatovich Beam, sister of William Beatovich, will travel with her daughter, Patty Haas, niece of Beatovich.

Others on the tour are Ike Alhadef; Wally & Teedy Blackwell; Robert & Jane Bowen; Ben & Polly Anna Core; John & Rosemary Cosco; Lowell Culver; Bill & Pat Dean; Barbara Fish, travel counselor; Bill & Fran Fisher; Sam Gailey and Marian Lloyd; Bob & Eloise Hart; Bob & Elaine Knowles; Daniel Leyva; Hamilton & Mary Mero, Allen & Geg Ostrom, tour coordinator; Russ & Millie Reed; George & Lois Schatz; Charles Sutton; Howard & Jane Traeder; Arthur & Phyllis Watson.

The tour begins with British Air flights to London on June 3, with direct transfers to Munich. After seven days in Germany, a flight from Dusseldorf to London will set off a series of activities in and around Nuthampstead. The group will be staying at the University Arms Hotel in Cambridge, June 12-15.



DANNY LEYVA
On The Tour



FREE AT LAST: PW Nightmare Finally Over

John Paris went down over Leipzig on July 7, 1944, along with his 600 Robert Folger crew. He finally made it home and wrote a book about his adventures: "Pappy's War." The last chapter is entitled, "Free At Last."

After 70 days I was free. I had won my battle against my adversaries, pestilence, starvation, degradation, and fatigue. I had survived the subzero temperatures of the bitter Baltic winter of 1945. I was alive!

I directed my new-found friends to the wagon train to pick up my companions. The English soldiers were friendly but aloof. We had spent 50 days on the Black March and 20 more as escapees. Louse infested, we had not shaved nor bathed since departing *Stalag Luft IV*. We were very disappointed because they were so standoffish. What we failed to realize was that we smelled to high heaven.

They took us to the parking area where we were reunited with Spook. One of the soldiers had found him wandering down the road.

The spearhead that we had linked up with had blown a bridge behind them in

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HARRISBURG REUNION, AUGUST 26-29, 1998

REUNION FACTS

REUNION CHAIRMAN — Thomas Bewley, Camp Hill, PA 17001-0372.

HEADQUARTERS HOTEL — Harrisburg Hilton & Towers, 1 N 2nd St., Harrisburg, PA 17101. Telephone (717) 233-6000. Special 398th Bomb Group rate of \$74.00. (See enclosed hotel reservation card.) The Hilton is located on Market Square in downtown Harrisburg at the intersection of 2nd Street and Market Street.

PARKING — Parking at a special rate of \$3.00 per day will be available at the connecting Walnut Street parking garage.

TRAINS & PLANES — The Harrisburg train station is located two blocks from the Hilton. The International Airport is located 12 miles outside city center. Complimentary van service available.

BACKUP HOTEL — The Econo Lodge, located across the Susquehanna River from Harrisburg, will be available for backup rooms. The Econo Lodge is located at 860 N Front St., Wormleysburg, PA 17043-1024, at the intersection of I-11/15. Special rates of \$45.00 will be available if reservations are made before August 15, 1998. Call (717) 763-7086 and identify as 398th Bomb Group.

TOURS — All 398th tours will be handled by Uni-Globe Travel, Harrisburg. See accompanying information in next column.

REGISTRATION FORM — You may clip out the Registration Form on Page 3 or make a photo copy. Fill in completely, tabulate, and send the form with your check to the Reunion Chairman. You will receive a photo copy of the Registration, signed by the Chairman.

SPECIAL DIETS — Persons having special diet needs for the Thursday and Saturday banquets at the Hilton Hotel should convey these needs to the Chairman.

BANQUET SEATING — Persons ordering banquet tickets must have them validated and stamped with a Table Number. This should be done immediately after registering.

GOLF — Golf starting times have been arranged for Wednesday, Thursday, and Friday. Golfers should indicate on the Registration Form if they plan to play these days. Golfers should meet in the lobby of the Hilton Hotel at 6:30 a.m. each day. Car pools will be arranged for the 20-minute ride to Silver Springs Golf Course, Mechanicsburg, Pennsylvania. Green fees are \$12.00, carts \$20.00.

REUNION TOURS

CITY TOUR — A wonderful opportunity to get the “feel” of our reunion city — Harrisburg, PA. Uniglobe Travel coaches, each with a step-on guide, will take you around the city. This to include the magnificent State Capitol Building, State Museum & Archives, and many other sights and scenes that contributed to Harrisburg being named an All-America City in 1990-91. The city was founded in the early 1700's by John Harris of Yorkshire, England. Two City Tours are scheduled — Wednesday, August 26, and Friday, August 28, each at 1:00 p.m.

AMISH TOUR — A trip back in time to Lancaster County and the Amish story. You'll see the horse and buggy, but also the magic of special effects and multimedia technology as the Amish story is told in the Experience Theater. And then continue on for the Homestead Tour via coach with guides relating the complex life-style so different from our own. It will be a day to remember, Friday, August 28, 9:00 a.m. to 3:00 p.m.

HERSHEY — This tour is for the “chocoholics” (which includes most of us). You'll hear the fascinating chocolate-making story, stop at Founder's Hall, visit the famed Milton Hershey School and World Visitor Center. And, sample some choice chocolate tidbits. It will be a three-hour chocolate kind of day. The tour is on Thursday, August 27, from 9:00 a.m. to noon.

(Remember, the group business meeting starts at 2:00 p.m. at the hotel.)

FOR THE LADIES — While the men are at their business meeting, the ladies can enjoy a paddlewheel riverboat tour on the Pride of Susquehanna. “Catch a summer breeze and sail by the Harrisburg skyline” is the tour's promise. Thursday, August 27, 2:00 p.m., with just enough time left for downtown shopping before the Welcome Banquet.

GETTYSBURG — The story of the Civil War, experienced in a span of seven hours. This will include a two-hour coach tour of the battlefield, site of the second and final invasion of the Confederate forces in the North, which occurred July 1-3, 1863. You will visit the Cyclorama Center, which contains the painting of Pickett's Charge, the Visitor Center and its Electric Map that shows the battle action through the use of colored lights. You will see where President Lincoln gave his famous Gettysburg Address at the dedication of the cemetery in 1863. The tour will be on Saturday, August 29, 9:00 a.m. to 4:00 p.m.

NOTE: Neither the Amish nor Gettysburg tour packages include lunch. There will be lunch stop opportunities on each tour.

FREE AT LAST: PW Nightmare Finally Over

Continued from Page 1.

order to bottle-up enemy troops that had been cut off. They planned to take a town that had an airfield the next day. Thus, they would be resupplied and we would have a chance to catch a ride back to England. Their medical unit had set up a tent and was in business. I took Radio to the doctor for treatment. There had also been something in my eye for the past two weeks. Radio had looked but unable to find anything. The doctor found that I had a corneal ulcer that he was able to repair on the spot.

The following morning after going through their chow line twice, we were placed in a captured German Mercedes half-track and followed along behind the tanks. We rolled through several small towns. One little town was leveled by high explosives. When I asked why, they said that a sniper had wounded one of their men.

Most of the towns were covered with white sheets of surrender hanging from every window. When we reached the town with the airport, we were told that our plane would not be ready to return to England for several hours.

Somehow, Radio and I became separated. I was invited to a beer hall that had been liberated by the Poles and so I was distracted for awhile. Wandering around town, I came upon a barber shop. I didn't have any money but with all those tanks about, the German barber was more than happy to give me a shave and a haircut. I met Radio coming down the street, he walked right past without recognizing me. Both of us were under 100 pounds and looked the worse for wear. I hitched a ride on a C-47 transport plane that landed at an RAF base in England.

After a quick inspection by my allies, they requested my clothing, that I assumed they wanted for an exhibit in the

War Museum. To my great disappointment they were cast into a nearby incinerator. After a luxurious interlude with a hot shower I was dusted from head to toe with DDT powder. Now, finding that they had a naked American on their hands, they kindly issued me a Royal Air Force uniform.

Having no funds of my own, my benefactors granted me a 15 minute phone call home. What a thrill to hear Juanita's voice and finally to realize that my long nightmare was over.

Discharged from the hospital, I caught a ride on an empty U.S. C-54 transport plane heading west over the Atlantic. This magic carpet took me to Ireland, Iceland, Gander, and finally the good old U.S.A.

As I landed at La Guardia the last standing walls of Berlin were crumbling around the few forsaken children and old men defending the Third Reich — an ironic legacy to the futility of war.

