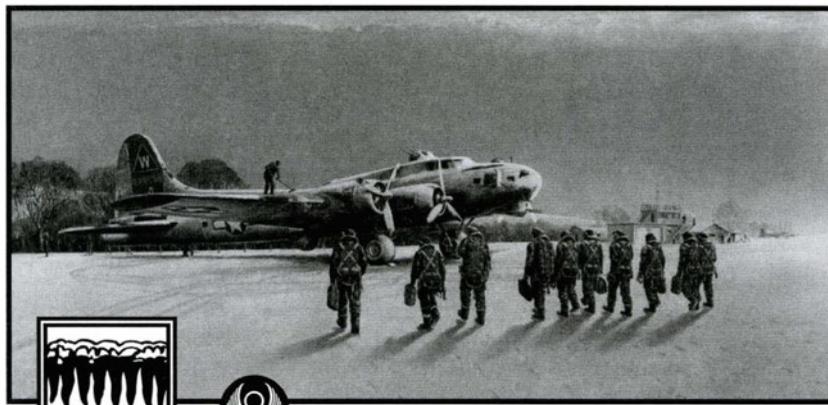




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398th BOMB GROUP MEMORIAL ASSOCIATION • 8th AIR FORCE • 1st AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 17 NO. 1

FLAK NEWS

JANUARY 2002

Readers Send in Remembrances

Our Data Coordinator, Lee Anne Bradley, asked members to contribute stories from their days with the 398th Bomb Group. She received many replies, and some of these are printed in this issue of FLAK NEWS.

Look for these under the general heading of "398th Remembrance."

Many New Names Added To Taps List

The annual FLAK NEWS "Taps List" appears in this issue on Pages 7-8-9. As one might expect, the additions from last year are many. No less than 55 new names have been added. These are the known names of those members who have passed on since returning home from World War II.

Troopship Tour Members Will Visit Madingley

It is called the "Troopship Tour" because next June's England Tour will return home via the Queen Elizabeth 2 luxury liner (contrasting the less luxurious ocean crossings of 1944 & '45). However, an important "land locked" stop will be at the Cambridge American Military Cemetery near Cambridge. See the photo of the Madingley grounds on Page 4 and the accompanying tour story on Page 3.



One More Time

SHARON KRAUSE will again be the Reunion Chairman when the 398th has its next reunion — September 25-28, 2002, in Portland, Oregon. Sharon was at the helm last year in St. Paul, thus making her the first "repeater" in the 19-year 398th reunion history.

'Spectacular' Is Promise For Reunion In Portland

OK, so you are still dwelling on last year's reunion in St. Paul, Minnesota. Turn around now and begin looking westward to Portland, Oregon.

It's not too early to plan the 2002 Reunion—Wednesday, Thursday, Friday and Saturday, September 25-26-27-28, 2002. A beautiful time of the year in the Pacific Northwest.

It will be the 19th annual reunion, dating back to the first "independent" reunion in Rapid City, SD, in 1984. And if you include the eight meetings previously held in conjunction with the 8th Air Force Historical Society starting in 1976, Portland will mark the 27th gathering of the 398th Bomb Group membership.

(There were 36 members represented at the first meeting in Dayton, Ohio, where the late Bill Comstock was elected president and continued to serve for 20 years).

No less than three "forays" have been made to the Oregon site by the reunion committee, giving assurance that the meeting will be "spectacular."

SPECTACULAR because the 398th will "star" in a special presentation of "World War II B-17 Veterans" at the fabulous new Evergreen Aviation Museum home of the Hughes Flying Boat (Spruce Goose). And also the home of three dozen World War II Warbirds, including a beautifully restored B-17.

A P-51, Ford Tri-Motor and Stearman trainer will be available for flights (\$) from the airfield across the highway from the Evergreen Museum.

Prices for Warbird flights will be an-

Continued on Page 2

Presidential Potpourri:

More Good 398th Years To Come

This is to wish everyone a Happy and Healthy New Year!

The good news is that with our recent economy moves and the serious emphasis on dues paying, we have the 398th Association in a stable financial situation. Now, let us continue to prosper and have a few more years left in the 398th spirit. A few other news items approved by the membership at the last reunion —

We now have a two disk CD-ROM set of vital 398th historic data for sale. (See Page 3)

We have updated the 398th By-laws to include the Group Data Coordinator and E-mail Manager positions. The elected position of Contact Officer was converted to an appointed position. The action keeps George Hilliard as our Contact Officer. We sure missed you at the St. Paul reunion George!

We have used the balance of the funds received for the installation of our Mighty Eighth Museum monument to install a \$2500 chandelier in the Chapel now under construction there. This closes out that project's bank account and ends this major 398th accomplishment.

Those delinquent in 398th dues for more than a year will receive a warning notice before being removed from the FLAK NEWS mailing list.

Be sure to review our Treasurer's report shown elsewhere.

We also continue to prosper with the Nuthampstead Monument Fund investment portfolio which has not experienced the recent market difficulties.

Our decision to use the services of Armed Forces Reunions for our September 2002 annual reunion has been terminated in a friendly manner. AFR's difficulties included the Post Office regulation that prohibits the mailing of "forms of profit-making businesses in non-profit organization publications". Allen will coordinate the reunion as always and Sharon Krause will serve as the Portland reunion chairman.

We must recruit for the Group Secretary position. We reluctantly accepted the resignation of Harold Stallcup as our Group Secretary, effective at the Portland reunion. Thank you, Harold, for your years of outstanding service! A vacancy "advertisement" is shown elsewhere. (Page 9)

Perhaps the most heartwarming event of recent months was the e-mail message I received from Peggy Wells on Thanksgiving Day that the Stars and Stripes were flying proudly that morning on the flagpoles at our Memorial Monument and at the center of the field. Honestly, I could really see them there! Thank you, Peggy!

WALLY BLACKWELL
President, 398th Bomb Group

"Easterners" On Dues List

The "Easterner" members of the 398th Bomb Group have the privilege this quarter of supporting the Association with their dues, which are \$20 for the year.

Members living in the following states should have "dues inserts" in FLAK NEWS — Maine, Vermont, New Hampshire, Massachusetts, Pennsylvania, Connecticut, New York, New Jersey, Rhode Island, Maryland, Virginia, West Virginia and Washington DC. The dues should be sent to our Dues Manager, James Haas, PO Box 163, Perry, IA 50220-0163.

This also includes those members living "off shore," even if a dues notice does not happen to be included.

Our "Friends of the 398th" are also invited to participate in the dues program. UK Friends may send their £10 to Barry Tyler, Buntingford, Herts, SG9 0BN, England.

398th BOMB GROUP Summary Financial Report January 2001 - December 2001

Income:

Flak News Donations	\$5,365
Membership Dues	13,732
Memorial Fund	25
Anstey Window	600
P.X. Sales	4,200
Reunion Profit	2,370
"Memory Of" Fund	130
Miscellaneous Income	243
Total Income	\$26,665

Expenses:

Flak News Publication	\$13,855
P.X. Restocking	1,983
Postage and Delivery	398
Printing and Reproduction	120
398th History Tape Purchase	2,901
Reunion Expenses	296
Supplies	303
Telephone	440
Gifts	150
Total Expenses	\$20,446

Net Income \$6,219

Checkbook Balance as of

December 2001

\$22,268

Nuthampstead Monument Fund

Portfolio Market Value as of

December 2001

Interest Income 2001

The Memorial Maintenance is paid through March 1, 2002

Portland Spectacular

Continued from Page 1

nounced in coming editions of FLAK NEWS.

SPECTACULAR because the location of the reunion hotel in the Portland suburb of Klackamas includes a nearby shopping mall that will thrill the most sophisticated of shoppers. And a neighboring center that includes more than 30 restaurants.

SPECTACULAR because Portland is surrounded by mountains, forests and farms, plus snow-capped Mt. Hood and its dramatic Timberline Lodge. Tour members will not only soak up the spectacular mountain scenery, but also enjoy a special lunch at the Lodge.

SPECTACULAR because many of the tour members will opt to see Mt. St. Helens, which erupted in 1980, sending ashes half-way around the world and devastating the north side of the mountain. It has become a major tourist attraction following years of rebuilding roads and facilities to allow the stark drama of the eruption to be viewed by visitors.

SPECTACULAR because many of the 398th men will come in their A-2 jackets and squadron caps and make themselves available to talk to other visitors (including lots of school kids) about their time in World War II and in the B-17, which will be open for inspection. Some 398th members will be asked to present their wartime memories at a symposium in the Museum's Theater.

Complete Registration Forms, hotel reservation forms and additional information will be available in the April FLAK NEWS. The independent Monarch Hotel and Conference Center of Klackamas is located off Interstate 205, a Portland bypass between the Columbia River and the main north-south freeway, I-5.

The location is convenient for visiting McMinville, home of the Evergreen Museum, plus Mt. Hood and Mt. St. Helens. And not far from the Portland airport, serviced free of charge by the Monarch Hotel.

