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

VOL. 21 NO. 1

FLAK NEWS

JANUARY 2006

“Sunset” Has Arrived For Many In 398th

That marvelous Gospel song, “When The Roll Is Called Up Yonder,” headlines the annual FLAK NEWS’ Taps List, to be found on Pages 7-8-9.

Since the late George Hilliard first compiled the Taps List in 1986, a short list of 70 names, it has grown to occupy the better part of three pages in FLAK NEWS.

The year 2005 saw the list dramatically expand with 50 new names, including Hilliard’s, who had toiled tirelessly to locate members for the Association that was formed in 1976.

We now seem to be in the “Sunset” years, so beautifully illustrated by the accompanying color photo of the 398th Memorial at Nuthampstead.



PHOTOGRAPH BY ART HOVEN

“You Will Always” “Be Welcome”

Wilfrid Dimsdale, chairman of the Friends of the 398th, says that the “last” group-sponsored tour to England this coming June “will in no way” alter the Friends’ future plans to remember the 398th.

“We will have services at the Memorial and at St. George’s Church at Anstey every other year in June as has been our custom since 1986,” he said. “Visitors will always be welcome, whether they come as a group or as individuals.”

Dimsdale was responding to the statement of 398th president Wally Blackwell that, “in all likelihood, next summer’s England Tour will be the last group-sponsored tour back to the old base.”

“Sunset At Nuthampstead” (Also For The Tours)

It is called, “One More Peek,” and it is destined to be the final group-sponsored England Tour for the 398th Bomb Group Memorial Association.

As suggested by the Memorial Photo, it is “Sunset” time for a return “Back to the Old Base” at Nuthampstead, according to president Wally Blackwell.

Read the very interesting story on how the photo came to be ... and the relationship between the photographer and the 747 that carries the president of the

United States called, “Air Force One.” All this in Wally’s “President’s Page” column on Page 2.

The upcoming tour is scheduled for May 31–June 9, 2006, the days equally split between events at and near Station 131 and attractions in London.

Tour leaders Allen Ostrom and Barbara Fish announced that persons still interested in “One More Peek” are advised to register “soonest.” More details on Page 5.

The President's Page:

"Sunset" Photo Becomes Special To The 398th

BY WALLY BLACKWELL
President, 398th Bomb Group Memorial Association

The 398th BGMA has been blessed with a truly unique and beautiful photograph of the memorial at Nuthampstead (Page 1). It was taken at sunset.

This previously unpublished photo has had a very limited distribution. It immediately became special to me as it depicts the eventual "sunset" of our veterans and the Association as a viable organization.

The photo came to me last June from Russ Abbey of England, who had received a copy from a friend with an encouragement that it be shown to me. I thanked Russ for it, recognizing immediately that it was the photograph?

It was Art Hoven, and I contacted him to thank him for the photo and would he provide some details on himself? His reply —

"As an active Air Force guy, I would be honored if the 398th would use the photo in any way they wish. Please have my name stay with it, and any profits stay with the Association. Keep 'em flying!"

Art continued —

"I don't think I can add any words to the photo. I will leave that up to you and the BG. As for me, I joined the Air Force in 1990 and am still on active duty as a Master Sergeant, currently assigned to the E-4B.

"I was with the 100th Air Refueling Wing at Mildenhall, England, from 1996 to late 2000. I was working as a flying crew chief on various aircraft at the time when I had the opportunity to take that photo.

"My good friends from Royston were showing my family around the old airfield and I remember thinking it was getting too dark for photos and was rather bummed about that. I had only a few moments to take a couple of shots. We didn't stay long.

"As an afterthought, I guess the old 398th vets let me have one of the most beautiful shots of the Memorial. I hope many can enjoy it for years to come."

And now, perhaps this would be a good opportunity for me to ask for a "special report." Please share with me your own interpretation of "Sunset at Nuthampstead."

We plan for the photo to be available in the 398th PX.

Incidentally, the "E-4B" Art Hoven is assigned to is also known as "Air Force One."

Wally Blackwell can be reached at Rockville, MD 20850-3067.

E-mail — wally398th@worldnet.att.net.

Make Jack Happy; Send "Flak Leave" Story To Editor

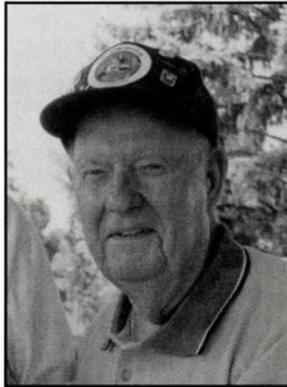
Jack Dodson of the 601 Watkins crew contacted FLAK NEWS recently to inquire about some "coverage" of what was known back then as "Flak Leave."

"I've never seen a story on this," said Jack, and the editor readily admitted that stories on this aspect of the 8th Air Force air war have been in short supply.

"I had my leave in some big estate near Oxford," said Jack, and the editor remembered that his was spent in Southport up near Blackpool. Beyond that, not much to report.

So here is an invite for readers to send their "Flak Leave" story to the editor.

Make Jack happy. He's waited so long!



WALLY BLACKWELL

P-38 Memorial Being Readied At Station 131

Granite from India has been ordered for the construction of the memorial honoring the fallen of 55th Fighter Group (P-38). The memorial will be on ground shared with the 398th Bomb Group, which replaced the 55th at Station 131 in April 1944.

Several members of the 55th are expected to be on hand for the dedication, which will take place during the visit of the 398th England Tour in June (See Page 5).

The memorial will be paid for by the 398th, although the 55th and Friends in England have been contributing toward the memorial. The project is headed up by Russell Abbey and Malcolm Osborn.

Memphis Belle Seeing Long Restoration

The Memphis Belle, the most readily identifiable B-17 from World War II, is on its way to the Wright-Patterson Air Force Base Museum in Dayton, Ohio.

But first, a stop of indeterminable length at Middleton, Tennessee (near Memphis), for initial airframe inspection and breakdown in preparation for its final journey to Dayton.

At Dayton, it will proceed through the Museum's restoration facility which, according to the director of the Museum, Maj. Gen. Charles E. Metcalf, is expected to take "several years."