OFFICIAL REGISTRATION FORM

398th Bomb Group Memorial Association 15th Annual Reunion
Harrisburg, Pennsylvania August 26-29, 1998

PLEASE RETURN NO LATER THAN AUGUST 1, 1998

NAME _____ WIFE _____ SQD. _____
ADDRESS _____ PHONE (_____) _____
CITY _____ STATE _____ ZIP+4 _____

NAMES OF OTHERS IN PARTY. PLEASE PRINT FOR NAME TAGS

WEDNESDAY, August 26 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	12:00 PM to 5:00 PM	Leland Room		
Harrisburg City Tour	1:00 PM to 4:00 PM	Coach Tour	\$22.00 x _____	\$ _____
Board Officers Meeting	7:00 PM	Governors Room		

THURSDAY, August 27 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	9:00 AM to 5:00 PM	Leland Room		
Hershey Chocolate World Tour	9:00 AM to 12:00 PM	Coach Tour	\$17.00 x _____	\$ _____
Group Business Meeting	2:00 PM to 4:00 PM	Ballroom		
For the Ladies:				
Pride of Sussquenanna Tour	2:00 PM to 4:00 PM	Coach Tour	\$17.50 x _____	\$ _____
No Host Cocktails	6:00 PM	Ballroom		
Welcome Banquet	7:00 PM	Ballroom	\$27.00 x _____	\$ _____
(Table reservations required)				

FRIDAY, August 28 —

Golf	6:30 AM	Meet in Lobby	<input type="checkbox"/> Yes	
Registration	9:00 AM to 5:00 PM	Leland Room		
Amish Country Tour	9:00 AM to 3:00 PM	Coach Tour	\$30.00 x _____	\$ _____
Harrisburg City Tour	1:00 PM to 4:00 PM	Coach Tour	\$22.00 x _____	\$ _____
Dinner on your own				

SATURDAY, August 29 —

Registration	9:00 AM to 12:00 PM	Leland Room		
Gettysburg Tour	9:00 AM to 4:00 PM	Coach Tour	\$32.00 x _____	\$ _____
No Host Cocktails	6:00 PM	Ballroom		
Farewell Banquet	7:00 PM	Ballroom	\$30.00 x _____	\$ _____
(Table reservations required)				

Registration Fee (per person, 2 maximum per family)	\$10.00 x _____	\$ _____
1998 Dues (if applicable, check your dues card)	\$10.00 x _____	\$ _____

TOTAL \$ _____

I/We will be staying at the: Hilton Hotel
 Other _____

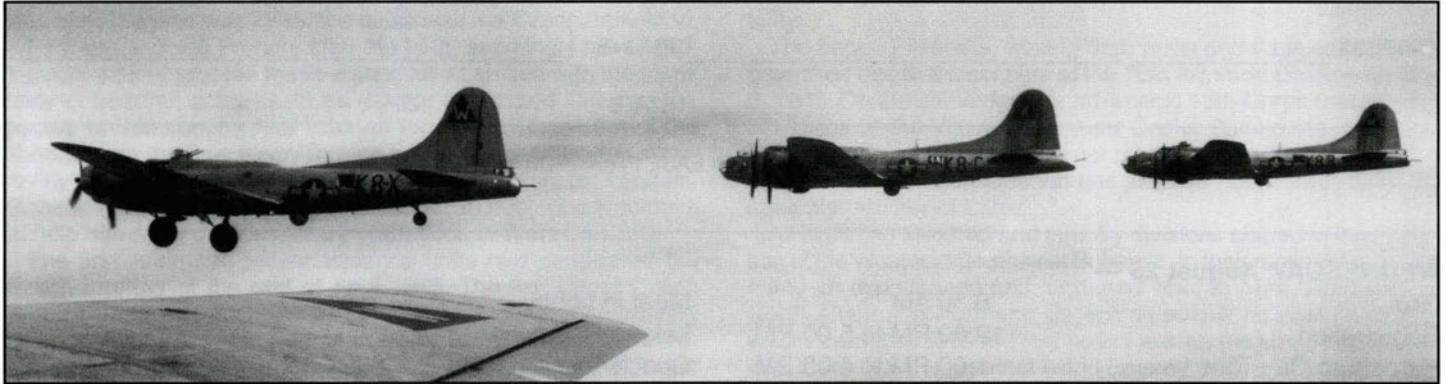
Please complete form, enclose check, and mail to:

Thomas Bewley
398th Bomb Group Reunion
Camp Hill, PA 17001-0372

Received \$ _____	Date _____
Thomas Bewley	
A copy of this form will be mailed to registrant upon receipt of check or money order, payable to 398th Bomb Group Reunion.	

Assembling The Mighty Eighth Armada:

It Took A Monumental Planning Effort Just Getting Bombers Into Formation



BY LESLIE LENNOX
95th Bomb Group

Of all the stories that have been written and movies that have been shown about the 8th Air Force, very little attention has been given to what was involved in assembling 1200 B-17's and B-24's each day to get them in formation to carry out a strike against Germany. Certainly showing bombers under attack by fighters, or encountering heavy flak was a reality and is interesting to watch. Also, stories about some of the rougher missions is interesting reading. But what was going on over England each morning could get just as scary to the crews as the time spent over some of the targets.

The planning and coordination that had to be accomplished during the night by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, the skies over England would have been a free-for-all among Bomb Groups. The rendezvous points, altitude, and times had to be precise and known by all the crews before the 8th Air Force could get in formation. The success of planners in accomplishing their mission enabled the 8th Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group and what follows is a typical mission from a crew member perspective, as I remember it —

Early in the evening our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room and the other with the raising of colored flags. If

a green light was on, the Group was altered; if a red light was on, we would fly; and if a white light was on, the Group would stand down. The light was monitored frequently throughout the evening to learn our status. Normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on takeoff time. The questions we always asked were, "What is the fuel load?" and "What is the bomb load?" If he said, "Full Tokyo tanks," we knew we were going deep into Germany. Shortly after being awakened, trucks would start shuttling us to the mess hall. We were fortunate always to have all the fresh eggs we could eat when flying a mission. After breakfast the trucks carried us to the briefing room. All of the crew members attended the main briefing and then the Navigators, Bombardiers, and Radio Operators went to a specialized briefing. At the main briefing, in addition to the target information, anti-aircraft guns, fighter escort and route in, we received a sheet showing our location in the formation, the call signs for the day and all the information we would need to assemble our Group and get in the bomber stream.

After briefing, we got into our flight gear, drew our parachutes and loaded onto the trucks for a ride to our plane. We were now guided by the time on our briefing sheet. We started engines at a given time and watched for the airplane we would be flying with in formation to taxi past, then we would taxi behind him. We were following strict radio silence.

We were now parked, nose to tail, around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare

would be fired and takeoff would begin. Every 30 seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for their airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jigsaw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there was considerable over running of each other's pattern.

I flew during the winter of 1944 and 1945. Many of our takeoffs were made before daylight. It was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top so you could watch for other planes, to keep from running into each other. To add to the congestion that we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from the night missions and flying through our formation. Needless to say, pilots had to keep their heads on a swivel and eyes out of the cockpit.

After takeoff, the squadron lead would fire a flare every 30 seconds so that we could keep him located and enable us to get into formation more quickly. The color of our Group flare was red-green. The

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Final Air Missions Over Bohemia Remembered In New Book

The following article represents a Czech summary of a newly released book called, "The Last Action/Mission." It was published in the Czech Republic and tells of the American and RAF operations over Bohemia from April

1 to May 11, 1945, including the participation of the 398th Bomb Group to Pilsen on April 25, 1945. The airman listed as "shot after parachuting" was Michael Brennan of the Alan Ferguson 602 crew.

In April 1945 the air war between the Allies and the Nazi Air Force (Luftwaffe) over the territory of Bohemia came to its final phase. With the war front advancing the air raids primarily of the American 8th, 9th, and 15th AF on strategic land targets of the enemy, railway transports and important transport junctions, military airfields, and further places of resistance were intensifying. There was no day at the time for the American fighters and bombers not to appear over the western part of the country.

Although the Nazi Luftwaffe had already been defeated, still many members of the American Air Force lost their lives in those last fights. On April 11, 1st Lt. R.W. Whitehead, pilot of the 15th AF died at the village Srubec. He was the last victim among the American fliers of the 15th AF who lost his life on the territory of Czechoslovakia. Five days later, on April 16, during the air attack on an airfield near Prague the 336th FSq 8th AF alone lost six aircraft, and its two pilots died during this mission. On the same day the 78th FG lost one pilot near Prague who died in the crash of his plane. Another American machine of the 9th AF crashed near Mariánské Lázně. Last attack on the enemy transport facilities and factories in April 1945 were also carried out by the British RAF bombers. In the night of April 16/17 more than 200 British bombers attacked the railway station in Plzeň, which was completely destroyed during this air raid.