FINAL DAYS AT HAND FOR JUNE ENGLAND TOUR

The "Troopship Tour" idea seemed to have surfaced so long ago when planning for the 2002 England visit to the old base and other sites. (And the trip home via the QE-2).

But now, it's only a matter of days.

There are still several members out there who have said "we're going," but have not yet to make their deposit.

And the "final payment" for the tour is due on March 1.

Barbara Fish is conducting the business end of the tour, with Allen Ostrom the tour coordinator. Barbara can be reached for information at 1-800-423-5454.

That our English Friends are awaiting the June arrival of "the Yanks," can go without saying. Each alternate year since 1986 the Friends have looked forward to "Nuthampstead's biggest news." And not

398th History Now Available on CD-ROM

A major addition has been made to the 398th Bomb Group PX Department, administered by Joe and Rozanne Joseph.

This comes in the form of a set of two CD-ROM's and a cost of \$55.00 per set.

The "Compact Discs" were created from the original 16 mm microfilm tapes stored at Maxwell AFB. Some of these tapes have been available for many years, but never in their entirety.

They were purchased by the 398th through the efforts of president Wally Blackwell. And then electronically transferred to the CD-ROM computer system. The tapes cost \$420 and the CD-ROM transfer \$2900, thus providing the 398th with complete historical archival material AND in the form of modern technology.

The data includes most 398th history, like individual records of awards, mission reports, crew loadings, debriefing reports, etc. The set includes some 30,000 pages of original data.

Blackwell cautioned that screen images are sometimes difficult to read, and that "some work is involved in extracting information and could be difficult for some individuals to manage."

Blackwell added —

"This is a major accomplishment for the association. It ranks right up there with all the other projects we have completed to preserve 398th history for future generations."

(See Page 11 for PX items.)

only for the farming community that once housed several thousand Americans before returning to airstrips back to wheat, but also the neighboring community of Anstey.

Anstey, and ancient St. George's Church, is where "The Window" is located. Dedicated in 2000, the beautiful stained glass window depicts not only the presence of the 398th and its B-17's of World War II, but also the names of each and every member killed in action. It is reverently breathtaking.

Some things may "go without saying," as inferred above.

Others are best said, like this communication from Rick Ellis, manager of Richmond's Coaches of Barley, which will be responsible for transporting the tour members while in England —

"With all the dreadful events in New York and Washington last year, it is refreshing to know the spirit of the 398th Bomb Group remains and we all eagerly await your arrival in June."

The "troops" will be arriving in London on June 6 (departing from the states on June 5), then transported to Cambridge (via Richmond's Coaches). From there, the tour takes on some hustle, with trips to Madingley, Duxford, Nuthampstead, Anstey, and Hertford. All the while in the accompany of the Friends, who will still be patiently trying to understand the "Yanks".

And the Yanks will be patiently still trying to understand why the Brits like warm beer. Some things will never change.

The services at Station 131 and at St. George's Church, however, will require no translation as both the Yanks and the Brits understand all too well the consequences of World War II. And what might have been.

Departing Nuthampstead, the tour heads for London and three days of sightseeing before boarding the QE-2 and six days of luxury "troopshipping."

What Goes Around, Comes Around

PREFACE — In 2001 (and previous years) America opened its doors to people who later were to become known as "terrorists." They enjoyed America's freedom, its schools and ... flight academies. And then flew America's jets into the World Trade Center and Pentagon.

TEXT — Isaiah 39:1-6 (Jewish scriptures and Old Testament) — "King Hezekiah took the envoys from Babylon, who had been sent by the King of Babylon (Merodach-baladan, the son of Baladan) and showed them his treasure house, 'all my priceless treasures' ... (read on in your own book).

LESSON — (As explained by the Jewish guide to American tourists in Israel) — "The modern name for Baladan is translated to BIN LADEN."



**MEMORIAL FLAG
Flies At Station 131**

For many years there has been an American flag flying on the "tall pole" at Station 131, not far from the location of the old tower.

The pole was donated by the Friends of the 398th, while members of the 398th have provided flags all these years. Each flag flies day and night "to destruction."

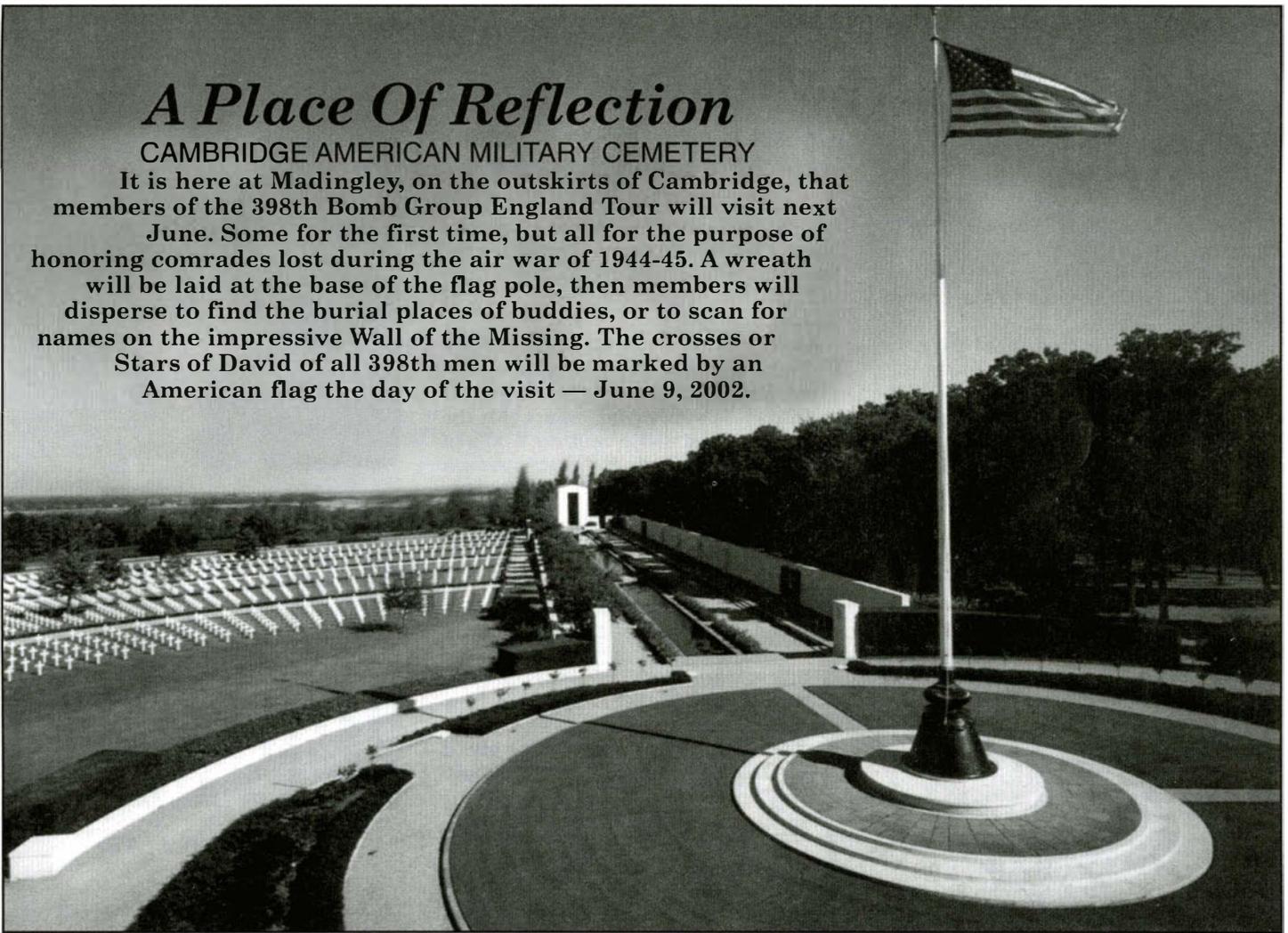
Peggy Wells, widow of the former Friends president, David Wells, monitors the program. The first flag was raised in memory of Col. Frank P. Hunter, Jr., killed in action on January 23, 1945. It was donated by his widow, Maria Hunter.

Since then, many other widows have donated flags in memory of loved ones, thus keep a flag flying full time. For more information on the flag program, contact Harold Stallcup, Forest City, NC 28043-3728.

A Place Of Reflection

CAMBRIDGE AMERICAN MILITARY CEMETERY

It is here at Madingley, on the outskirts of Cambridge, that members of the 398th Bomb Group England Tour will visit next June. Some for the first time, but all for the purpose of honoring comrades lost during the air war of 1944-45. A wreath will be laid at the base of the flag pole, then members will disperse to find the burial places of buddies, or to scan for names on the impressive Wall of the Missing. The crosses or Stars of David of all 398th men will be marked by an American flag the day of the visit — June 9, 2002.