"We will give the Memphis Belle a level of care and public visibility befitting its legacy and ensure that future generations will learn about the heroism and bravery of the bomber crews."

"The plane had been under the mantle of the Memphis Belle Memorial Association since rescued from the Altus, Oklahoma, "bone yard" in 1946.

The Belle flew 25 missions with the 91st Bomb Group, flying in the same first Combat Wing with the 381st and 398th.

Easterners, Friends On Dues List

The quarterly Dues program for the 398th Bomb Group Memorial Association pinpoints The East this time.

Plus the folks who call themselves the "Friends of the 398th."

So ... if you are living in the following 13 East Coast states (plus Washington DC) there should be a Dues envelope inserted in your FLAK NEWS —

Maine, New Hampshire, Vermont, Massachusetts, Pennsylvania, Rhode Island, Connecticut, New York, New Jersey, Virginia, West Virginia, Delaware and Maryland.

Write your check for \$20, plus any additional contribution you feel justified, and mail to the new Dues Manager, Dawne Dougherty, Harris-burg, OR 97446-9585.

Don't forget to note any new address or telephone number (in case the FLAK NEWS editor wants to contact you). And please check the proper box identification.

You English Friends may send your £10 Dues directly to Barry Tyler, Buntingford, SG9 0DE, England.

Thank You!

B-17 Nose Blown Figure Dies

Phil Stahlman, who this past year saw all his eight children — two sons and six daughters — become members of the 398th Memorial Association, died on December 9, 2005. And his wife of 61 years, Marge, died two days earlier.

Stahlman, the co-pilot, was the last remaining crew member of the famous “nose-blown” B-17 mission over Cologne on October 15, 1944. The pilot, Larry deLancey, passed away several years ago, along with other member of the crew.



The photo of the 601 Squadron plane, displaying its nose completely blown open as result of an exploding 88 mm. cannon shell that hit the nose, ranks as one of the most dramatic incidents of the WW II air war. DeLancey and Stahlman flew the plane home to Nuthampstead despite the horrendous damage to the Fortress that took the life of the toggler, George Abbott.

Stahlman joined Eastern Air Lines as a pilot after the war and remained with the line for 37 years. His children said their father was buried in his Eastern uniform. In addition to his eight children, he had 12 grandchildren and five great-grandchildren. He was 84.

Roger Freeman

Roger Freeman, whose book, *THE MIGHTY EIGHTH*, is the benchmark of all history of the 8th AF in England during World War II, passed away at the age of 77 after a long bout with cancer.

Freeman, who lived in Colchester, Essex, contributed many other books on the Eighth and was an officer in the 8th AF Historical Society. He was a frequent visitor at bomb and fighter group reunions in the U.S.

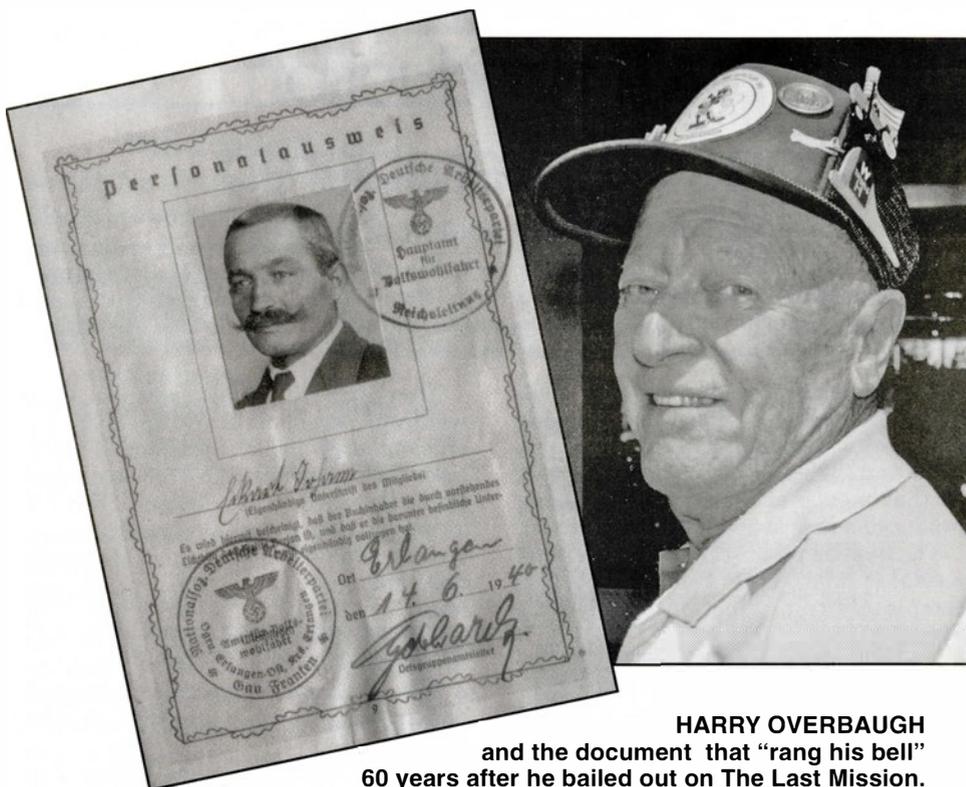
Freeman was a guest of the 398th during the group's tour to England in 1990, providing an evening of “air war reminiscences” at the gathering at Duxford.

“You are the real story,” he said to the gathering. “I just wrote it down.”

His classic poem, “The Sky Was Never Still,” was published in the October 2005 issue of *FLAK NEWS*.

Randy Stange

Randy Stange, 52, the son of Jeanne and the late 603 navigator Ray Stange, died suddenly on December 16, 2005, in Fullerton, California. Randy had been long active and supportive in 398th Board affairs, contributing to such projects as “Timeless Voices.”



HARRY OVERBAUGH
and the document that “rang his bell”
60 years after he bailed out on The Last Mission.

IT WAS A NAME THAT RANG A BELL

Harry Overbaugh has been a longtime member of his church in Hilltown Township (Pennsylvania).

Ever since he came home from bailing out of the 602 Coville B-17 on the Last Mission on April 25, 1945.