On April 17 two American Flying Fortresses of the 8th AF crashed in North Bohemia, and eleven fliers lost their lives there. On the same day, also the American fighters suffered casualties over Bohemia. Three P-51 pilots died in the crashes of their machines, another two were captured. In the town of Lom, North Bohemia, 2nd Lt. J.H. Banks, member of the 368th FG was murdered by a Nazi policeman after he had been forced to leave his Thunderbolt machine after a hit from flak.

On April 18 a tragic event occurred when a residential district in Plzeň mistaken for a railway station was bombed by the planes of the 8th AF. Near Prague one P-51 Mustang of the 8th AF was lost, but the pilot managed to escape and was saved by Czech patriots. In the night of April 18/19 the British RAF attacked the railway station at Chomutov. And this

was the last air raid of the British bombing air force on the targets in Czechoslovakia occupied by Nazis. On April 19 during the air attack of American Flying Fortresses of the 8th AF on Dresden, the bombers of the 490th BG were massed over the territory of Bohemia. On that day five bombers were downed in Bohemia by German ME262 fighters. Many members of the American crews lost their lives in the plane wreckage, and eight fliers were brutally murdered at Konopiště by SS soldiers.

Six days later, on April 25, the 1. AD 8th AF made a heavy air raid on the Armament Works ŠKODA in Plzeň and the nearby military airfield. Because there was an order to realize visual bombing only and as this attack was besides announced in advance by the BBC to save as many as possible human lives, four Boeing B-17's were lost over the target area at Plzeň only, as a result of a repeated run over the target. Twenty members of their crews died in the machine wreckage, one man was shot dead after parachuting. Several further bombers crashed or made emergency landings on their flight back. The American fighter force lost two P-51 Mustangs on that day. The pilots saved their lives.

Towards the end of April the attacks on targets in Bohemia were intensifying. On April 29/30 the 9th AF lost two Thunderbolts over Bohemia. One pilot was rescued. The last airman who lost his life in the air fights over Bohemia was V.P. Kirkham from the 362nd FG. He died in the wreckage of his machine near Trhanov in West Bohemia, a mere two days before the American land units reached this area. The pilots of the 9th AF also scored to their account the last victory in the air of the American Air Force over the enemy, the last in the years of the WW II over Europe, when on May 8, 1945, the Mustangs of the 10th RG downed in West Bohemia two FW 190's and another two were forced to emergency landing.

The events connected with the end of the WW II embedded ineffaceably in the memories of all Czech people, whom the American and Russian tanks brought the longed-for peace in spring 1945. But it was perhaps clear to everyone that without the everyday fighting activities of the feared strafing fighters it would have been necessary to have the peace bought by a far greater number of victims. And this remembrance as well as the preceding lines belong to them for just reasons.

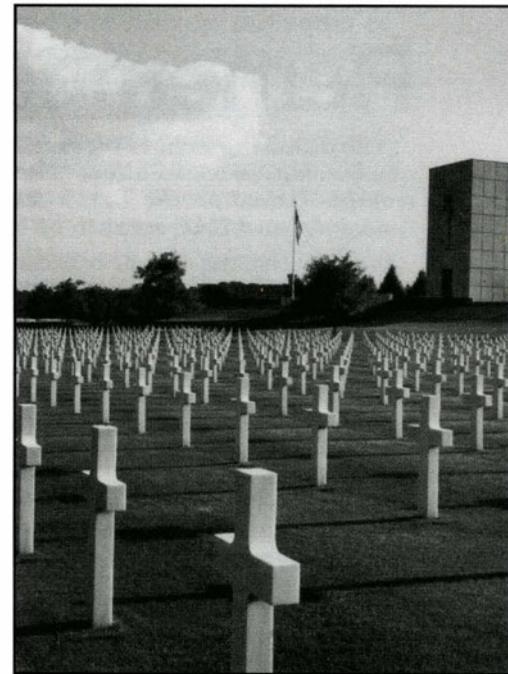
Aluminum Overcast 'Wild West' Tour

LOCATION	ARRIVAL	DEPARTURE
Tucson, Arizona	April 23	April 29
Van Nuys, California	April 29	May 3
Riverside, California	May 3	May 6
Santa Barbara, California	May 6	May 10
Camarillo, California	May 10	May 13
Santa Maria, California	May 13	May 17
Bakersfield, California	May 17	May 20
Watsonville, California	May 20	May 24
Visalia, California	May 24	May 27
Fresno, California	May 27	May 31
San Francisco, California	May 31	June 3
<i>San Francisco, California, for 120 hour inspection at United Airlines Facility</i>		
San Diego, California	June 10	June 14
Napa, California	June 14	June 17
Sacramento, California	June 17	June 21
Oroville, California	June 21	June 24
(To be determined)	June 24	June 28
Medford, Oregon	June 28	July 1
Portland, Oregon	July 1	July 5
Eugene, Oregon	July 5	July 8
Arlington, Washington	July 8	July 12
Pendleton, Oregon	July 12	July 15