THE FLAG:

The flag ceremony for a veteran or someone who has served his country contains 13 folds before being presented to a member of the family. And there is an important reason behind each fold, the last of which is "In God We Trust."

1. The first fold is the symbol of life.
2. The second fold is a symbol of our bond in eternal life.
3. The third fold is made in honor and remembrance of all the veterans departing our ranks who gave a portion of their lives for the defense of our country to attain peace throughout the world.
4. The fourth fold represents our weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in times of war for His divine guidance.
5. The fifth fold is a tribute to our country, for in the words of Stephen Decatur, "Our country, in dealing with other countries may she always be right, but still our country, right or wrong."
6. The sixth fold is where our hearts lie. It is with our heart that we "pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation, under God, indivisible, with Liberty and Justice for all."
7. The seventh fold is a tribute to our Armed Forces, for it is through the Armed Forces that we protect our country and our flag against all her enemies, whether they be found within or without the boundaries of our republic.
8. The eighth fold is a tribute to the one who entered into the shadow of the valley of death, that we might see the light of day, and to honor mother, for whom it flies on Mother's Day.
9. The ninth fold is a tribute to womanhood, for it has been through their faith, their love, their loyalty and devotion that the character of the men and women who have made this country great, has been molded.
10. The tenth fold is a tribute to the father, for he, too, has given his sons and daughters for the defense of our country since they were first born.
11. The eleventh fold, in the eyes of a Hebrew citizen, represents the seal of King David and King Solomon, and glorifies in their eyes, the God of Abraham, Isaac and Jacob.
12. The twelfth fold, in the eyes of a Christian citizen, represents the emblem of eternity and glorifies, in their eyes, God the Father, the Son, and the Holy Spirit.
13. The thirteenth fold is represented in the final fold and tuck in, taking on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the sailors and marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for us the rights, privileges, and freedom we enjoy today. When the flag is completely folded, the stars are uppermost, reminding us of our nation's motto — "IN GOD WE TRUST".

Ed's Note — The foregoing "flag fold liturgy" is commonly read or recited at military funerals. However, it is not endorsed by official military doctrine.

398th Remembrance: The Bomb Sight Was His Big Toe

By ROSS HOWDEN
Pilot, 603rd Squadron

It was June 19, 1944. We were on our second mission. As I jockeyed the throttles to stay tight in formation, one engine kept running over the red line. I reported this to the commander and requested permission to leave the formation where we had been "tail-end-Charlie". Permission was granted, so we left the formation and went on our own.

The target was a training airfield at Cazeaux, France. The bombardier, Charles (Chuck) Arnold, and Navigator Stephen Quinn said, "Let's find the target and get rid of these bombs."

I said, "How can we bomb without a bomb sight?" (Since we had been 'tail-end-Charlie' we didn't need one.) Chuck said, "I'll use my big toe as a bombsight so I said O.K., "Let's do it."

Quinn got us to the IP so we started the bomb run. After what seemed like several minutes, I asked "How are we doing?"

Chuck said "Give me ten degrees to the right."

I did that and what seemed again like several minutes, I asked "How are we doing?"

Chuck said "Give me another ten degrees to the right." Soon we heard "Bombs Away."

Since we had been "tail-end-Charlie", we had a camera aboard and the pictures showed that some of our bombs landed in the revetments and some on the runway.

Our route back to the base was mostly over ocean. We passed the Jersey and Guernsey Islands and wondered who controlled them. When we saw tracer bullets coming at us we knew they were not friendly.

Charles Arnold received no recognition for this, but later was promoted to a lead-bombardier and transferred to another plane. On his second mission in that capacity, the lead plane was hit. They bailed out but he was seen dead on the ground.

Another E-mail Roster For April

Sharon Krause has assumed the title of "E-mail Manager" for the 398th Bomb Group (to go with her job as the 2002 Reunion chairman for Portland).

She is now in the process of assembling a new group E-mail roster, so members are advised to check the April 2001 listing and advise her of any changes or additions.



A Moment to Remember

MARIA HUNTER, widow of 398th Bomb Group commanding officer, Col. Frank P. Hunter, Jr., was caught in a rare, dramatic moment when she visited the gravesite of her late husband, killed on a bombing mission on January 23, 1945. This took place at the Ardennes American Military Cemetery in Belgium when the England Tour members visited the continent in 1988. The photo might serve as a reminder that many 398th members have passed on since returning home from WWII. Their names are printed on Pages 6, 7, and 8.

398th Bomb Group Remembrance: Getting There And Back Was As Perilous As The Real War

By ROBERT GEIRYN
Pilot, 603rd Squadron

Much has been written about combat missions by the 398th BG in World War II, and rightly so, but the perils of flight didn't begin there or end there.

Our flight to England began as it did for many other crews who ferried a new B-17 G over the ocean. Enroute things were different.

We took off from Hunter Field, Georgia on January 31, 1945. Our ordered route would take us to Dow Field, Maine via Philadelphia, Allentown, Newburg, and Hartford. Alternate airports were listed as Fort Dix, Syracuse Army Air Base and Greneir Field, New Hampshire. An inoperative air speed indicator and bad weather forced an emergency landing at Grenier.

After the weather cleared, we proceeded to Goose Bay, Labrador, our jumping off point.

Bluie West 1, Greenland was our next stop. This was a one runway airport on a 5 degree grade located next to a lake and surrounded on three sides by mountains rising to 13,000 feet.

Our ordered time of take off from Goose Bay was late. When we approached the Greenland Coast, deteriorating weather forced us down to an altitude of 1,000 feet. We were unable to make a visual

approach to the airport. I reversed course out of the waterway to open water and climbed above the cloud cover. Tracking the radio compass we passed back and forth over the tower. After several passes and divine intervention, a small opening in the clouds came exactly as we flew over the lake. Without hesitation, I rolled over and dove straight down that 13,000 feet, pulled out at 1,000 feet made a 360 and landed. That was the only time I didn't call the tower for landing instructions.

The storm grounded us for two days. At 11:00 p.m. we were ordered out. A full moon gave us sufficient light to clear the mountains. Once on course we again entered the storm and flew the entire last leg to Blackpool on instruments.

Our last mission was also the last mission of the war in Europe - Pilsen, Czechoslovakia. After several mercy trips to evacuate POW's and a couple days to celebrate, the 398th was ordered back to the States.

To help with the movement of planes and personnel I was given the job of Weights and Balances Officer. I examined each plane for total weight and distribution of that weight.

Unfortunately, we got the only plane

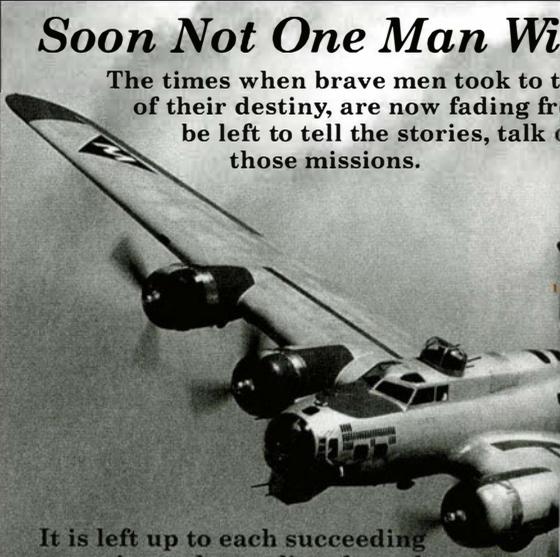
Continued on Page 9

Abernathy, John R.
 Adamak, Edward
 Adams, Eugene R.
 Adelman, Paul
 Adleman, Milo
 Agnew, Harry
 Agnew, Robert
 Alderson, Richard
 Alexander, Claude
 Allare, John
 Allen, George E.
 Altman, Frank
 Alves, Alfred
 Amer, Jerry
 Anaya, Alfredo
 Anderson, Allen C.
 Anderson, Emil
 Anderson, Frank
 Anderson, Ralph
 Anderson, Roy L.
 Anderson, Russell M.
 Anderson, William G.
 Andreko, Andrew
 Andrews, Kenneth E.
 Arbogast, F.E. (Phil)
 Ariotta, Joseph
 Arlin, Allen A.
 Armstrong, Arthur
 Armstrong, Sidney A.
 Armstrong, Walter G.
 Ashton Jr., Leonard C.
 Ashworth, Dean H.
 Atkins, James R.
 Atkinson, Herman
 Atkinson, Vernon C.
 Audet, Paul E.
 Aukerman, John V.
 Aune, Arnt M.
 Austad, Kermit
 Axson, Jason M.
 Bacon, Adrian
 Bacon, James C.
 Baer, Howard F.
 Bagley, Bernard
 Bahling, John W.
 Bailey, Ray E.
 Baird, Harold
 Baker, Albert A.
 Baker, Cova
 Baker, Hermus C.
 Baldwin, Mondo L.
 Ballard, Charles W.
 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.
 Bartusiak, Leonard J.
 Bartusis, Anthony J.
 Basco, John J.
 Bash, Claire C.
 Basham, James
 Bassman, Fred G.
 Baughman, John
 Bawduniak, John
 Baxter, Richard
 Bearden, Edgar
 Beattie, Hugh Don
 Beatty, Oscar L.
 Beavers, Cecil
 Beck, Charles M.
 Beck, John W.
 Becker, John J.
 Becker, Max
 Belcher, Jess
 Bell, Marvin
 Bell, Robert
 Benefiel, Phillip L.
 Bennett, Norville
 Benningfield, Harley O.
 Benoe, William I.
 Bergren, Cecil E.
 Bernier, Loyola A.