Ever since he “captured” a German soldier, took his boots (still has ‘em), met up with the U.S. Infantry, marched to the captured town of Erlangen, where he found an official looking Nazi document that he brought home after the war, and kept all these years.

So last year he just happened to meet and greet (at church) a man he had casually known only as “Frank.” But this time caught his last name, “Eckart.”

“Sounds so familiar,” Harry said to himself, and he continued to ponder on the name in the days ahead.

“Could it be from the war? From Germany? From that bail-out? From the march?”

Out from the trunk came the war memories. And the “Nazi document” called “PERSONAL AUSWEIS” and displaying very official Nazi stamps dating back to 1940.

With a photo and the name, “JOHANN ECKART.”

What are the odds that Overbaugh might one day casually meet up with a descendent of the Nazi official whose “Personalausweis” book he found in a house in Erlangen, Germany, 60 years

ago? Surely, monumental.

Harry brought the booklet to church and compared notes with Frank Eckart. And sure enough, Harry's friend was indeed a great-nephew of “Johann Eckart” of Erlangen and whose family long ago came to America to escape the memories of a war that caused so much misery.

Harry gave Frank a copy of the document that Frank took with him on a visit to Germany, proving that “it is a very small world.”

Overbaugh is well known in 398th reunion circles as the one who gives away mementoes to friends to be worn on caps and jackets.

He returned home after the war and continued to serve for 32 years with the Pennsylvania National Guard, retiring as a major.

In 1972 he was cited by the Adjutant General for his work in directing disaster relief during the Susquehanna River flood in the Wilkes-Barre area.

NEXT REUNION

It is not too early to consider the next 398th Bomb Group Reunion. Mark it now —

September 6-7-8-9, 2006, in LIVONIA, Michigan (near Detroit). Complete reunion details will be found in the April *FLAK NEWS*.

What You Can Do If You Have To:

B-17, B-24 Production Lessons Remembered

BY BILL V. VOGT and ROBERT W. (DOC) HALL

During World War II, bomber production at Seattle's Boeing Plant II and Detroit's Ford plant at Willow Run "flowed like a river." Some of what we learned then – still useful more than 50 years later – was forgotten. But it's never too late to relearn and re-deploy some of the timeless concepts that were discovered.

The maximum production rate of B-17's in Seattle was 15 per day, reaching this peak between 7:30 a.m. March 29, 1944 and 7:30 a.m. on March 30, 1944. In that month of March, 1944, Boeing produced a record 364 Forts (in Seattle).

The Seattle plant went on to complete a total of 6,981 Forts before converting completely to production of the B-29 Superfortress.

Douglas and Vega built an additional 5,750 Forts, raising the total to 12,731.

It was the war of the century – the big one – a war to win or lose through volume production. When it began in 1941, two four-engine heavy bombers designed in the mid-1930s, the B-17 and the B-24

They invented, built, and ran what were, and perhaps still are, history's most efficient large-airplane production operations – Boeing's B-17 production run at Plant II, south of Seattle, and Ford's B-24 production run at Willow Run, near Detroit. The history of these distinctly different plants shows how people can learn to build big airplanes (or any other large, complicated product) fast, efficiently, and with high quality. They did it with slide rules, telephones, teletypes, and drawing boards – and without computers.

Some of the practices at Willow Run and Seattle were similar, others were striking contrasts. Seattle was run by

Bill Vogt is an Associate Technical Fellow, Manufacturing Engineer, 777 Program, Boeing Commercial Airplane Group, and is very interested in lean manufacturing. He frequently makes presentations on World War II bomber production. Dr. Robert Hall is Editor-in-Chief of Target Magazine, Association for Manufacturing Excellence.

broken for Willow Run. In effect, auto experts redesigned an advanced aircraft for mass production by automotive methods. They knew it could be done.

From beginning to end, Willow Run built B-24s in a glare of publicity. Still celebrated for "inventing" mass production. Ford wanted to prove that automotive methods and engineers could build airplanes faster than aviation companies. Because of that rivalry, and perhaps, the publicity, aviation companies were not eager to learn from Willow Run.

Then and now, Willow Run captured more ink than Seattle, but at its peak, almost matched the actual output rate of Willow Run. The Seattle people had to concoct some simple production methods that we now think are new.

By modern standards they weren't big, but in 1941, the B-17 and the B-24 were



Liberator, were the biggest warplanes in the arsenal. Rapidly building armadas of these heavy bombers was one of the decisive strategies of that conflict.

From 1941-45, the men and women engaged in it had the challenge of their lives building the largest, most complex, four-engine aircraft ever mass produced before.

But what motivated them? Early on, it was a gut-wrenching fear of losing. By 1943, they sensed that they would win, so they had fire in the belly to get it over with as fast as possible. The word went out, "Get'em flying." And they did what they had to do. Much of what they did had never been done before. Some of it hasn't been done since.

engineers who both designed and built B-17's. They knew airplanes, but not mass production. Hobbled by space restrictions, they had to self-discover lean manufacturing. They had a little help from here and there, but much of their system they created themselves to win the production race of the century.

By contrast, Willow Run was operated by engineers renowned for mass production, but who were not ignorant of airplanes. In the 1920s, Henry Ford designed and built the Tri-Motor airplane, pioneered the first commercial air service (between Detroit and Cleveland), and first used radio to guide a commercial airliner. However, TriMotor production halted eight years before ground was

monsters, more complex than any previous aircraft. They had similar weights, wingspans, and payloads – and hundreds of thousands of parts. Each was powered by four 1200-horsepower engines. Although somewhat smaller than a 737, the planes resembled their modern commercial counterparts minus the electronic stuffings and customized interiors.

Although designed to win a war, not for decades of service, the durability of the B-24 wasn't bad, and the B-17 was legendary for flying home with horrendous battle scars. Into the 1980s some B-17s served as slurry bombers on forest fires. The last one retired as a crop

Continued on Page 10

Members Poised For Tour

“One More Peek” For 398th

It will have been 30 years since the first contingent of 398th veterans returned to the “old base” at Station 131. June 2006 will mark the last of the “formal” tours under the sponsorship of the Association.