THEY PAID IT ALL

195 Missions Took Their Toll

Aaron, Floyd	T/Sgt	601 04-13-45	Cropp, Chares E.	S/Sgt	603 07-13-44
Abbott, George E.	S/Sgt	601 10-15-44	Crowe, George R.	2/Lt	602 10-28-44
Aleksyn, Albert J.	S/Sgt	603 02-03-45	Daly, Francis A.	Sgt	602 10-28-44
Anataillia, Gerald C.	S/Sgt	600 07-16-44	Davidson, Gordon F.	Capt	603 05-24-44
Anderson, Vernon	2/Lt	601 11-26-44	Davis, Robert L.	2/Lt	600 11-25-44
Andrews, Joe T.	S/Sgt	601 05-24-44	DeCleene, Donald J.	1/Lt	603 01-02-45
Argubright, Darrell	2/Lt	601 08-30-44	DeLafayette, Stanely	2/Lt	603 11-21-44
Arnold, Charles	2/Lt	603 08-08-44	Deuel, Merritt A.	2/Lt	600 05-19-44
Atchinson, Brooks	S/Sgt	603 11-21-44	Dion, Albert L.	2/Lt	600 08-12-44
Ault, Jr, James J.	S/Sgt	603 11-21-44	Doerr, Lyle J.	1/Lt	602 12-30-44
Ayres, Howard F.	T/Sgt	603 01-02-45	Doglio, Joseph D.	2/Lt	602 07-19-44
Bagley, Charles P.	1/Lt	600 11-30-44	Doyle, Paul E.	2/Lt	601 11-26-44
Bait, Jr, John C.	S/Sgt	602 04-11-45	Dudley, Robert W.	Sgt	603 03-02-45
Baker, John M.	Capt	600 08-08-44	Earle, Hazen V.	S/Sgt	602 12-30-44
Baker, John P.	1/Lt	603 10-15-44	Edington, Stephen L.	Sgt	603 08-04-44
Baker, William H.	2/Lt	600 11-25-44	Ellis, Richard F.	2/Lt	603 03-14-45
Barton, George E.	T/Sgt	603 10-15-44	Engeman, Ernest F.	2/Lt	603 08-04-44
Barzano, Joseph G.	Pfc	600 05-19-44	Englehardt, William H.	Sgt	603 07-07-44
Bassora, Manuel M.	Pvt 1226QM	09-24-44	Erickson, Roger J.	2/Lt	602 10-28-44
Bayless, Leroy K.	Sgt	603 10-15-44	Farren, Gerald F.	Sgt	600 05-19-44
Beatovich, William J.	Capt	603 01-23-45	Faurot, Doyt W.	T/Sgt	603 08-04-44
Beatty, Hubert F.	1/Lt	600 02-22-45	Feathers, George A.	Sgt	603 08-04-44
Beatty, James A.	T/Sgt	600 08-12-44	Feinstein, William	1/Lt	603 02-03-45
Bergant, Joe	S/Sgt	602 12-30-44	Feldman, Howard V.	2/Lt	602 04-25-45
Bergen, Norman E.	2/Lt	601 05-24-44	Ference, Henry	2/Lt	603 11-21-44
Beyer, Nelson R.	Sgt	601 01-20-45	Fields, James S.	2/Lt	602 09-12-44
Bisping, Harold A.	S/Sgt	601 07-08-44	Flores, David V.	S/Sgt	600 12-24-44
Blackwell, Harold L.	Pvt 478SD	06-15-44	Fontana, Louis	Sgt	600 09-10-44
Borden, Charles A.	Sgt	603 08-04-44	Foster, Thomas K.	1/Lt	603 07-13-44
Bowles, Thomas C.	1/Lt	603 09-26-44	Fox, Thomas H.	S/Sgt	602 12-30-44
Boyd, Harvey J.	2/Lt	603 08-04-44	Franzone, Augustine S.	1/Lt	603 01-17-44
Brennan, Michael J.	T/Sgt	602 04-25-45	Frisbie, Victor	S/Sgt	600 05-30-44
Bringle, Ray D.	T/Sgt	603 07-13-44	Fuller, Virgil	Sgt	602 10-28-44
Brodin, Unite L.	Capt	603 05-24-44	Furrow, John P.	S/Sgt	603 01-01-45
Brown, Loren C.	S/Sgt	603 07-13-44	Gaiser, Joseph R.	T/Sgt	602 12-30-44
Brown, Melvin P.	S/Sgt	603 10-15-44	Galetto, Jr, Clement	Sgt	603 08-04-44
Brusseau, Phil	1/Lt	603 10-21-44	Gallioto, Carlo	T/Sgt	601 07-08-44
Bryan, Clifford Z.	2/Lt	603 07-13-44	Gamba, Eugene	Sgt	601 09-08-44
Bryan, William M.	2/Lt	603 11-21-44	Garcia, Reynaldo	S/Sgt	602 02-03-45
Buddes, Anthony	T/Sgt	603 03-15-45	Garner, William F.	S/Sgt	602 02-03-45
Bueffel, Alfred	S/Sgt	600 08-12-44	Garrett, Thomas D.	S/Sgt	602 07-19-44
Bunning, Paul	T/Sgt	602 07-19-44	Garry, Jr, Frank E.	T/Sgt	603 01-02-45
Burns, John D.	S/Sgt	601 06-18-44	Gaynor, Robert	2/Lt	603 11-21-44
Burns, Wilbert Y.	Sgt	601 09-08-44	Gerguson, Allan H.	2/Lt	602 04-25-45
Butters, William	1/Lt	603 01-23-45	Glancy, Ralph	S/Sgt	603 11-21-44
Byrne, Felix	S/Sgt	600 11-30-44	Gnesin, Harold M.	2/Lt	602 06-25-44
Campbell, Robert G.	1/Lt	601 11-02-44	Goesel, Edward B.	T/Sgt	601 06-18-44
Campbell, William	Capt	603 01-23-45	Gonser, Billy G.	1/Lt	602 09-12-44
Carlisle, Jr, Albert S.	Sgt	603 03-02-45	Gooden, Marvin L.	T/Sgt	603 02-03-45
Carrado, Peter D.	S/Sgt	603 05-24-45	Goodman, Richard S.	S/Sgt	602 09-12-44
Chandler, James E.	T/Sgt	601 10-23-44	Gray, Judson F.	Maj	603 05-24-44
Christensen, Donald	T/Sgt	601 05-24-44	Groncki, Gregory G.	S/Sgt	602 07-19-44
Christensen, Donald R.	2/Lt	603 03-02-45	Gruette, Gerald O.	T/Sgt	603 07-13-44
Clark, Marvin	S/Sgt	603 11-21-44	Gurba, Elmer G.	Sgt	603 03-02-45
Clark, Thomas A.	1/Lt	600 04-08-45	Gustafson, John V.	2/Lt	603 03-02-45
Clifton, Clinton B.	2/Lt	600 09-10-44	Haberman, Louis	1/Lt	603 05-24-44
Cline, Glen H.	S/Sgt	603 01-01-45	Halbert, John R.	F/O	602 04-25-45
Clinesmith, Genef	2/Lt	602 03-09-45	Halter, Ralph L.	1/Lt	601 06-18-44
Cohn, Melvin	T/Sgt	603 11-02-44	Hamilton, Marion B.	S/Sgt	600 04-08-44
Colbert, Donald	Cpl	603 09-08-44	Hamrick, Jack	T/5 814ENG	08-18-42
Cole, Fred	S/Sgt	603 11-21-44	Hansard, Jr, V.A.	1/Lt	600 11-25-44
Coleman, Lamar Q.	Stg	600 04-08-44	Harper, Clarence H.	T/Sgt	603 02-03-45
Colgan, Robert H.	T/Sgt	603 02-03-45	Harrison, Leonard D.	S/Sgt	600 08-08-44
Comer, Roger D.	2/Lt	600 05-19-44	Harrod, Franklin D.	2/Lt	600 12-24-44
Cone, Frederick B.	T/Sgt	600 05-19-44	Hart, Earl K.	2/Lt	602 07-19-44
Connolly, Harry J.	2/Lt	602 10-28-44	Hastings, Kenneth S.	1/Lt	603 11-21-44
Coulson, James B.	Sgt	601 11-26-44	Hawkins, Dallas A.	2/Lt	602 07-19-44
Cranston, Jr, Lyman N.	2/Lt	602 09-12-44	Helbig, Herbert A.	T/Sgt	600 11-30-44



**LORRAINE CEMETERY AT
398th TOUR PARTY TO VISIT**

The 398th Bomb Group, on various overseas tours since 1944, has visited numerous cemeteries in Europe where comrades have been buried or reinterred. The group visited Cambridge, Ardennes, Henri-Chapple, Netherlands, Luxembourg, and St. Avold, France.

On June 8, members of the Germany-England Tour will make a floral presentation and service. Later, the tour will also visit other European cemeteries remain "home" to ninety-nine 398th Bomb Group missing. Others of the 296 who were killed in action were reinterred at St. Avold, France.

Hess, Ralph C.	S/Sgt	601 07-08-44	Kruse, Walter J.	1
Heustess, Joe	T/Sgt	602 04-25-45	Kucharski, LeRoy	9
Hochadel, James F.	S/Sgt	603 08-08-44	L'Estrange, Jr, Thomas A.	1
Hoffman, William H.	2/Lt	601 05-24-44	603 02-03-45	
Honaker, Jr, James R.	2/Lt	600 02-22-45	Leach, Marvin F.	9
Hopp, Raymond C.	2/Lt	600 07-07-44	Lehner, Robert W.	1
Howell, Charles	1/Lt	603 11-21-44	Lentz, Jr, Ralph H.	1
Hunter, Jr, Frank P.	Col 398HQ	01-23-45	Lescale, Clement A.	9
Iaconis, Frank	S/Sgt	601 11-26-44	Letts, Charles	1
Ingram, John W.	1/Lt	601 05-24-44	Lewandowski, William J.	2
James, Earl C.	1/Lt	603 01-17-44	Leydon, John	1
Jenkins, Robert W.	Sgt	600 05-19-44	Liby, Loren S.	0
Johnson, Clib L.	T/Sgt	603 11-21-44	Logan, William G.	9
Johnson, Roy	T/Sgt	600 08-08-44	Loomis, Jr, John A.	1
Jones, Donald J.	2/Lt	600 04-10-45	Love, William H.	2
Jones, William G.	Sgt	603 11-03-44	Lovelace, Dane	1
Kasch, Wallace E.	S/Sgt	600 04-18-45	Loveland, Clinton L.	1
Kelly, Thomas D.	S/Sgt	601 05-24-45	Lovingfoss, Norman K.	1
Kempner, Saul J.	2/Lt	600 08-12-44	Luckie, Jr, Marvin Y.	9
Kennedy, Cecil E.	T/Sgt	600 08-12-44	Luna, James E.	2
Kennedy, Charles R.	S/Sgt	603 10-15-44	MacArthur, John S.	1
Khoury, Charles L.	1/Lt	603 10-15-44	Manos, Thomas	F
Kiernan, James P.	1/Lt	603 01-17-44	Mayfield, Robert	1
King, Warren L.	2/Lt	603 01-01-45	McAfee, James W.	2
Kiska, Joseph J.	T/Sgt	602 12-30-44	McCain, Paul	1
Klawinski, Casimer P.	S/Sgt	603 01-17-44	McCorkindale, Donald J.	2
Klein, Sherman S.	S/Sgt	600 04-08-45	McLean, Charles B.	9
Kline, Theodore A.	2/Lt	601 04-13-45	Meyran, William C.	1
Knight, Albert W.	S/Sgt	600 08-12-44	Miller, Walter E.	9
Kraviv, Harry	Capt	601 06-18-44	Mitchell, James R.	2
Kressenberg, John K.	1/Lt	600 08-08-44	Mizerski, Edward J.	9

398th HONORED DEAD

296 Remembered



ST. AVOLD, FRANCE
Visit Here on June 8

1982, has taken the opportunity to visit many of the cemeteries remembered on Walls of the Missing. These would include Verdun, Meuse, and Normandy. Make a stop at the Lorraine American Cemetery and Memorial located there, and the visitors will pay their respects with a stop at Ardennes in Belgium and Cambridge in England. Members, either buried or remembered on Walls of the Missing, returned home for burial.