Berry, Kearie L.
 Berryhill, Col. Earl
 Berthoud, Charles
 Bewley, James A.
 Biancardi, Andrew
 Biette, Paul W.
 Bigda, Joseph
 Bingle, Henry
 Bird, John C.
 Bischoff, Albert J.
 Bittner, Walter
 Blancett, Marvin
 Blanda, Guido
 Blankenship, G.W.
 Blehm, Frederick W.
 Bley, Winston
 Blum, Lowell
 Bobbitt, James M.S.
 Boeger, Orv. W.
 Boersma, Ted
 Bogard, Williard B.
 Bolthouse, Charles
 Bolton, Vencil
 Boltz, Phillip T.
 Bonanno, Salvatore
 Bonjani, Bruno
 Borchers, Doyle
 Bornstedt, John W.
 Bosshart, Herbert
 Bottoms, Millard S.
 Bourke, Joseph E.
 Bowcock Jr., H. Guy
 Bowman, Leonard L.
 Boyes, Haskell
 Braddock, Heyward M.
 Bradley, Frederick C.
 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, Arnold W.
 Brown, E. Logan
 Brown, Hilyer (Pete)
 Brown, James C.
 Brown, Lawrence
 Brown, Orland D.
 Brown, Paul
 Brown, Robert E.
 Brown, Samuel M.
 Brown, Sidney
 Brozena, John M.
 Brubaker, Franklin P.
 Brubaker, Wayne
 Brunke, Earl H.
 Bryant, Edward M.
 Buchsbaum, Louis
 Buck, Chester S.
 Buck, Herman J.
 Buckingham, James S.
 Buckley, Francis X.
 Burke, Al
 Burris Jr., Thomas E.
 Burton, John
 Buscani, John P.
 Buschbaum, Louis
 Bushle, Louis
 Bussard, James L.
 Butler, John
 Buvinger, David
 Buzza, Kenneth
 Callahan, Noel
 Cameron, Carl C.
 Campbell, Edward A.
 Campbell, Tom
 Campbell, Van B.
 Campbell, Wallis L.
 Campdon, Alfred
 Capen, George H.
 Carlton, Donald P.
 Carter, Nigel
 Carter, Robert C., *Watson Crew*

Carter, Robert C., (*Saferite crew*)
 Cason, Alfred
 Castro, Edward
 Catterson, Kenneth L.
 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
 Clament, Jesse R.
 Clark, Benjamin L.
 Clark, Francis C.
 Clark, Joyal O.
 Clarke, Atwell S.
 Clarke, Walter F.
 Clements, Jerauld
 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.
 Contento, John D.
 Coombs, William F.
 Coomes, Ralph S.
 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 Jr., John J.
 Cox, Howard W.
 Cox, Norman
 Cox, Paul E.
 Coxey, John T.
 Crawford, Paul
 Crocker, Lawrence
 Cron, Robert
 Crouch, James
 Cubranich, Julius P.
 Cummings, D.L.
 Cutcher, James L.
 Dacon, Charles H.
 Dailey, Donald
 Dalton, Hollis
 Daly, William J.
 Dames, John J.
 Darcy, Lawrence
 Darner, Leroy
 David, Paul M.
 Davidoff, Herman
 Davidson, Wm. H.
 Davis, Jack
 Davis, John H.
 Delancey, Lawrence
 Delbart, Raymond S.
 Delcamp, Clarence E.
 Delorier, Joseph
 Delorimier, John B.
 Demander, John L.
 Desh, Herb
 Devan, Samuel
 Devlin, Steve
 Dexter, Robert L.
 Dezan, Burton H.
 Dick, Russell O.

Dickhart, Clarence
 Dierolf, Claude E.
 Dimich, Peter M.
 Dippel, Francis
 Dixon, Gerald
 Dixon, Roger E.
 Doerstler, Wayne
 Doles, Robert F.
 Donovan, George
 Dorfmeier, Donald D.
 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.
 Duvall, Rev. James T., *Protestant Chaplain*
 Dwyer Jr., William J.
 Eberhart, Jay J.
 Echevarria, Jose
 Eck, Harold
 Edgell, Harry
 Edgington, Gilbert
 Edick, C. Kenneth
 Edmondson, Georgie
 Edwards, John H.
 Ehil, Edward
 Ehret, Clarence
 Eichman, Eugene M.
 Eisele, Francis C.
 Elsrod, Orville
 Elwood, Kenneth
 Emmons, James W.
 Engard, Robert
 Ensign, Col. Lewis
 Erickson, Edward H.
 Erickson, Mahlon
 Erickson, Paul W.
 Erler, Donald J.
 Evans, Clarence E.
 Faber, Herbert G.
 Falkenbach, John S.
 Farenthold, Francis L.
 Farewell, Francis A.
 Farley, Robert
 Farmer, Edward
 Farmer, Jack D.
 Farnsworth, Dexter
 Farrell, William A.
 Faughn, Joe
 Fender, Maj. Keith C.
 Ferguson, Reginald C.
 Fernandez, Frank
 Fick, Herbert
 Fields, Jerome G.
 Fleming, Horace
 Fletcher, Richard E.
 Flickinger, Charles R.
 Flipse, David
 Floyd, Arch C.
 Folger, Robert
 Foraker, Kenneth H.
 Foster, Dean L.
 Foster, George E.
 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
 Galloway, Robert C.
 Galloway, Robert F.
 Garland, Jack S.
 Gary, B.
 Gasbarro, John J.
 Gaulke, Gerald G.



Soon Not One Man Will
 The times when brave men took to the sky of their destiny, are now fading from memory. We are left to tell the stories, talk of those missions.

It is left up to each succeeding generation to keep alive these days of turmoil, torment, and courage. One can only hope that, with the sound of a mighty engine, heads will turn to the sky to catch a glimpse of a warbird, such as the B-24 Liberator. And, after watching the aircraft disappear into the distance, people of all generations will reflect on the sacrifice they made in the past so that we may live in peace.

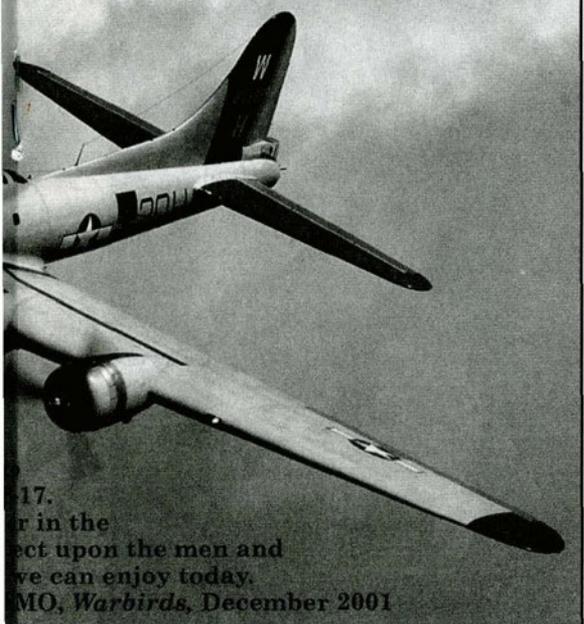
— LEON E. B.

Gerber, Tom
 Gergenti, Leonard
 Gerloff, Harry
 Gerrain, Peter
 Gibb, Robert
 Gibbons, Marion H.
 Gibeau, Raymond
 Gibson, Charles F.
 Gillenwater, Joseph A.
 Ginsburg, Joseph
 Giordano, Joe
 Giuliano, Pete
 Gloor, John
 Godfrey, John
 Godwin, John K.
 Goldbach, Ernest
 Goldman, Gil
 Gonzales, Benito
 Gordon, Charles
 Gosse, Earl H.
 Gouveia, George
 Graff, Stephen J.
 Grange, George
 Grant, Sam
 Gray, Jay O.
 Green, Norbert
 Green, Sam B.
 Greenberg, Abraham
 Gregorie, Robert K.
 Gresh, Steve
 Griffo, Arthur
 Grossman, M.
 Grothues, Al
 Gruber, Fred
 Guice, Thomas
 Guild, Herbert
 Gullledge, Thomas G.
 Gurney Jr., Julius
 Guy, Chester L.
 Hafer, George C.
 Hagedorn, Forrest (Hank)
 Hager, Herman L.
 Hakomaki, Floyd
 Hale, Robert D.
 Hall, Joe
 Hall, Walter
 Haller, John A.