A “loading list” of some 33 men and women will make their way to Station 131, Anstey, Duxford, Madingley, Hertford, London and points in between for “One More Peek” —

To remember the 292 men who made the ultimate sacrifice.

To gather with Friends ... and God ... to express thankfulness for “those days.”

To respect those who lay beneath the grass.

To celebrate the joys of being alive (at our age).

To travel and see old haunts and marvel at the new ones.

To wish we could have met up with the Duke of York.

To rejoice at having dinner and wine on the trans-Atlantic airplane rather than grumble over a pack of gum and a candy bar on the way to and from Merseburg.

To linger and look at the sights in London and Windsor and reflect on that old saying, “There will always be an England.”

President Wally Blackwell will head up the party and will speak for the 398th at the Remembrance Service and other events. A special guest will be Warren Loring, who was a P-38 pilot with the

The Loading List

Wally & Teedy Blackwell, Rockville, MD
Cleo & Louise Bickford, Cypress, TX
Bob & Jane Bowen, Athens, GA
Lee Anne Bradley, Andover, NJ
Ted & Judy Brass, Papillon, NE
Lew & Millie Burke, Centerville, VA
Elaine & Ann Collins, Rocklin, CA
Ben & Pollyanna Core, Fort Smith, AR
Bill Dean, Centre Harbor, NH
Harry Hoelzel & Rita Dentino, LaMirada, CA
Mellisa Menard Ledlow, Kingwood, TX
Mary Ludlam, Syosset, NY
Cate Ludlam, Oyster Bay, NY
Warren & Thelma Loring, Monument Beach, MA (55th Fighter Group)
Don Menard, Baton Rouge, LA
Gertrude & Karen Neff, Lexington, VA
Russ & Millie Reed, Port Ludlow, WA
Arnie & Marie Schneider, Jerome, MI
Rick & Barb Fish, Seattle, WA (Travel Consultant)
Allen Ostrom, Seattle, WA (Tour Organizer)

55th Fighter Group at Station 131 before the 398th arrived. A memorial to that group’s fallen will be dedicated near the 398th memorial.

As always the case, there will be “Wally’s Tour” of the old base, and of course, time to enjoy the embellishments at the Woodman Inn.

Duke of York Says Sorry



BUCKINGHAM PALACE

10th October, 2005

Dear Mr. Ostrom,

I am writing further to my letter of 5th October, 2004, and your invitation for The Duke of York to join you in the Summer of 2006 for a 398th Bomb Association reunion event.

His Royal Highness much appreciated your kind invitation which was considered at our recent programme planning meeting. Sadly, however, I am afraid it became apparent at the meeting that The Duke of York’s diary is already over full and His Royal Highness much regrets that he will be unable to attend.

I am so sorry to send you this disappointing reply. The Duke of York has asked me to send his very best wishes.

Yours sincerely,
Amanda Thirsk

Amanda Thirsk
Assistant Private Secretary
to The Duke of York

Allen Ostrom, Esq.

There is still time to join the tour, according to travel leader Barbara Fish, although trans-Atlantic tickets to London may be hard to come by. She can be reached at 1-800-909-0154. E-mail barbf@cascadelink.com.

The tour leaves on May 31, returning of June 9, 2006.

There will be one father-daughter pair on the tour. Don Menard, who did his WW II duty as radio operator on the Roy Sheely crew (and finished his tour in a German PW camp) will take along his daughter, Mellisa Menard Ledlow.

Irish war bride Mary Ludlam will be accompanied by her daughter, Cate. And Elaine Collins, whose late husband was a ball turret gunner on the Saul Marias crew, will travel with daughter Ann Collins.

Gertrude Neff, whose pilot husband William Wells was killed in action, will be accompanied by daughter Karen.

Tour leader Allen Ostrom will make his 13th England/Continent tour, beginning in 1986. “I’m certain this will be my last,” he said.



THE WALLS in the dining room of the Woodman Inn are “anointed” with 398th Bomb Group memorabilia. Among the latest additions is the A-2 jacket of the late co-pilot Charles Wasserman of the 603 Worley crew. It was donated by his wife, Paulette, who lives in Boca Raton, Florida.