Lt	601 07-08-44	Moore, Jr, Carlton C.	Capt	603 10-15-44
Sgt	603 11-02-44	Morales, Uvaldo G.	S/Sgt	601 05-24-44
		S/Sgt Mullendore, Edward L.	S/Sgt	602 09-12-44
		Munroe, Jr, George C.	2/Lt	600 04-08-45
	602 09-12-44	Nachtwey, Paul A.	2/Lt	602 12-29-44
Lt	603 11-21-45	Newman, Herbert H.	1/Lt	603 11-02-44
Lt	603 01-23-45	O'Neal, Ira L.	2/Lt	600 05-19-44
Sgt	600 04-08-45	Osteen, Richard T.	1/Lt	600 08-08-44
Lt	603 01-23-45	Ostrow, Harry	2/Lt	603 03-02-45
Lt	603 03-14-45	Paget, Peter L.	2/Lt	603 01-17-44
Lt	603 11-21-44	Papajohn, George C.	S/Sgt	601 07-08-44
ol	600 09-10-44	Parr, Jr, Leo R.	Sgt	603 03-14-45
Sgt	603 02-03-45	Passmore, Milton	S/Sgt	603 11-21-44
Lt	602 07-19-44	Paxton, Max W.	S/Sgt	600 04-10-45
Lt	603 03-02-45	Pennell, Ernest L.	S/Sgt	600 05-30-44
Lt	600 07-16-44	Perry, Anthony J.	S/Sgt	603 11-02-44
Sgt	601 06-18-44	Petrauskas, Victor C.	S/Sgt	603 10-15-44
Lt	602 11-10-44	Phelps, Bruce E.	2/Lt	603 02-03-45
Sgt	603 02-03-45	Pinson, Milford	S/Sgt	602 10-28-44
Lt	600 02-22-45	Plantz, Kenneth J.	Sgt	603 03-02-45
Lt	603 08-04-44	Powell, Perry E.	1/Lt	603 02-03-45
O	603 01-02-45	Pozder, Thomas S.	S/Sgt	601 11-26-44
Sgt	603 01-23-45	Price, Joseph M.	T/Sgt	601 11-26-44
Lt	600 04-10-45	Prichard, Elvin R.	S/Sgt	603 01-17-44
Lt	601 07-08-44	Register, Virgil	S/Sgt	603 11-21-44
Lt	603 11-21-44	Rich, Jr, Paul H.	1/Lt	603 11-21-44
Sgt	603 07-16-44	Rimmer, Richard	S/Sgt	601 11-26-44
Lt	603 10-15-44	Roby, George T.	T/Sgt	602 10-28-44
Sgt	603 11-21-44	Rogers, Howard	T/Sgt	603 01-23-45
Lt	601 01-20-45	Roit, Arthur	S/Sgt	600 04-10-45
Sgt	603 01-17-44	Rolfe, Benjamin G.	2/Lt	601 11-26-44

Romano, Michael A.	S/Sgt	600 08-08-44
Rose, John D.	2/Lt	601 05-24-44
Rosenblum, Charles N.	Sgt	601 09-12-44
Ross, Lowrey O.	T/4	830ENG 10-04-45
Roth, Burton H.	2/Lt	600 05-10-45
Rouch, Jack E.	Sgt	600 04-08-45
Sauer, John D.	2/Lt	603 09-08-44
Scales, Jr, William J.	2/Lt	601 12-24-44
Schaupp, Dale J.	Sgt	600 05-19-44
Schmidt, Arthur P.	S/Sgt	601 11-26-44
Schultz, Murray J.	2/Lt	603 08-04-44
Searl, Charles J.	1/Lt	600 08-12-44
Seltzer, Phillip A.	2/Lt	602 10-28-44
Shafer, Harry	Cpl	602 05-08-44
Shumate, William	S/Sgt	603 01-23-45
Simons, Charles L.	Sgt	601 08-08-44
Slade, Lewis G.	2/Lt	602 10-28-44
Snyder, Leonard W.	2/Lt	603 03-14-45
Somers, James H.	Sgt	602 09-12-44
Stegell, William R.E.	S/Sgt	600 03-18-45
Stein, Charles H.	S/Sgt	600 11-30-44
Stewart, Robert A.	S/Sgt	602 12-30-44
Stizzo, Sidor P.	S/Sgt	603 05-24-44
Stravinski, Maynard	2/Lt	603 01-02-45
Stritch, Joseph F.	T/Sgt	602 02-03-45
Stuart, Robert R.	2/Lt	603 11-21-44
Sudborough, Gordon	T/Sgt	602 07-19-44
Teague, Giles L.	1/Lt	602 12-30-44
Thomas, Andrew R.	1/Lt	603 03-15-45
Thompson, Thomas L.	1/Lt	600 05-30-44
Thornton, Raymond A.	2/Lt	601 07-08-44
Tichenor, Felix H.	Sgt	600 04-10-45
Trantham, Richard S.	Sgt	600 09-10-44
Tull, William S.	S/Sgt	603 10-15-44
Tuttle, Francis E.	S/Sgt	603 07-13-44
Van Luven, George N.	Sgt	602 09-12-44
Vanderlick, William J.	1/Lt	603 10-15-44
Voehring, Paul W.	1/Lt	603 05-24-44
Volkay, Arnold M.	2/Lt	602 10-28-44
Wade, Warren J.	2/Lt	601 09-08-44
Wadleigh, Thomas D.	Cpl	600 09-10-44
Wagner, Charles F.	Sgt	602 04-11-45
Walker, Charles	S/Sgt	602 04-25-45
Walker, John P.	1/Lt	602 12-30-44
Walker, Jr, Samuel T.	2/Lt	603 02-03-45
Wallace, Edwin M.	M/Sgt	602 01-10-45
Wallace, Raymond A.	2/Lt	603 07-13-44
Walsh, Lee C.	2/Lt	600 08-12-44
Warkentin, R.C.	S/Sgt	603 07-17-44
Weibel, John G.	Maj	398HQ 06-18-44
Wells, William E.	1/Lt	600 04-08-45
West, Theodore	2/Lt	603 07-13-44
Weum, Roger J.	1/Lt	600 11-30-44
White, Rufus	S/Sgt	603 03-14-45
White, Jr, Goodrich C.	2/Lt	602 09-12-44
Wickens, Bill	T/Sgt	600 04-08-45
Willis, Luther	T/Sgt	601 05-24-44
Wilson, George	2/Lt	601 07-08-44
Wilson, Orville M.	S/Sgt	600 08-12-44
Wilson, William H.	S/Sgt	600 08-08-44
Wilson, William J.	Sgt	603 07-07-44
Withrow, Jack B.	S/Sgt	602 02-03-45
Woltman, Ray R.	1/Lt	603 02-03-45
Woodward, Marlin	S/Sgt	603 05-24-44
Young, Byron O.	S/Sgt	602 04-25-45
Zasa, John L.	S/Sgt	600 11-30-44
Zook, Urie H.	S/Sgt	600 02-22-45

398th Bomb Group:

Summary Financial Report

Checkbook Balance	
January 1, 1997	\$1,377
INCOME:	
Annual Dues	5,502
FLAK NEWS	3,669
Memorial Fund	310
"In Memory Of" Fund ¹	865
Checkbook Interest	15
PX Sales	3,448
Spokane "Starter" Returned	2,000
Spokane Net Profit	718
Investment Account ²	5,184
Total Income	\$21,711
EXPENSES:	
Printing	8,467
Postage & Freight	4,126
PX Inventory	3,179
Supplies	2,159
Telephone	1,212
Misc. Expenses	620
Harrisburg "starter" ³	2,000
Total Expenses	\$21,763
Checkbook Balance	
January 1, 1998	\$1,325
Investment Account	5,255
Total All Funds	\$6,580

Notes of Interest —
¹ "In Memory Of" donors receive a specially designed certificate imprinted with the name of the designated loved one and signed by a 398th Officer.
² The Investment Account is a passbook savings account that yields better interest than the checkbook.
³ The \$2,000 "starter" money is sent to each annual reunion chairman for startup reunion business (telephone, postage, tickets, etc.)

MONUMENT FUND

The Monument Fund was created in 1982 for the perpetual care of the memorial at Nuthampstead, England. The fund is administered by a 398th Bomb Group committee, which issues funds to the American Battle Monuments Commission (ABMC) for the actual care and maintenance.

The monies are held in a "Working Capital Management Account" opened in 1993 with the Merrill Lynch brokerage firm and are invested in long-term corporate bonds yielding 8% annually.

1997 Interest Income	
November 30, 1997	\$4,614
Portfolio Market Value	
January 1, 1998	\$62,196

The Memorial maintenance is paid through March 1998.