Hamacher, Ross L.
 Hammill, Frank D.
 Hammontree, Jack C.
 Hanauer, James
 Hancock, William C.
 Hansen, Herman J.
 Hapgood, Alfred
 Harbit, John
 Hardenburg, Harry B.
 Hardy, Arnold
 Hardy, John R.
 Harmon, Carl H.
 Harrington, Cornelius
 Harrington, Robert E.
 Hart, Karl E.
 Hartman, Paul J.
 Hartsell, William S.
 Hartwell, George W.
 Hatch, Dwight
 Hatcher, Robert
 Hatten, Harold R.
 Haworth, William A.
 Haws, Thomas R.
 Haynes, Charles (Irby)
 Haynes, James T.
 Hays, Nathan B.
 Hayward, Harold D.
 Hazlitt, James R.
 Hearn, Thomas G.
 Heck, Paul V.
 Hedeon, Melvin
 Heitman, Paul F.
 Henagan Jr., Henry H.
 Hendrickson, William
 Henning, Frank
 Hennrikus, George
 Hentschel, Herbert G.
 Herbert, Earl
 Herbert, Robert G.
 Herbst, Carl A.
 Hereid, Selby P.
 Herman, Jacob D.
 Hernden, Raymond A.
 Herrera, Pedro
 Hesterly, Kenneth
 Hicinbothem, Franklin
 Hickey, Charles

Will Be Left

the skies in those fragile aircraft uncertain from our memories. Soon, not one man will of the courage, or speak of the heroes of



17. ... r in the ... ct upon the men and ... ve can enjoy today. ... MO, Warbirds, December 2001

Hildreth, Robert
 Hill, Jack
 Hineman, William
 Hinkle, Dwight
 Hoag Jr., Edward
 Hoak, William P.
 Hoddesdon, S. Leathers
 Hogrefe, Carl H.
 Holbrook, John T.
 Holloway, Edwin C.
 Holloway, James B.
 Holmes, Blair
 Holmes, William J.
 Holmly, Lester
 Holstead, James
 Hopp, Frank J.
 Horton, Paul A.
 Houchins, Harry
 Hough, Luther
 Hovden, Roger
 Howard, Grant
 Hoyne, Earl K.
 Hreachmack, Joseph
 Hudson, Herman D.
 Huey, Elbert P.
 Hughes, Byron B.
 Hunnicutt, Elzie
 Hunsaker, Edwin F.
 Hunt, Mack
 Hunter, Charles F.
 Hunter, Dr. Lewis B.
 Huntington, Sam, *Honorary Member*
 Huntzinger, Ed
 Hush, Robert
 Hussey, Roy
 Hutchinson, John L.
 Hyland, Gervase (Gerry)
 Inman, Willie H.
 Isdahl, Chester R.
 Issenmann, Francis J.
 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, Charles T.
 Jones, George D.
 Jones, Ira
 Jones, William H., *Olympia WA*
 Jones, William H., *Florence AL*
 Jordan, Edward
 Jordan, William F.
 Kaminski, Joseph
 Kantor, Philip
 Karnell, Peter J.
 Katz, Harry
 Kauffman, Kenyon G.
 Kautz, Albert
 Kautz, Robert
 Kavanaugh, Dr. William R.
 Kay, Allen
 Kearney, Earl
 Keene, Raymond
 Kelly, Jerome F.
 Kelly, Dr. Robert
 Kenyon, Donald E.
 Keown, George E.
 Kerr, Walter H.
 Keyes, Frank T.
 Kilby, William C.
 Kimball, Dale
 King, Charles E.
 King, Donald
 Kirscher, John E.
 Kiser, Kenneth
 Kite, Dallas E.
 Klatte, Earl W.
 Klatzkin, Nathan
 Klimasczski, 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.
 Kozak, Stephen V.
 Kramer, Harvey
 Kramer, Virgil F.
 Krause, John J.
 Krebs, Eugene F.
 Kritchman, Archie
 Kroh, Charles H.
 Kuck, Homer R.
 Kuenneth, George W.
 Kunkel, John
 Kypta, Harold A.
 Labat, Lionel L.
 Lachman, Russell
 LaCoste, Ernie
 Lake, William J.
 Lamar, John W.
 Lamiell, James C.
 Land, Don
 Landrie, William H.
 Lang, Fredrick
 Langford, Ray
 Lanich, Edward R.
 Lassegard, Leroy
 Latrenta, Peter
 Latson, Harvey
 LeDoux, Ray J.
 Leemon, Don
 Leonard, Gene
 Leukharot, Roy
 Levy, David
 Libertucci, Peter
 Licker, Herbert
 Like, Waldean
 Lindo, Fred
 Lindomen, Edwin
 Linke, Walter J.
 Locy, John
 Long, Douglas
 Lorence, Clarence R.
 Loret, Leon G.
 Loveless, Harold
 Lovely, Robert
 Lowe, Donald B.
 Lowe, Jessup (Dave)
 Lowe, Lloyd F.
 Lucas, Wilbur F.
 Ludlam, Charles W.
 Luizzi, Sam
 Lundy, Douglas M.
 Lusk Jr., Walter A.
 Lutz, Joseph
 Luukinen, Albert L.
 Lydic, Eugene (Pick)
 Lynch, Floyd
 Mac Phail, Basil
 Mackey, Frank
 Macklin, Roy D.
 Macyda, Frank
 Madden, Edward F.
 Madlung, Jack
 Magnan, Mark
 Maher, Jere L.
 Mahlum, Clayton
 Mallory, Jack D.
 Maloney, Clarence E.
 Mann, Douglas
 Manos, M. John
 Manzi, Jerry
 Mapel, Donald E.
 Marabeas, Nick
 Marchbanks, Tom
 Marfillius, Elmer H.
 Marsh, Walter E.
 Martin, George A.
 Martinek, Emil J.
 Martone, August J.
 Martorella, Angelo
 Massey, Frank

Masters, Marvert
 Mates, Stanley
 Matheis, Melville J.
 Matheson, Burton
 Matthews, Tom
 Mattson, George
 Maudsley, Donald R.
 Maxfield, John F.
 May, John M.
 Mayers, Joseph W.
 Mayhall, James
 Mazzanti, Eugene P.
 McAllister, John G.
 McCormack, Edward J.
 McCoy, Wayne
 McCurdy, Robert G.
 McDougall, Harry T.
 McGinty, Henry
 McGlaun, Raymond
 McGovern, Raymond
 McIver, Lawrence
 McLaughlin, Garvin
 McLaughlin, Ken E. (Bud)
 McLaughlin, Robert J.
 McLaughlin, William A.
 McMenamin, John A.
 McMichael, Robert D.
 McMichael, Robert F.
 McMillan, Billy J.
 McMurray, Quentin
 McNalley, J.F.
 McNeil Jr., Claude A.
 McQuitty, Charles
 Meingast, Joe
 Mellis, Charles J.
 Nelson, Rufus
 Melvin, Ernest C.
 Menzel, Arnold
 Merchant, Charles A.
 Merritt, Charles A.
 Merritt, Donald
 Mertz, Eugene R.
 Meyers, Russ
 Miceli, Gaspera (Bob)
 Michael, Robert D.
 Miles, Alex
 Miller, Charles J.
 Miller, John H.
 Miller, Lewis M.
 Miller, Mike C.
 Miller, Paul
 Miller, Samuel B.
 Mills, Leonard P.
 Mills, Richard (Rocker)
 Mitchell, George
 Molesworth, Robert W.
 Money, Arnold
 Moon, Andrew N.
 Moore, Randolph
 Moore, Vincent
 Morauer, Richard
 Moretti, Raymond J.
 Morneau, Edward T.
 Morris Jr., Stacey
 Morrison, Donald L.
 Morrison, Preston R.
 Morrison, Russell
 Moss, Latrelle R.
 Motsenbocker, H.D.
 Motter, William F.
 Mudloff, Arthur F.
 Mullaney, Justin P.
 Mullin, Peter
 Mullins, John A.
 Mummert, William S.
 Mundhenke, Roland D.
 Murphy, Arthur B.
 Mutz, J.H.
 Myers, Reuel Jr.
 Nadel, Saul
 Naioti, John F.
 Namey, John
 Naragon, Daniel J.
 Nash, George N.
 Neidringhaus, M.A. (Bud)
 Neill, David S.
 Nejski, Leroy