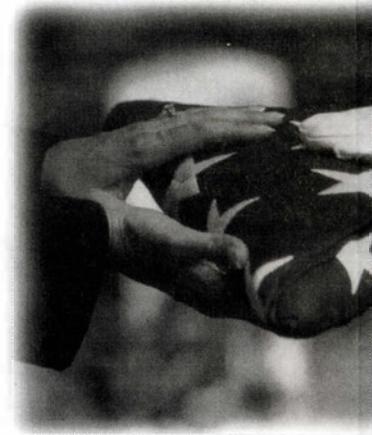
www.398th.org



When the roll is called up von - der,

When The Roll Is

- | | | | | | |
|--------------------------|-------------------------|-------------------------|------------------------|-------------------------|------------------------|
| Abernathy, John R. | Bash, Claire C. | Breimeyer, Royal | Churchill, Wesley H. | Davis, Jack | Erler, Donald J. |
| Adamak, Edward | Basham, James | Brewer, Darrell F. | Cifrese, Paul | Davis, Jerald A. | Evans, Clarence E. |
| Adams, Eugene R. | Bassman, Fred G. | Bridges, Clarence W. | Civitarese, William A. | Davis, John H. | Faber, Herbert G. |
| Adelman, Paul | Battaglia, Frank A. | Briody, James J. | Clafford, Lloyd | Delancey, Lawrence | Falkenbach, John S. |
| Adleman, Milo | Baughman, John | Briskie, Edward F. | Clament, Jesse R. | Delbart, Raymond S. | Farenthold, Francis L. |
| Agnew, Harry | Bawduniak, John | Britt, Thomas F. | Clark, Benjamin L. | Delcamp, Clarence E. | Farewell, Francis A. |
| Agnew, Robert | Baxter, Richard | Brockman, James W. | Clark, Francis C. | Delorey, William J. | Farley, Robert |
| Albert, Dwyer D. | Bearden, Edgar | Brokaw, Rev. Raymond | Clark, Joyal O. | Delorier, Joseph | Farmer, Edward |
| Albro, Albert M. | Beattie, Hugh Don | Brown, Arnold W. | Clarke, Atwell S. | Delorimier, John B. | Farmer, Jack D. |
| Alderson, Richard | Beatty, Oscar L. | Brown, E. Logan | Clarke, Walter F. | Demander, John L. | Farmer, John M. |
| Alexander, Claude | Beavers, Cecil | Brown, Hilyer (Pete) | Clements, Jerauld | Desh, Herb | Farnsworth, Dexter |
| Alfano, John | Beck, Charles M. | Brown, James C. | Clifton, Ernest | Devan, Samuel | Farrell, William A. |
| Allare, John | Beck, John W. | Brown, Lawrence | Clyne, Harold J. | Devlin, Steve | Faughn, Joe |
| Allen, George E. | Becker, John J. | Brown, Orland D. | Cochran, Curtis | Dexter, Robert L. | Fay, Andrew |
| Allen, Stanley W. | Becker, Max | Brown, Paul | Codan, Peter | Dezan, Burton H. | Fender, Keith C. |
| Alpert, Stanley | Beecher, Edward B. | Brown, Robert E. | Coene, William | Dick, Russell O. | Ferguson, Reginald C. |
| Altman, Frank | Belcher, Jess | Brown, Samuel M. | Colantoni, George | Dickhart, Clarence | Fernandez, Frank |
| Alves, Alfred | Bell, Marvin | Brown, Sidney | Colburn, Warren | Dierolf, Claude E. | Fick, Herbert |
| Alwood, Joe | Bell, Robert | Brozena, John M. | Cole, Harold | DiGiuseppe, A. Gerard | Fields, Jerome G. |
| Amer, Jerry | Benefiel, Phillip L. | Brubaker, Franklin P. | Coleman, George F. | Dimich, Peter M. | |
| Anaya, Alredo | Bennett, John L. | Brubaker, Wayne | Coleman, Winsor | Dippel, Francis | |
| Anderson, Allen C. | Bennett, Norville | Brunke, Earl H. | Coleman, Thomas A. | Dixon, Gerald | |
| Anderson, Emil | Benningfield, Harley O. | Brunsborg, Arnold | Collins, Philip D. | Dixon, Roger E. | |
| Anderson, Frank | Benoe, William I. | Bryant, Edward M. | Colvin, Charles E. | Dobie, Richard | |
| Anderson, Ralph | Berggren, Cecil E. | Buchsbaum, Louis | Colvin, William L. | Doerfler, David J. | |
| Anderson, Roy L. | Bergsma, Norman E. | Buck, Chester S. | Colwell, John | Doerstler, Wayne | |
| Anderson, Russell M. | Bernier, Loyola A. | Buck, Herman J. | Comstock, William G. | Doles, Robert F. | |
| Anderson, William G. | Berry, Kearie L. | Buckingham, James S. | Conrad, John P. | Dollar, James D. | |
| Andreko, Andrew | Berryhill, Col. Earl | Buckley, Francis X. | Contento, John D. | Donahue, Clifford E. | |
| Andrews, Kenneth E. | Berthoud, Charles | Bur, Nicholas J. | Coombs, William F. | Donelian, Thomas | |
| Arbogast, F.E. (Phil) | Bestervelt, Harold J. | Burke, Al | Coomes, Ralph S. | Donovan, George | |
| Ariotta, Joseph | Bewley, James A. | Burris Jr., Thomas E. | Cooper, Beryl C. | Dorfmeier, Donald D. | |
| Arlin, Allen A. | Biancardi, Andrew | Burrighs, Kirby | Cooper, D.G. (Bud) | Dougherty, A.L. | |
| Armstrong, Arthur | Biette, Paul W. | Burton, John | Cooper, Joseph D. | Dougherty, Thomas E. | |
| Armstrong, Sidney A. | Bigda, Joseph | Buscani, John P. | Coopet, Joseph L. | Douglas, Gene | |
| Armstrong, Walter G. | Bingle, Henry | Buschbaum, Louis | Corcoran, Joseph W. | Dover, Harry J. | |
| Arn dell, James | Bird, John C. | Bushle, Louis | Cornett, Earl M. | Downing, Robert A. | |
| Ashton Jr., Leonard C. | Bischoff, Albert J. | Bussard, James L. | Corry, Fr. George | Drager, Kenneth | |
| Ashworth, Dean H. | Bittner, Walter | Butler, John | Corsuti, Anthony | Dreyer, Charles G. | |
| Atkins, James R. | Blancett, Marvin | Buvinger, David | Costanzo, William E. | Driscoll, John T. | |
| Atkinson, Herman | Blanda, Guido | Buzza, Kenneth | Cote, Arthur | Duncan, John W. | |
| Atkinson, Vernon C. | Blankenship, G.W. | Callahan, Noel | Coupart, Bernard | Dunn, Richard J. | |
| Atwood, Doyle | Blehm, Frederick W. | Cameron, Carl C. | Courtenay, Gordon T. | Dunne, Bill | |
| Audet, Paul E. | Bley, Winston | Campbell, Edward A. | Coville, Paul A. | Durbin, Francis | |
| Aukerman, John V. | Blum, Lowell | Campbell, Tom | Cowen, Harry | Durtschi, William J. | |
| Aun e, Arnt M. | Bobbitt, James M.S. | Campbell, Van B. | Cowley Jr., John J. | Dutra, Edwin | |
| Austad, Kermit | Boeger, Orv. W. | Campbell, Wallis L. | Cox, Howard W. | Dutrow, Gordon P. | |
| Axson, Jason M. | Boersma, Ted | Campdon, Alfred | Cox, Norman | Duvall, Rev. James T. | |
| Bacon, Adrian | Bogard, Willard B. | Cantrell, Floyd | Cox, Paul E. | (Protestant Chaplain) | |
| Bacon, James C. | Bohn, Jack L. | Capen, George H. | Coxey, John T. | Dwyer, Wilbur S. | |
| Baer, Howard F. | Bolthouse, Charles | Carlton, Donald P. | Crawford, Paul | Dwyer Jr., William J. | |
| Bagley, Bernard | Bolton, Vencil | Carter, Nigel | Crenshaw, Billy W. | Ebbeson, Dr. E. Dalton | |
| Bahling, John W. | Boltz, Phillip T. | Carter, Robert C. | Crocker, Lawrence | Eberhart, Jay J. | |
| Bailey, Adrian (Bud) | Bonanno, Salvatore | (Saferite crew) | Cron, Robert | Echevarria, Jose | |
| Bailey, Ray E. | Bonjani, Bruno | Carter, Robert C. | Cross, Albert B. | Eck, Harold | |
| Baird, Harold | Borchers, Doyle | (Watson Crew) | Crouch, James | Edgell, Harry | |
| Baker, Albert A. | Bornstedt, John W. | Carwile, Allan P. | Cubranich, Julius P. | Edgington, Gilbert | |
| Baker, Cova | Bosshart, Herbert | Cason, Alfred | Cullinan, Stephen P. | Edick, C. Kenneth | |
| Baker, Hermus C. | Boswell, Marion L. | Cassel, Arnold | Cummings, D.L. | Edmondson, Georgie | |
| Baldwin, Mondo L. | Bottoms, Millard S. | Castro, Edward | Cun diff, Donald W. | Edwards, John H. | |
| Ballard, Charles W. | Bourke, Joseph E. | Catterson, Kenneth L. | Cutcher, James L. | Ehil, Edward | |
| Ban croft, Joseph (Dave) | Bourlon, Billy L. | Cavalier, Vincent J. | Dacon, Charles H. | Ehret, Clarence | |
| Bangson, Barry D. | Bowcock Jr., H. Guy | Charbonneau, Francis | Dailey, Donald | Eichman, Eugene M. | |
| Bankert, James | Bowman, Leonard L. | Chase, Lewis D. | Dailey, E. Bruce | Eisele, Francis C. | |
| Baptist, Claude A. | Boyes, Haskell | Chesshir, Kenneth | Dalton, Hollis | Elsrod, Orville | |
| Barkovich, Fred | Braddock, Heyward M. | Chimelewski, Raymond J. | Daly, William J. | Elwood, Kenneth | |
| Barnes, Lynn W. | Bradford, Oliver W. | Chorba, Robert T. | Dames, John J. | Emmons, James W. | |
| Barnhard, Joseph E. | Bradley, Frederick C. | Chrisman, Estil L. | Darcy, Lawrence | Engard, Robert | |
| Barnshaw, Thomas J. | Brady, Jack | Christofer, George | Darner, Leroy | Engle, George W. (Bill) | |
| Bartimus, Neil R. | Braica, Benny | Christopher, Arthur C. | David, Paul M. | Ensign, Col. Lewis | |
| Bartusiak, Leonard J. | Brass, Ernest H. | Christos, Christy A. | Davidoff, Herman | Erickson, Edward H. | |
| Bartusis, Anthony J. | Bream, Burt D. | Church, Fred M. | Davidson, Warren | Erickson, Mahlon | |
| Basco, John J. | Breault, Al | Church, Harold M. | Davidson, Wm. H. | Erickson, Paul W. | |