— RALPH HALL, Treasurer



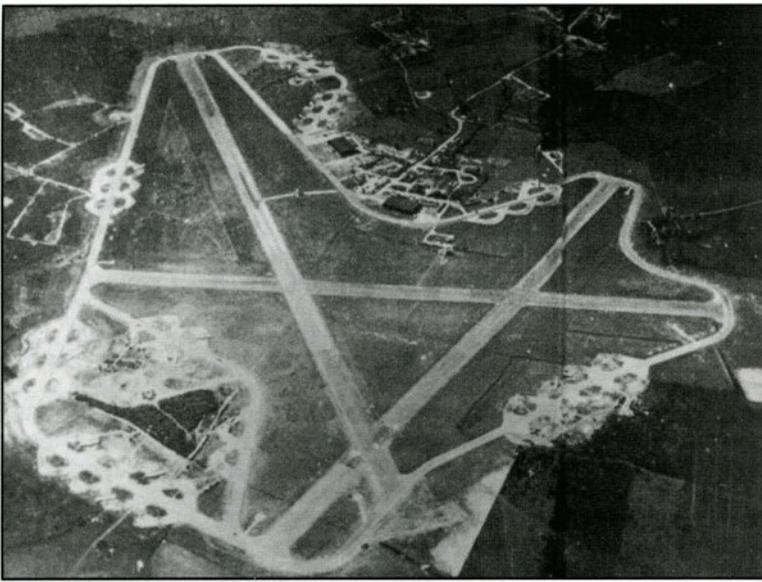
**LORRAINE CEMETERY AT ST. AVOLD, FRANCE
398th Tour Party To Visit Here on June 8**

The 398th Bomb Group, on various overseas tours since 1982, has taken the opportunity to visit many of the cemeteries in Europe where comrades have been buried or remembered on Walls of the Missing. These would include Cambridge, Ardennes, Henri-Chapple, Netherlands, Luxembourg, and Normandy.

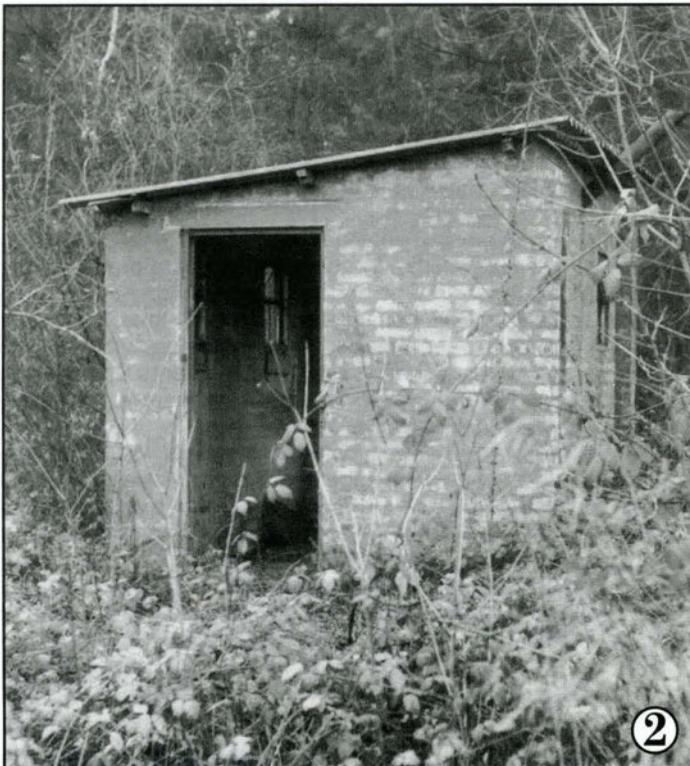
On June 8, members of the Germany-England Tour will make a stop at the Lorraine American Cemetery and Memorial at St. Avold, France. There are eighteen 398th airmen buried there, and the visitors will pay their respects with a floral presentation and service. Later, the tour will also stop at Ardennes in Belgium and Cambridge in England.

European cemeteries remain "home" to ninety-nine 398th members, either buried or remembered on Walls of the Missing. Others of the 296 who were killed in action were returned home for burial.

Hess, Ralph C.	S/Sgt	601 07-08-44	Kruse, Walter J.	1/Lt	601 07-08-44	Moore, Jr, Carlton C.	Capt	603 10-15-44
Heustess, Joe	T/Sgt	602 04-25-45	Kucharski, LeRoy	S/Sgt	603 11-02-44	Morales, Uvaldo G.	S/Sgt	601 05-24-44
Hochadel, James F.	S/Sgt	603 08-08-44	L'Estrange, Jr, Thomas A.		S/Sgt	Mullendore, Edward L.	S/Sgt	602 09-12-44
Hoffman, William H.	2/Lt	601 05-24-44	603 02-03-45			Munroe, Jr, George C.	2/Lt	600 04-08-45
Honaker, Jr, James R.	2/Lt	600 02-22-45	Leach, Marvin F.	Sgt	602 09-12-44	Nachtwey, Paul A.	2/Lt	602 12-29-44
Hopp, Raymond C.	2/Lt	600 07-07-44	Lehner, Robert W.	1/Lt	603 11-21-45	Newman, Herbert H.	1/Lt	603 11-02-44
Howell, Charles	1/Lt	603 11-21-44	Lentz, Jr, Ralph H.	1/Lt	603 01-23-45	O'Neal, Ira L.	2/Lt	600 05-19-44
Hunter, Jr, Frank P.	Col	398HQ 01-23-45	Lescale, Clement A.	S/Sgt	600 04-08-45	Osteen, Richard T.	1/Lt	600 08-08-44
Iaconis, Frank	S/Sgt	601 11-26-44	Letts, Charles	1/Lt	603 01-23-45	Ostrow, Harry	2/Lt	603 03-02-45
Ingram, John W.	1/Lt	601 05-24-44	Lewandowski, William J.	2/Lt	603 03-14-45	Paget, Peter L.	2/Lt	603 01-17-44
James, Earl C.	1/Lt	603 01-17-44	Leydon, John	1/Lt	603 11-21-44	Papajohn, George C.	S/Sgt	601 07-08-44
Jenkins, Robert W.	Sgt	600 05-19-44	Liby, Loren S.	Cpl	600 09-10-44	Parr, Jr, Leo R.	Sgt	603 03-14-45
Johnson, Clib L.	T/Sgt	603 11-21-44	Logan, William G.	S/Sgt	603 02-03-45	Passmore, Milton	S/Sgt	603 11-21-44
Johnson, Roy	T/Sgt	600 08-08-44	Loomis, Jr, John A.	1/Lt	602 07-19-44	Paxton, Max W.	S/Sgt	600 04-10-45
Jones, Donald J.	2/Lt	600 04-10-45	Love, William H.	2/Lt	603 03-02-45	Pennell, Ernest L.	S/Sgt	600 05-30-44
Jones, William G.	Sgt	603 11-03-44	Lovelace, Dane	1/Lt	600 07-16-44	Perry, Anthony J.	S/Sgt	603 11-02-44
Kasch, Wallace E.	S/Sgt	600 04-18-45	Loveland, Clinton L.	T/Sgt	601 06-18-44	Petrauskas, Victor C.	S/Sgt	603 10-15-44
Kelly, Thomas D.	S/Sgt	601 05-24-45	Lovingfoss, Norman K.	1/Lt	602 11-10-44	Phelps, Bruce E.	2/Lt	603 02-03-45
Kempner, Saul J.	2/Lt	600 08-12-44	Luckie, Jr, Marvin Y.	S/Sgt	603 02-03-45	Pinson, Milford	S/Sgt	602 10-28-44
Kennedy, Cecil E.	T/Sgt	600 08-12-44	Luna, James E.	2/Lt	600 02-22-45	Plantz, Kenneth J.	Sgt	603 03-02-45
Kennedy, Charles R.	S/Sgt	603 10-15-44	MacArthur, John S.	1/Lt	603 08-04-44	Powell, Perry E.	1/Lt	603 02-03-45
Khoury, Charles L.	1/Lt	603 10-15-44	Manos, Thomas	F/O	603 01-02-45	Pozder, Thomas S.	S/Sgt	601 11-26-44
Kiernan, James P.	1/Lt	603 01-17-44	Mayfield, Robert	T/Sgt	603 01-23-45	Price, Joseph M.	T/Sgt	601 11-26-44
King, Warren L.	2/Lt	603 01-01-45	McAfee, James W.	2/Lt	600 04-10-45	Prichard, Elvin R.	S/Sgt	603 01-17-44
Kiska, Joseph J.	T/Sgt	602 12-30-44	McCain, Paul	1/Lt	601 07-08-44	Register, Virgil	S/Sgt	603 11-21-44
Klawinski, Casimer P.	S/Sgt.	603 01-17-44	McCorkindale, Donald J.	2/Lt	603 11-21-44	Rich, Jr, Paul H.	1/Lt	603 11-21-44
Klein, Sherman S.	S/Sgt	600 04-08-45	McLean, Charles B.	S/Sgt	603 07-16-44	Rimmer, Richard	S/Sgt	601 11-26-44
Kline, Theodore A.	2/Lt	601 04-13-45	Meyran, William C.	1/Lt	603 10-15-44	Roby, George T.	T/Sgt	602 10-28-44
Knight, Albert W.	S/Sgt	600 08-12-44	Miller, Walter E.	S/Sgt	603 11-21-44	Rogers, Howard	T/Sgt	603 01-23-45
Kravif, Harry	Capt	601 06-18-44	Mitchell, James R.	2/Lt	601 01-20-45	Roit, Arthur	S/Sgt	600 04-10-45
Kressenberg, John K.	1/Lt	600 08-08-44	Mizerski, Edward J.	S/Sgt	603 01-17-44	Rolfe, Benjamin G.	2/Lt	601 11-26-44