Nelson, Gene
 Nelson, J.C.
 Nelson, Orville
 Newman, Elvis M.
 Noble, Earl
 Norby, William
 Notorpole, Robert J.
 Nulf, Larry
 Nungesser, Arthur H.
 O'Brien, John W.
 O'Brien, Robert A.
 O'Brien, Robert J.
 O'Connell, Danny
 O'Doherty, James S.
 Oeder, Robert M.
 Offutt, Marion
 Oliver, James
 Olson, Otto
 Ongley, Bert
 Osborn, John W.
 Oswald, D. Stewart
 Otto, William M.
 Ottum, Howard W.
 Overton, James B.
 Overton, Vernon
 Overturf, Thomas V.
 Owens, Blaine
 Painschab, Joseph H.
 Palmer, Charles P.
 Pappas, Venizelos G.
 Paris, Archie
 Parrish, Lewis E.
 Parsons, B.H.
 Paugh, Thomas E.
 Paxson, Theodore E.
 Payne, Claude N.
 Payne, Marshall M.
 Peach, Tom
 Peek, Kenneth R.
 Penders, Robert
 Pendleton, Charles B.
 Penland, Joe
 Perrou, Ed
 Perry, Arthur M.
 Petersen, Tracy J.
 Peterson, Christian
 Peterson, Raymond
 Petska, Albert M.
 Pfeiffer, Robert
 Pichette, Albert W.
 Pierchala, Benjamin J.
 Pilarcik, Andrew
 Pintek, Joe
 Poston, Brian A.
 Poston, Carl W.
 Powell, John
 Powell, Sam
 Prettyman, William B.
 Pricer, Jene L.
 Priestley, William T.
 Procopio, Mario
 Pryor, Gaillard S.
 Puthoff, Lewis A.
 Pyles, Robert F.
 Pysson, Albert
 Quinn, John A.
 Quinn, Stephen R.
 Radnedge, William B.
 Rammer, Robert E.
 Ramsbottom, Manson
 Rayes, Charles J.
 Redican, Francis M.
 Rehme, Howard W.
 Reid, Perry
 Rex, John H.
 Riccio, Michael
 Rich, James T.
 Richardson, Robert A.
 Rickabaugh, Ronald
 Riley, Erwin J.
 Riley, Howard K.
 Ritter, Robert
 Robb, William F.
 Roberts, Herman
 Roberts, Jack
 Robinson, Hal D.
 Robinson, Robert

Rockstroh, Kenneth J.
 Rogers, Linn R.
 Rohrer, Richard L. (Rip)
 Rolfes, George
 Roller, Norman
 Rooney, Pete
 Rose, Arthur
 Rosenberg (Ross), Rob't S.
 Rosenzweig, Harold
 Ross, Dwight E.
 Ross, Gaylord
 Rossi, James H.
 Ruboski, John A.
 Rudrud, Norman V.
 Rush, Donald E.
 Russell, Houston R.
 Ryan, James B.
 Ryan, Michael O.
 Ryle, Raymond S.
 Sachs, Stanley
 Saglin, Carl O.
 Sass, Samuel
 Sawyer, Hiram N.
 Schaal, Arthur H.
 Schallert, Maurice
 Schantzbach, John H.
 Schapiro, Joseph S.
 Schmalz, Karl W.
 Schmidt, Richard H.
 Schneider, John
 Schoen, Ernest A.
 Schoener, George W.
 Schofield, James
 Schroeder, Allyn
 Schultz, William P.
 Schumacher, Alpha H.
 Schwerer, George J.
 Scott, Ernest D.
 Scott, Norman T.
 Scott, R.F.
 Scott, Roscoe H.
 Scott Jr., Talma A.
 Seacord, John
 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.
 Sherrod, Fred
 Shields, William Louis
 Shimek, Albert J.
 Shirk, Charles W.
 Shott, Edwin E.
 Shreve, Eli
 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.
 Sleaman, Harry
 Smerko, Joseph
 Smith, Clarence
 Smith, Coy
 Smith, Donald E.
 Smith, Frank
 Smith, Harold
 Smith Jr., Harry O.
 Smith, Herbert E.
 Smith, John E.
 Smith, Oscar J.
 Smith, Paul W.
 Smith, Ralph D.
 Snyder, Frank A.
 Sorrell, Glenn M.
 Southwick, Earl J.

Continued on Page 8



Tour Mementoes From Across The Pond

THE THREE CERAMICS at the top were created by Tony Weston of Nuthampstead and presented to 398th England tour members in past years. The Medal at lower left was given to tour members when visiting Slany, Czech Republic, in 2000. The center is a small beer stein given when visiting Merseburg in 1992. At right is a medal given by CEBA when visiting Luxembourg in 1988. The mementoes will one day find their way to the 8th Air Force Heritage Museum.

Soon Not One Man Will Be Left

Continued from Pages 6 & 7

Spain, Edwin F.
 Spaw, Elmer
 Spear, Charles F.
 Sponholtz, Milo
 Stacy, Nick
 Staley, Edmund E.
 Stallings, Harold
 Stanbrough, Claude
 Stange, Raymond P.
 Stankiewicz, Charles
 Starkey, Robert P.
 Staskiel, Stanley
 Steele, Charles H.
 Steele, Kenneth M.
 Steinberger, Edwin
 Stelmach, Walter
 Stephens, James
 Sternadel, Robert L.
 Stetter, Paul J.
 Stewart, Edward S.
 Stickel, Robert F.
 Stiles, Jack
 Stitz, Thomas
 Stockman, A.J.
 Stombaugh, C.E.
 Stone, Warren
 Stout, Phern
 Stout, Plato
 Stovall, Lloyd

Strickrott, Carl J.
 Stripling, Aaron M.
 Strnad, Frank
 Strohschein, Wallace
 Struckmeyer, Tom
 Studor, Howard P.
 Suggett, Walter
 Sullivan, The Rev. Walter B., *Catholic Chaplain*
 Sundheim, Lloyd
 Sutton, Barney M.
 Swan Jr., Neil
 Sweet, Dr. Robert
 Swift, David
 Szubka, Sigmund
 Tacker, Laurence J.
 Tatchio, Orrin R.
 Taylor, Franklin
 Teague, Herbert
 Templeton, Robert A.
 Terbieten, Dr. Urban
 Terrion, Leo W.
 Thacker, Ike
 Thomas, Henry
 Thompson, Lowell
 Thompson, Oakley J.
 Thompson, Robert
 Thompson, Williams H.

Thorne, James M.
 Tilden, George I.
 Tillman, Wally
 Tillotson, Albert
 Timm, Wilber D.
 Tolbert, Joseph F.
 Tomaino, Antonio J.
 Tone, Emmett W.
 Totter, Joseph H.
 Townsend, Charles
 Townsley, Kenneth
 Tracey, Claude W.
 Trask, Gerald E.
 Travers, John T.
 Treff, Lee M.
 Triebwasser, Sidney
 Troost, H.M.
 Tryon, William V.
 Tucker, Frank
 Turner, Mark
 Uhl, Robert G.
 Ullman, Robert A.
 Unkel, Rudolph E.
 Unverzagt, Daniel
 Upmeier, Tom
 Vale, William G.
 Vanderlick, William
 VanDyke, Donald J.

VanPelt, Richard J.
 Veech, Evart M.
 Vela, George E.
 Veley, Les
 Vernet Jr., Waldemar
 Vicha, Raymond A.
 Vincent, Robert W.
 Vines, John H.
 Vredenburg, Donald A.
 Ward, John
 Waring, Leonard H.
 Warren, Alfred
 Wasserman, Charles
 Watkins, Sam
 Watson, Leland A.
 Weatherwax, C.D.
 Weaver, Wayne
 Webb, Henry
 Weeks, Charles
 Weiler, Frank

Welder, Leo J.
 Welence, Edmund W.
 Wells, Burton B.
 Wells, David, *Honorary Member*
 Wernecke, Vonnerlin
 Wheeler, William J.
 Wheeless, H.A.
 White, Victor H.
 Whitehead, Fred A.
 Whitman, Fred
 Whorton, James H.
 Wickam, James E.
 Wickman, Walter
 Wierney, Joseph
 Wiggins, Robert E.
 Wight, Bill V.
 Wilde, George J.
 Williams, Frank J.
 Williams, James R.
 Williams, William C.
 Williamson, Delmar
 Williamson, Rufus C.
 Wilson, Claude
 Wilson, William C.
 Wilson, William R.
 Wineman, Edward C.
 Winkler, Raymond A.

Wintersteen, Jack
 Withers, Horace
 Wohleber, John M.
 Wolfe, Leonard
 Woodcock, William
 Woodham, Warren
 Woodmansee, D.A.
 Woodring, Dave
 Woodruff, Clinton L.
 Woods, Mark
 Woodson, Harold
 Woodson, Woodrow
 Woosley, Harry
 Worrell, Floyd G.
 Wralstad, George E.
 Wright, Ellsworth S.
 Wright III, Parke
 Wright, Warren H.
 Wright, William M.
 Wymer, Kenneth M.
 Young, Donald R.
 Zampetti, Dr. Herman
 Zawatsky, Walter F.
 Zeller, Lou
 Zimmerman, Leland
 Zwaanstra, Williams P.