- Figueria, Arthur L.
 Fisher Jr., Clarence
 Fleming, Horace
 Fletcher, Richard E.
 Flickinger, Charles R.
 Flipse, David
 Florin, Henry
 Floyd, Arch C.
 Folger, Robert
 Foraker, Kenneth H.
 Foster, Dean L.
 Foster, George E.
 Foster, Paul
 Fowler, Hannibal
 Fowler, James
 Franceschini, Gino
 Frantz, Landis
 Freel, Lawrence A.
 Freeman, W. Noel
 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.
 Gates, Robert N.

Called Up Yonder



When the roll is called up yon - der,

Gaulke, Gerald G.
Gelwicks, Frank I.
Gerber, Tom
Gergenti, Leonard
Gerloff, Harry
Gerrain, Peter
Giardano, Joe
Gibb, Robert
Gibbons, Marion H.
Gibeau, Raymond
Gibson, Charles F.
Gillenwater, Joseph A.
Ginsburg, Joseph
Giuliano, Pete
Gloor, John
Godfrey, John
Godwin, John K.
Goldbach, Ernest
Goldman, Gil

Haller, John A.
Hamacher, Ross L.
Hammill, Frank D.
Hammontree, Jack C.
Hamor, William T.
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.
Harris, Arthur S.
Hart, Karl E.
Hart, Robert T.
Hartman, Paul J.
Hartsell, William S.
Hartwell, George W.
Hatch, Dwight
Hatcher, Robert
Hatten, Harold R.
Haworth, William A.
Haws, Thomas R.
Hayes, Robert G.
Haynes, Charles (Irby)
Haynes, James T.
Hays, Nathan B.
Hayward, Harold D.
Hazlitt, James R.
Hearn, Thomas G.
Heck, Paul V.
Hedeen, Melvin
Heintzelman III,
Harry L.

Heitman, Paul F.
Helms, Vernon S.
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
Hildreth, Robert
Hill, Jack, Jack
Hilliard, George R.
Hineman, William
Hinkle, Dwight
Hoag Jr., Edward
Hoak, William P.
Hobbs, John O.
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
Howden, Ross I.
Hoynes, Earl K.
Hreachmack, Joseph
Hudson, Herman D.
Huey, Elbert P.
Hughes, Byron B.
Hunnicut, 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)
Ilko, George M.
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.
Jendrezewski, Ray
Jenkins, James
Jennings, George W.
Jerominski, Edward V.
Jessop, Richard B.
Johanson, Dennis
Johnson, A.G.
Johnson, Floyd E.
Johnson, Gene
Johnson, Harold D.
Johnson, Warren
Jones, Andrew
Jones, Charles T.
Jones, George D.
Jones, Ira
Jones, William H.
(Florence AL)
Jones, William H.
(Olympia WA)
Jordan, Edward
Jordan, William F.
Kaminski, Joseph
Kantor, Philip
Karnell, Peter J.
Karnier, Fred
Kastner, Alfred E.
Katz, Harry
Kauffman, Kenyon G.
Kautz, Albert
Kautz, Robert
Kavanaugh,
Dr. William R.