The old airfield at Station 131 (left) has pretty much disappeared into history, but some of the buildings still remain, as photographed by Friends of the 398th Geoff Rice and Les Dear. No. 1 was the Gas Clothing & Respirator Store. No. 2 Bomb Dump Guard Station. No. 3 Bombing Teacher. No. 4 Pototechnic Storage. No. 5 Sand & Salt Store. No. 6 FireTender Shelter. All the buildings have been put to use by the current owners. Members of the England Tour party will see these while visiting Station 131 in June.



Assembling The 8th

Continued from Page 4.

first thing you would see when breaking out of the clouds was a sky filled with pyrotechnics. Now you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare, with the lead plane, which then made it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show in the skies over England in the morning when the 8th was assembling was a rare sight to behold.

The order of progression for assembling the 8th Air Force was first to assemble the Flight elements, the Squadrons, the Groups, the Combat wings, the Division, and finally the Air Force.

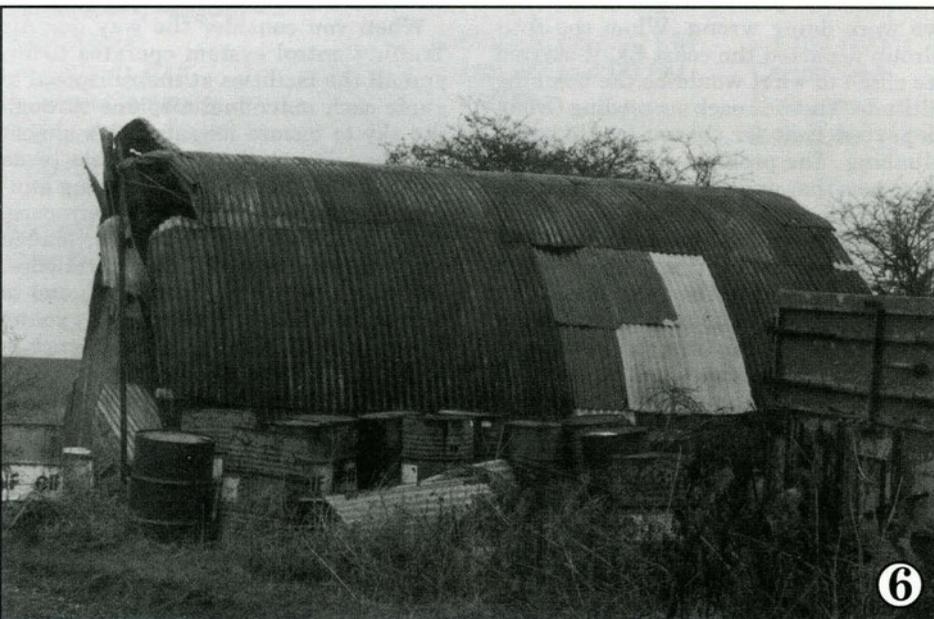
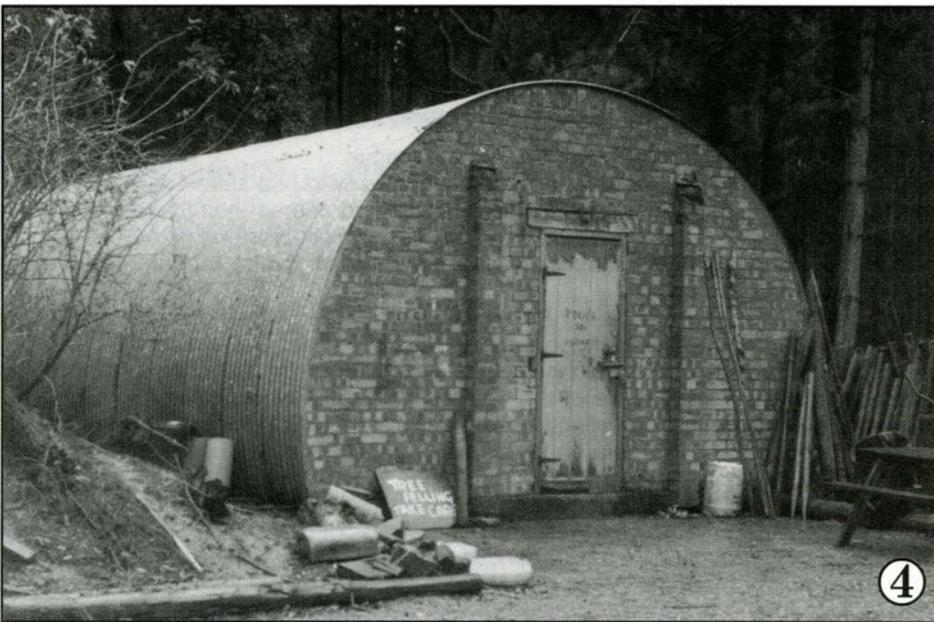
As soon as the Squadron elements were formed, the others would take up their positions on the lead element to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation. This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1000 feet and, after getting into Group formation, would maintain their positions by following the lead Squadron.

It was not necessary to get into the Combat Wing formation. We were in the 13th Combat Wing which consisted of three Bomb Groups: the 95th, the 100th, and the 390th. Whichever Group was leading the Wing that day would arrive over a pre-selected point at a precise time and heading. Thirty seconds later, the second Group would pass that fix, followed by the third Group, 30 seconds later. We were now in Combat Wing formation. The navigators in the lead airplanes had a tremendous responsibility to ensure that the rendezvous times were strictly adhered to.

There were three Divisions in the 8th: the first, second, and third. The first and third consisted of B-17's only and the second of B-24's. The B-24's were faster than the B-17's, but the B-17's could fly higher, therefore, the two were not compatible in formation. As a result, the first and third would fly together and the second would fly separately.

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Division. This was usually accomplished at the "coast pit" — a city on the coast selected as the departure point fix. The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast departure

Continued on Page 10.



1945 ★ 1995

50th Anniversary Of Czech Liberation

The witnesses of events of a half a century past agree that there has not been a more beautiful month and a year for the last five decades. They say that since that time lilac hasn't sent out more intoxicating perfume of spring, and the rain, showers have not offered more hope for the abundance of daily bread. The month was May, the year was 1945, the place was the Czech homeland.

Perhaps only the French, after the long, seemingly never ending occupation, greeted the liberating allied armies with the same level of heartfelt enthusiasm as did the oppressed Czechs. The people of this country had listened for the advancement of the liberators on the then illegal foreign broadcasts and waited impatiently for their turn to greet the long awaited fighters for freedom. General Patton had at his disposal about 150,000 of such soldiers to help him carry out his military operations in West Bohemia.

The first American reconnaissance units had penetrated the Czech territory at the end of April 1945. The first larger Czech town of Cheb was liberated by the members of the 97th infantry units on April 25, 1945. People in every town, village and in remote Sumava settlements greeted with open hearts the "boys" from the other end of the world even though they could not under-

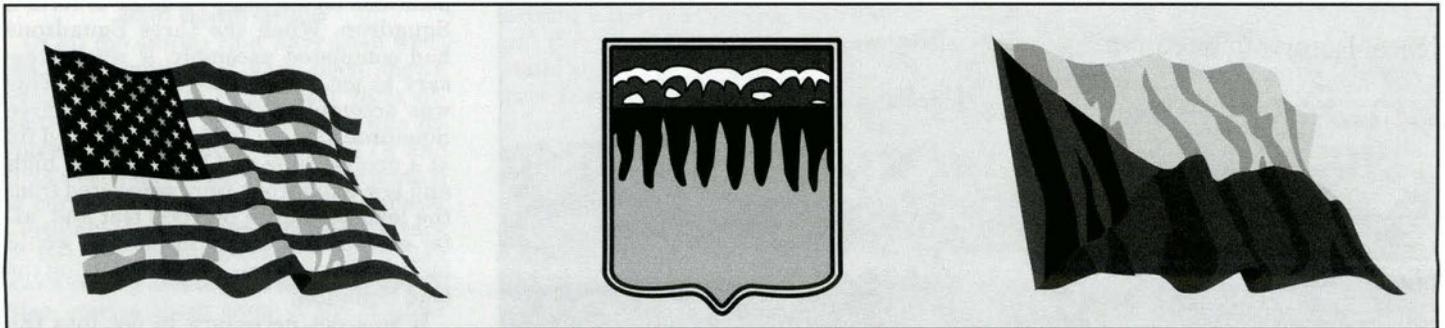
stand those boys' mother tongue.