Stalag Luft Became A Happy Place

By JOHN MIKULAS
Pilot, 603rd Squadron

Near the end of the war, I was one of a crew ordered to fly POW's out of allied held Germany. This crew was made up of two pilots, one engineer, and one navigator. We carried no ammo or bombs. We flew a stripped down B-17 so we could take out as many POW's as possible and complete this mission.

Fighting was still going on around Berlin. We navigated over friendly ground north and located the POW camp. The flight was uneventful — no fighters to harass us and no flak for the first time after many combat missions. We flew at a low altitude, I think about 8000 feet.

There was no runway at Stalag Luft 3B, only a very large empty field. The POW camp buildings were in the middle. There was a high wire wall around the camp. Even if a prisoner tried to escape, there was no cover for him in this very large empty field.

Upon landing and taxiing toward the camp buildings, I could see a few groups of men. After deplaning, we were looking at what must have been a miserable life for so many POW's. The buildings were also enclosed by a high wire fence. They looked like a bunch of run down single story barracks.

Somebody in charge gave the "go ahead" to one of the groups and they all started running toward us. We were mobbed, hugged, kissed, and lifted up as if we were angels from heaven. I heard crying and hysterical laughter. No one told these poor men to board. Many kissed the B-17 while they climbed aboard.

When we got ready to take off we had eight men sitting on the bomb bay doors (none looked worried that the doors could open and they become human bombs), four in the cockpit area, three in the nose, and the rest in the waist and tail section. All in all we picked up 36. That meant that there were 40 aboard and a very heavy B-17.

Engines started, taxiing to the very edge of this small field, we noticed that this take off was far too short even without this additional weight. But we were on a mercy mission, full throttles, brakes off, overboost on setting 8, we started to roll. Not enough speed, so I slipped the boost to 10. Engines straining, we hoped that the power system could take the added strain. The plane got just enough airspeed to clear a field fence by about ten feet. Gaining altitude was a fingers-crossed event.

At about 8000 feet everything went smoothly. All of the POW's were Air Force Officers. One major told me he had been

shot down from a P-47. He asked me for permission to take the pilot seat for a while. Can you just see a major asking a lieutenant permission. Naturally, his request was granted. He had been a POW for a couple of years. He was like a kid in a candy shop — he cried.

Another was a bombardier who had to bail out and was captured by German civilians. His head was beat up badly by a pickax handle. All of this front teeth were knocked out. Before the crowd killed him, German soldiers rescued him from any further beating. Looking at this gaunt face he had a great big toothless grin.

During the flight over Germany, and without our knowledge, almost all the rescued POW's were taking turns relieving themselves over their enemy. I guess that this was one way to get even with all the pent up anger. There was a lot of yellow rain that day.

As soon as we had crossed over into France, our navigator passed the word that we were no longer over Germany. The joy stopped immediately.

Ordered to fly to an airfield north of Paris, we flew over the Eiffel Tower but I did not see it — too busy trying to find the landing field. Field spotted, it must have had hundreds of repaired runway bomb craters.

Upon landing we cut the engines at the end of the runway. The POW's scrambled out and many of them kissed France's ground. Hugging and hand shaking again all around.

Mission was over — we flew back to Nuthampstead, never to see these men again.

Old, New 398th Books Sought

FLAK NEWS has received a request from the Mighty 8th Heritage Museum for a copy of the early (1946) historical record of the 398th Bomb Group.

The book was published by the 398th after the group returned from England and was stationed briefly at Drew Field, Florida. Col. Earl Berryhill was the principal editorial contributor.

If a member, or a family member, has a copy and would be willing to contribute it to the Museum they are invited to contact the FLAK NEWS editor, Allen Ostrom.

The same invitation also goes for copies of the latest 398th history book, REMEMBRANCES, published in 1989.



Stallcup To Step Down; Need For New Secretary

An opportunity to join the 398th list of elected officers has been made available by president Wally Blackwell.

"Harold Stallcup will be stepping down this year," said Wally, "and we thank him for his years of service."

"So now we are looking for a new secretary."

Blackwell said he would like to hear from any member interested in taking this position now. (Hopefully attuned to the computer.) His address is Rockville, MD 20850-3067.

REMEMBRANCE:

Continued from Page 5

left. It was retired from combat and used for fighter plane air to air gunnery practice.

Heading home our first stop was Valley, Wales. On landing we noticed a gaso-line leak coming from the wing tank. Repair of the gas tank delayed our departure. Our second stop was Reykavik, Iceland. Here we were grounded for excessive oil consumption, and advised we could not safely make the long trip to Goose Bay, Labrador. After two days on the ground and no prospect for getting passenger space on another plane, we decided to take our chances. We made it to Goose Bay, but blew out a tire on landing.

Replacement of the tire, wheel and repair to an engine, delayed us once more, and again we were advised not to attempt the final leg to Bradley Field, Winsor Locke, Conn. Half of the crew and eleven passengers we had with us thought we might have exhausted our luck. I told them we were going, and they came along.

At Bradley Field we were greeted with a great reception. Advice from the ground personnel came — *the plane would be scrapped!*

Only 13 Fortresses Still In The Air

“Co-op” Identifies 48 B-17’s Around The World

In World War II B-17 Flying Fortresses filled the skies in all parts of the world. And after the war they continued to be seen in the same skies, used not for bombing, but for mail delivery, passengers, freight, fire fighting, aerial mapping and all sorts of other tasks. Most of the surviving Forts, however, came home from the war only to disappear at the hands of the salvagers.

Only a handful escaped the bomber bone yard. And currently, this number is 48. This comes courtesy of the “B-17 Co-Op,” a voluntary, informal association of persons involved with the restoration of the B-17 aircraft, with special thanks to 398th friend Tommy Garcia of Alvin, Texas. Of these 48 only 13 are currently on flying status, such as the 398th’s “own” Aluminum Overcast,

sponsored by the EAA of Oshkosh, Wisconsin. No more than 23 are on “static” display, proudly showing off at various sites around the world. Then there are a dozen others in various shapes — some in “hulk” form, some in the process of being restored and others still “out there” to be found and brought home.

FLYING DISPLAY

ALUMINUM OVERCAST – EAA Aviation Foundation, Oshkosh, Wisconsin. Paint – 398th Bomb Group, 601st Squadron.

SENTIMENTAL JOURNEY – Confederate Air Force, Arizona Wing, Mesa, Arizona. Paint – 457th Bomb Group.

CHUCKIE – Vintage Flying Museum, Meacham Field, Fort Worth, Texas. Paint – 486th Bomb Group.

NINE-O-NINE – Collings Foundation, Stow, Massachusetts. Paint – 91st Bomb Group.

FUDDY DUDDY – National Warplane Museum, Elmira, New York. Paint – 447th Bomb Group.

PINK LADY – Forteresse Toujours Volante, Cerny, France. Paint – 351st Bomb Group.

SHADY LADY – Evergreen Vintage Aircraft, Inc., McMinnville, Oregon. Paint – 34th Bomb Group.

TEXAS RAIDERS – Confederate Air Force, Gulf Coast Wing, Houston, Texas. Paint – 381st Bomb Group.

THUNDERBIRD – Lone Star Flight Museum, Galveston, Texas. Paint – 303rd Bomb Group.

YANKEE LADY – Yankee Air Force, Belleville Michigan. Paint – 381st Bomb Group.

MISS ANGELA – Palm Springs Air Museum, Palm Springs, California. Paint – 34th Bomb Group.

SALLY B – American Air Museum, Imperial War Museum, Duxford, England. Paint – 447th Bomb Group.

MEMPHIS BELLE II – Military Air Restoration Corporation, Chino, California. Paint – 91st Bomb Group.

STATIC DISPLAY

MEMPHIS BELLE – Memphis Belle Memorial Association, Memphis, Tennessee. Paint – 91st Bomb Group.

I’LL BE AROUND – 390th Memorial Museum Foundation, Pima Air Museum, Tucson, Arizona. Paint – 390th Bomb Group.

RELUCTANT DRAGON – Texas Museum of Military History, Dyess AFB, Texas. Paint – 96th Bomb Group.

GREMLIN’S HIDEOUT – USAF Armament Museum, Eglin AFB, Florida. Paint – 388th Bomb Group.

YANKEE DOODLE II – 8th Air Force Museum, Barksdale AFB, Louisiana. Paint – 303rd Bomb Group.

MARY ALICE – Imperial War Museum, Duxford, England. Paint – 401st Bomb Group.

MISS LIBERTY BELLE – Grissom AFB Heritage

Museum Foundation, Kokomo, Indiana. Paint – 305th Bomb Group.

HEAVEN’S ABOVE – USAF History & Tradition Museum, Lackland AFB, San Antonio, Texas. Paint – 457th Bomb Group.

SLEEPY TIME GAL – USAF Museum/DRC, Dover AFB, Delaware. Paint – 381st Bomb Group.