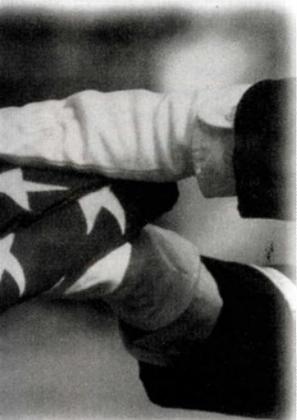
Kay, Allen
Kearney, Earl
Keene, Raymond
Kelly, Jerome F.
Kelly, Dr. Robert
Kenyon, Donald E.
Keown, George E.
Kerr, Walter H.

Kershaw, Leon R.
Keyes, Frank T.
Kidd, Donald W.
Kilby, William C.
Kimball, Dale
King, Charles E.
King, Donald
Kircher, Carl
Kirscher, John E.
Kiser, Kenneth
Kite, Dallas E.
Klatte, Earl W.
Klatzkin, Nathan
Klimaszewski, Victor
(Klemens)
Klingenhoffer, John
Klix, George A.
Kneuer, Arthur T.
Knife, Percy (Honorary
Member)
Knight, George N.
Kohut, Charles
Kolafa, John
Kolb, Kenneth
Konie, Ernie
Kotte, Norman E.
Kozak, Stephen V.
Kram, Ralph
Kramer, Harvey
Kramer, Virgil F.
Krause, John J.
Krebs, Eugene F.
Kritchman, Archie
Krizan, Joseph M.
Kroh, Charles H.
Kuck, Homer R.
Kuenneth, George W.
Kunkel, John
Kurish, Rudolph J.
Kypta, Harold A.
Labat, Lionel L.
Lachman, Russell
LaCoste, Ernie
Lake, William J.
Lake, William S.
Lamar, John W.
Lamiell, James C.
Land, Don
Landrie, William H.
Landrum, Francis S.
Lang, Fredrick
Langford, Ray
Lanich, Edward R.
Lassegard, Leroy
Latrenta, Peter
Latson, Harvey
Lauberns, Lawrence
Laufer, Marvin
LeDoux, Ray J.
Leemon, Don
Leonard, Gene
Leukhardt, Roy
Levy, David
Lewis, David W.
Leyva, Daniel
Libertucci, Peter
Licker, Herbert
Like, Waldean
Lindo, Fred
Lindomen, Edwin
Linke, Walter J.
Locy, John
Long, Douglas

Long, Emory
Long, Richard L.
Lorence, Clarence R.
Lorenz, Leo
Loret, Leon G.
Loss, Ralph H.
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
Lyons, Bill
Mackey, Frank
Macklin, Roy D.
MacPhail, Basil
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
Marfilus, Elmer H.
Markley Jr., William C.
Marsh, Walter E.
Marshall, Richard
Martin, George A.
Martinek, Emil J.
Martone, August J.
Martorella, Angelo
Maryott, Dana
Masino, Louis
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
Meador, Olan E.
Meden, Frank
Meingast, Joe
Mellis, Charles J.
Melson, Rufus
Melville, Tudor
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, John J.
Miller, Lester R.
Miller, Lewis M.
Miller, Mike C.
Miller, Paul
Miller, Samuel B.
Miller, Walter F.
Mills, Leonard P.
Mills, Richard (Rocker)
Mitchell, George
Molesworth, Robert W.
Monagin, Gerald W.
Money, Arnold
Moon, Andrew
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 Jr., Reuel
Nadel, Saul
Naioti, John F.
Namey, John
Naragon, Daniel J.
Nash, George N.
Neidringhaus, M.A. (Bud)
Neill, David S.
Nejaski, Leroy

Gonzales, Benito
Gordon, Charles
Gosse, Earl H.
Gouveia, George
Graff, Stephen J.
Grange, George
Grant, Sam
Gray, Charles F.
Gray, Harry E.
Gray, Jay O.
Green, Norbert
Green, Sam B.
Greenberg, Abraham
Gregorie, Robert K.
Gresh, Steve
Griffo, Arthur
Grinter, Don
Grossman, M.
Grothues, Al
Gruber, Fred
Guice, Thomas
Guild, Herbert
Gulledge, 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



Heller, John A.
Hamacher, Ross L.
Hammill, Frank D.
Hammontree, Jack C.
Hamor, William T.
Hanauer, James
Hancock, William C.
Hansen, Herman J.
Hapgood, Alfred
Harbit, John
Hardenburg, Harry B.
Hardy, Arnold
Hardy, John R.
Harmon, Carl H.
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Harrington, Robert E.
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Hart, Karl E.
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Haynes, James T.
Hays, Nathan B.
Hayward, Harold D.
Hazlitt, James R.
Hearn, Thomas G.
Heck, Paul V.
Hedeen, Melvin
Heintzelman III,
Harry L.
Heitman, Paul F.
Helms, Vernon S.
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
Hildreth, Robert
Hill, Jack, Jack
Hilliard, George R.
Hineman, William
Hinkle, Dwight
Hoag Jr., Edward
Hoak, William P.
Hobbs, John O.
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.

Continued on Page 8

When The Roll Is Called Up Yonder

(Continued from Page 7)