The liberated Czech peoples who had suffered immensely by the World War II deprivation had offered their liberators all they could, the little they had, as the most precious gifts — all that for freedom from enslavement and with the traditional Czech hospitality.

The happy Pilseners, waving their arms and flags ceaselessly, gave their due to the soldiers of the 16th Armored Division on May 6, 1945. On the same day, the advancing 12th Corps reached the left shore of the Vltava River near Ceske Budejovice. However, the liberating allied armies did not reach Prague. They had halted on orders on the demarcation line just two hours away from the ages old "Mother of Cities..."

All in all, ten armored and infantry divisions shared in the liberation of the West and Southwest Bohemia. In their ranks there fought many an experienced and hardened veteran from battlefields of North Africa and Normandy, as well as soldier novices — both of whom lived their first and last hell of war on the Czech territory. It was there that the greatest world tragedy ended for all.

FROM "HEAVEN" WE SHARED IN YOUR LIBERATION FROM "HELL"



Assembling The 8th Air Force Armada Was A Monumental Task

Continued from Page 9.

point to assume that position in the Division formation. The lead Group in the Division which had been selected to lead the 8th on the mission would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed that point, the second Wing would fall in trail, and so on, until all Combat Wings were flying in trail, and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point, and the Combat Wings in the Division would follow the same procedure to get in formation. When all of its Combat Wings were in trail, the 8th Air Force B-17 strike force was formed and on its way to the target. At the same time the second Division B-24's were assembling in a similar manner and also departing to their target.

A major problem that presented itself on each mission was that the bomber stream was getting too stretched out. It was not uncommon for the headlines in stateside newspapers — in trying to show the strength of our Air Force — to state how the first group of bombers were bombing Berlin while the last Group was still over the English Channel. It made great headlines but it was a undesirable

situation. It meant that the Groups were out of position and not keeping the proper separation. Furthermore, it was almost impossible to catch up and get back in the desired formation. This made the entire bomber stream more vulnerable to fighter attacks.

Finally, our planners figured out what we were doing wrong. When the first Group departed the coast fix, it started its climb to what would be the bombing altitude. Then, as each succeeding Group departed that fix, it too would start climbing. The problem with this procedure was that as soon as the first Group started its climb its true airspeed would start to increase and it would encounter different wind velocities. Now it would pull away from the Group in back of it, and the stretch-out of the bomber stream would begin. By the time the last Group had reached the coast out to start its climb, the first Group would be leveled off, with a true airspeed approaching 250 miles per hour, and the bomber stream would be really stretching out.

The fix to this problem that had been frustrating the bomber crews for so long was pretty simple. We would no longer start climbing at the coast out but, instead, at a designated time all Groups

would start climbing, irrespective of position. This meant that we all would have similar true airspeeds and be influenced by the same winds aloft. That took care of the problem. It was still possible for a Group to be out of position because of poor timing, but the entire bomber stream wouldn't get all stretched out.

When you consider the way our Air Traffic Control system operates today, and all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it's almost unbelievable that we were able to do what we did. To think of launching hundreds of airplanes, in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence, and no control from the ground, and to do it successfully day after day, by young aircrews, with minimum experience is absolutely mind boggling.

The accomplishments of the 8th Air Force will be reviewed by historians from now on. There will never be another air armada to compare. I feel confident that they will never cease to be amazed at our ability to assemble hundreds of heavy bombers, under the conditions we faced into the devastating strike force we now fondly refer to as "The Mighty Eighth."

BRIEF-things

The 398th men who were wounded in combat, and also had the misfortune of winding up in PW camps, did not get their names on the group's Purple Heart listings or on the FLAK NEWS list published last October; **Jack Madlung** was one of those (Merseburg, November 21, 1994) but he pursued his quest with the government and received his medal and certificate in 1995 ... **Les Veley** was laid to rest last year under a headstone bearing an engraving of a B-17 ... thanks to all those widows who notified FLAK NEWS that they wish to remain on the mailing list; **Evelyn Comstock** made it quite clear — "Don't you dare take my name off the mailing list!" ... now, if we could only get that kind of action from the people who move but never inform us ... many thanks to **Les Dear** and **Geoff Rice** for providing the photos of the buildings on the old base ... Station 131 historian **Vic Jenkins** was hoping to come to Harrisburg and show his collection of slides, but ill health will keep him home ... **Les & Geoff** have been working on a compilation of all the B-17's that came in and out of Nuthampstead during the war; if they're looking for 43-38064 they'll find it at the Heritage museum in white marble inscribed with the names of **Wally Blackwell** and his 601 crew ... **Roger Freeman's** new book, "Mighty Eighth Warpaint & Heraldry," features a cover with the 603 Squadron "Pegleg Pete" bulldog emblem; and his "Mighty Eighth in Color" has a picture of the 398th's logo, "Clearing and Colder" ... before he died this year, **Bill Hineman** sent along a couple of stories from Buffalo, New York, newspapers telling of the Aluminum Overcast's visit; **Larry Paul** was also there to offer first hand comments about the Fort to the delight of the 1,000 kids and adults who came to look (and hear) ... **Bill Engle** will be right at home in Harrisburg, having grown up in nearby Hershey (yes, we're going to visit the chocolate factory) ... the **Engles** also want you to know that the Army Air Corps song was written in 1939 by a pilot named **Robert Crauford** (while flying his plane) ... **Bill Frankhouser** wrote a terrific book on his 398th "Odyssey," but he also has two other credits, "Gasless Combustion Synthesis of Refractory Compounds" and "Advanced Processing of Ceramic Compounds," ... **George Allen** purchased B-17 sweatshirts for nine members of his extended family last Christmas, so they are all ready to come aboard as a full, "uniformed" crew if he decides to take them all for an Aluminum Overcast ride some day ... like others in our group, **Ralph Trout** took special notice of the ever-expanding numbers in our Taps list; he also took special notice of **Harold Stallcup's** "Idle Memories" story ... the Czech "Final Air Missions" story on Page 5 will surely spark great interest among our many friends in Pilsen, like **Kratky, Kohout, Piskacek, Janecek, Faniokova, Raboch** and **Prosek** ... yes, there were two airmen named **Robert C. Carter** in the 398th, one in the 600th (tailgunner) and one in the 602nd (co-pilot); and the one living in Roseau, Minnesota (co-pilot) is NOT the one listed in the January Taps list ... and thanks to **Ralph Ambrose** for those excellent photos from England which appeared in the January FLAK NEWS ... Historian **Dallas Ebest** can now be reached by e-mail ... if you can part with any identified photos taken at Station 131, like air crews, etc., bring them to Harrisburg or mail to **Howard Traeder**, West Allis, WI 53219-2820; these will go to our Friends in England **Thomas Bewley**, our young reunion chairman in Harrisburg, is a com-puter programmer consultant (and single) so be patient if you try to reach him by phone ... other 398th men living hear Harrisburg include **Wayne Doerstler** and **Ralph Loss** (Lancaster), **Michael Robinson** (Camp Hill), **Ken Bachman** (York), **James Ryan**, **Peter Codan** and **Janet Sheely** (Mechanicsburg), and **Eugene Minchoff** (Quarryville) ... the storied 306th Bomb Group only this year purchased the plot of land under their monument in Thurleigh (the 398th received its Nuthampstead deed in 1988) ... when you send in your dues, be sure to note if your telephone Area Code has changed ...

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 _____

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 to 398th Bomb Group Association PX (US funds).

Mail to: Joe Joseph

New Smyrna Beach, FL 32168-6168

Members Support New Dues

Members living in the East and Northeast proved last quarter that 398th members would support the new \$10 dues program. This time around those living in the South and a few Mid-West states have the opportunity to show similar support. Dues envelopes have been included in FLAK NEWS for the following states — North & South Carolina, Florida, Georgia, Alabama, Mississippi, Kentucky, Tennessee, Missouri, Arkansas, Louisiana, Kansas, Oklahoma, Iowa, Nebraska, and North & South Dakota.