SHORT BIER – Hill Aerospace Museum, Hill AFB, Utah. Paint – 493rd Bomb Group.

AMVETS – American Veterans Memorial, Tulare, California. Paint – 379th Bomb Group.

VIRGIN’S DELIGHT – Castle Air Museum, Castle AFB, California. Paint – 94th Bomb Group.

RETURN TO GLORY – March Field Air Museum, March Field AFB, California. Paint – 97th Bomb Group.

HOME SICK ANGEL – USAF. Offut AFB, Nebraska. Paint – 388th Bomb Group.

SHOO SHOO SHOO BABY – USAF Museum/DRC. Wright-Patterson AFB, Ohio. Paint – 91st Bomb Group.

BOMBER GAS STATION – Jayson Scott. Milwaukee, Oregon.

NO NAME – Strategic Air Command Museum, Ashland, Nebraska. Paint – 96th Bomb Group, 339th Squadron.

NO NAME – Forca Aerea Brasilia, Base Aerea De Receife, Brasil.

NO NAME – RAF Bomber Command, Hendon War Museum, England. Paint – 94th Bomb Group.

NO NAME – Fantasy of Flight, Kissimmee, Florida.

STORAGE / RESTORATION

PICCADILLY LILLY II – Planes of Fame Museum, Chino, California. Paint – 91st Bomb Group.

SUZY Q – Fantasy of Flight, Kissimmee, Florida.

DESERT RAT – Mike Kellner, Marengo, Illinois. Paint – 97th Bomb Group.

SWOOSE – National Air & Space Museum, Washington, DC. Paint – 11th Bomb Group.

BOEING BEE – Museum of Flight, Seattle, Washington. Paint – 91st Bomb Group.

FIVE ENGINE – Tom Reilly, Kissimmee, Florida.

MY GAL SAL – LSI Industries, Cincinnati, Ohio.

SWAMP GHOST – A B-17 partially submerged in swamp area near Papua, New Guinea.

NO NAME – Musee’ de l’Air, Le Bourget, France.

NO NAME – Museum Aersopacial, Rio de Janiero, Brazil.

NO NAME – Vintage Wings, Arlington, Washington.

NO NAME – Fantasy of Flight, Polk City, Florida. A B-17 “hulk.” Partial airframe to be used for parts.

NO NAME – An abandoned B-17 in a remote area, Newfoundland, Canada.

BRIEF-things

Hardly anything makes the FLAK NEWS editor happier than getting a letter saying "thanks" for the "double truck" ground crew photo layout in last July's FLAK NEWS (especially from the sister-in-law of the late **Erwin Riley** ... one B-17 bomb group reported an attendance of 75 at their last reunion, making our 271 at St. Paul look terrific ... the storied 379th from Kimbolton is in the process of a "booster support" program, warning their members that "our outgoing expenses far exceed current dues" ... the 398th was also heading in that direction until changes were made (see Presidential Potpourri on Page 2) ... when members visit the Mighty Eighth Heritage Museum they should take time to examine the many special 398th memorabilia stored there (ask for **Laura Shuman**, the reference specialist) ... if your journey takes you to North Dakota this year, stop by at Bathgate for a cup of tea with **Becky Morrison** ... remember **Glenn Miller's** "Sunrise Serenade"? ... well, recently they dug up the remains of "Sunrise Serenade," a B-17 from the 452nd Bomb Group that had crashed in Belgium in WW II ... **Theresa Laufer**, a 17-year-old student in Stratford, Connecticut, was given a school assignment of searching out information on one of their city's WW II men killed in action, the 398th's **John P. Baker**; luckily, she found president Wally via e-mail and he told her all about **Baker**, who was the lead navigator on the B-17 that crashed in the moat near the Anstey church; "The information you gave me is priceless," she said...our good friend at the EAA in Oshkosh, **Greg Anderson**, congratulated the 398th on the successful St. Paul reunion, saying, "you have shown yourselves in the front ranks of veterans groups with your continued successes" ... **Sharon Krause** (Michigan) will make excellent use of her e-mail facilities in chairing the 2002 reunion next September (Portland) ... the folks coming from the Plains states will surely enjoy the tour going to Timberline Lodge on Mount Hood (Oregon), plus the tour to Mt. St. Helens (Washington) ... a well-meaning, but careless editor labeled the **Ken Elwood** crew "replacement," prompting a terse, but kindly rebuff by bombardier **Goerge Schatz** (ah, memories of first pilot **Jack Lee**, who sent the errant editor to the oubliette for another mistake) ...when you see the Evergreen's B-17 parked under the Spruce Goose's tail you get the idea of how huge that **Howard Hughes** flying boat really is ... Hint: Portland is a great jumping off place for Hawaii ... if you have read the WW II book, "Band of Brothers," you can't help but recognize the "bonding" similarity between an airborne Infantry company and a B-17 bomber crew ... the cemetery at Cambridge holds one of the "Tomahawk Warriors", **Albert Knight**, killed with his entire **Charles Searl** crew near Penn; his grave site will be visited by his brother, **Glen**, while on the England tour; **Glen** will also visit the church at Penn, where the names of all crewmen are read at the annual Armistice Day service; the other eight rest at Arlington National Cemetery ...and a huge "thank you" for the many Christmas & New Years greetings directed to FLAK NEWS, including those from the UK and Continent—one card with a B-17; another with a B-24; one with a Control Tower; and one that said "Veselé Vánoce!"...**Russ Reed's** wife, **Millie**, keeps young with tap dancing and she might just be asked to perform at the Portland reunion (any other "volunteers"?)...a Hertfordshire policeman, **Sgt. Robert Brown**, says of the 398th—"you are never forgotten especially on quiet, warm nights when you can feel the presence of those who once were based here"...if you can't remember how it was back then, a "reprise" magazine article in WARBIRDS will bring it all back; beautifully written by **Leon Emo**, the son of a B-17 pilot following his ride in the Aluminum Overcast...A Christmas Eve tradition in the **James S. Froelich** family is the reading of the mission report of December 24, 1944, reflecting on "the sacrifices you great men did for us so many years ago"...his dad of the same name was the tail gunner on the 602 **Petska** crew, and the mission report was compiled by engineer **George Forsyth**...others remember this mission, also, especially those two crews who crashed on takeoff.

398th Bomb Group PX

Please circle squadron, size and/or color choices.

Qty.	CLOTHING	Cost	Total
___	Cap - Fits All Sizes	\$8.00 ea	___
___	600, 601, 602, 603 Group		
___	Jackets - Navy, B-17 on Front	\$25.00 ea	___
___	S, M, L, XL, XXL		
___	T-Shirts - B-17 on Front	\$10.00 ea	___
___	Navy - White - S, M, L, XL, XXL		
___	Sweat Shirts - B-17 on Front	\$15.00 ea	___
___	Navy - White - S, M, L, XL, XXL		
___	Golf Shirts Group Logo on Front	\$20.00 ea	___
___	Navy or White - M, L, XL, XXL		
___	Turtle Neck Shirt - B-17 on Collar	\$20.00 ea	___
___	White - S, M, L, XL		
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___	Video Anstey Window Dedication	\$10.00 ea	___
___	Video Return to Station 131 Memorial	\$10.00 ea	___
___	and Anstey Window Dedication (video)		
___	(CD-ROM) Statistical History of 398th B.G.	\$55.00 set	___
___	Set of 2		
JEWELRY			
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___	Group Lapel Pin (Hell from Heaven)	\$5.00 ea	___
___	Group Lapel Pin - Special Design	\$5.00 ea	___
___	B-17 Lapel Pin (Silver)	\$2.00 ea	___
___	B-17 Earrings (Silver - Pierced only)	\$5.00 ea	___
LOGO PATCHES			
___	Squadron Patches - 600, 601, 602, 603	\$6.00 ea	___
___	Group Patch ("Hell from Heaven")	\$6.00 ea	___
___	Jacket Patch - Rectangle B-17	\$4.00 ea	___
___	8th Air Force	\$4.00 ea	___
MISCELLANEOUS ITEMS			
___	Folding Umbrellas	\$18.00 ea	___
___	Red with White B-17		
___	Note Paper with B-17 (Packet of 12)	\$4.00 pkt	___
___	Tote bag, Navy with White B-17	\$7.00 ea	___
___	B-17 Sun Catcher	\$10.00 ea	___
___	Golf Towel, White w/Black B-17	\$7.00 ea	___
___	Ceramic Magnet with B-17	\$3.00 ea	___
___	Anstey Window Post Card	\$2.00 ea	___
___	Photo (Control Tower) Station 131	\$2.00 ea	___
___	Photo (398th Memorial) Post Card	\$2.00 ea	___
___	Photo (8X10 Aluminum Overcast)	\$2.00 ea	___
___	Bumper Sticker (398th Bomb Group)	\$1.00 ea	___
___	License Plate Holder (398th B.G.)	\$2.00 ea	___
___	U.S.A.F. B-17 Key Ring	\$5.00 ea	___

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