Nelson, Gene	Pyles, Robert F.	Scott, Norman T.	Steele, Kenneth M.	Uhl, Robert G.	Wickam, James E.
Nelson Jr., Harry	Pysson, Albert	Scott, R.F.	Steen, Leo W.	Ullman, Robert A.	Wickman, Walter
Nelson, J.C.	Quick, Guy C.	Quinn, John A.	Steinberger, Edwin	Ullom, Robert E.	Wierney, Joseph
Nelson, Orville	Quinn, Stephen R.	Quinn, Stephen R.	Stelmach, Walter	Ulstad, Duane E.	Wiggins, Robert E.
Nemer, Marshall	Radnedge, William B.	Radnedge, William B.	Stephens, James	Unkel, Rudolph E.	Wight, Bill V.
Newbrough, Kenneth	Rammer, Robert E.	Rammer, Robert E.	Sternadel, Robert L.	Unverzagt, Daniel	Wilde, George J.
Newman, Elvis M.	Ramsbottom, Manson	Ramsbottom, Manson	Stetter, Paul J.	Upmeier, Tom	Williams, Frank J.
Nichols, James J.	Rau, Charles A.J.	Rau, Charles A.J.	Stewart, Edward S.	Vale, William G.	Williams, James R.
Nilles, Donald C.	Rayes, Charles J.	Rayes, Charles J.	Stickel, Robert F.	Vanderlick, William	Williams, William C.
Noble, Earl	Reaves, Eugene W.	Reaves, Eugene W.	Stiles, Jack	VanDyke, Donald J.	Williamson, Delmar
Nolan, Robert	Rebillot, Robert C.	Rebillot, Robert C.	Stitz, Thomas	VanPelt, Richard J.	Williamson, Rufus C.
Norby, William	Redican, Francis M.	Redican, Francis M.	Stockman, A.J.	Veech, Evert M.	Wilson, Claude
Notorpole, Robert J.	Rehme, Howard W.	Rehme, Howard W.	Stombaugh, C.E.	Vela, George E.	Wilson, J. Herbert
Nulf, Larry	Reid, Perry	Reid, Perry	Stone, Warren	Veley, Les	Wilson, William C.
Nungesser, Arthur H.	Rex, John H.	Rex, John H.	Stout, Phern	Vernet Jr., Waldemar	Wilson, William R.
O'Brien, John W.	Rhoten, Mack Hall	Rhoten, Mack Hall	Stout, Plato	Vicha, Raymond A.	Wimer, William C.
O'Brien, Robert A.	Riccio, Michael	Riccio, Michael	Stovall, Lloyd	Vincent, Robert W.	Wineman, Edward C.
O'Brien, Robert J.	Rich, James T.	Rich, James T.	Strickrott, Carl J.	Vines, John H.	Winkler, Raymond A.
O'Connell, Danny	Richardson, Robert A.	Richardson, Robert A.	Stripling, Aaron M.	Vredenburg, Donald A.	Winslow, Raymond L.
O'Doherty, James S.	Rickabaugh, Ronald	Rickabaugh, Ronald	Strnad, Frank	Waaramaa, Authur	Wintersteen, Jack
Oeder, Robert M.	Riley, Erwin J.	Riley, Erwin J.	Strohschein, Wallace	Waldman, Benjamin I.	Withers, Horace
Offutt, Marion	Riley, Howard K.	Riley, Howard K.	Struckmeyer, Tom	Walker, Robert L.	Wohleber, John M.
Oliver, James	Ritter, Robert	Ritter, Robert	Studor, Howard P.	Walkup Jr., Charles A.	Wood, Marvin J.
Olson, Otto	Robb, William F.	Robb, William F.	Suggett, Walter	Wallrath, Raymond	Woodcock, William
Ongley, Bert	Roberts, Herman	Roberts, Herman	Sullivan, Rev. Walter B.	Walter, R.N.	Woodham, Warren
Osborn, John W.	Roberts, Jack	Roberts, Jack	(Catholic Chaplain)	Walthall, Ernest	Woodmansee, D.A.
Oswalt, D. Stewart	Robertson, Robert	Robertson, Robert	Sundheim, Lloyd	Ward, John	Woodring, Dave
Otto, William M.	Robins, Charles W.	Robins, Charles W.	Sutton, Barney M.	Waring, Leonard H.	Woodruff, Clinton L.
Ottum, Howard W.	Robinson, Donald E.	Robinson, Donald E.	Swan Jr., Neil	Warren, Alfred	Woods, Mark
Overton, James B.	Robinson, Hal D.	Robinson, Hal D.	Swed, Morris F.	Warren, Gene L.	Woodson, Harold
Overton, Vernon	Rockstroh, Kenneth J.	Rockstroh, Kenneth J.	Sweet, Dr. Robert	Wasserman, Charles	Woodson, Woodrow
Overturf, Thomas V.	Rogers, Linn R.	Rogers, Linn R.	Swift, David	Watkins, Sam	Wolf, James A.
Owens, Blaine	Rohrback, William A.	Rohrback, William A.	Szubka, Sigmund	Watson, Leland A.	Woolley, Robert A.
Page, Albert E.	Rohrer, Richard (Rip) L.	Rohrer, Richard (Rip) L.	Tacker, Laurence J.	Weatherwax, C.D.	Woolsley, Harry
Painschab, Joseph H.	Rolfes, George	Rolfes, George	Tangney, James W.	Weaver, Wayne	Worrell, Floyd G.
Palmer, Charles P.	Roller, Norman	Roller, Norman	Tatchio, Orrin R.	Weeks, Charles	Wralstad, George E.
Pappas, Venizelos G.	Rooney, Pete	Rooney, Pete	Taylor, Arthur R.	Weiler, Frank	Wright, Ellsworth S.
Paris, Archie	Roper, Leroy	Roper, Leroy	Taylor, Emmett Lee	Welder, Leo J.	Wright III, Parke
Parrish, Lewis E.	Rose, Arthur	Rose, Arthur	Taylor, Franklin	Welence, Edmund W.	Wright, Warren H.
Parsons, B.H.	Rosenberg (Ross), Robert S.	Rosenberg (Ross), Robert S.	Teague, Herbert	Wells, Burton B.	Wright, William M.
Passmore, Joseph	Rosenzweig, Harold	Rosenzweig, Harold	Templeton, Robert A.	Wells, David (Honorary Member)	Wymer, Kenneth M.
Paugh, Thomas E.	Ross, Dwight E.	Ross, Dwight E.	Terbieten, Dr. Urban	Wernecke, Vonnerlin	Young, Donald R.
Paxson, Theodore E.	Ross, Gaylord	Ross, Gaylord	Terrior, Leo W.	Weymer, Horace (Hank)	Zackman, William W.
Payne, Claude N.	Rossi, James H.	Rossi, James H.	Thacker, Ike	Wheeler, William J.	Zagelow, Larry
Payne, Marshall M.	Ruboski, John A.	Ruboski, John A.	Thomas, Henry	Wheeless, H.A.	Zajic, Raymond J.
Peach, Tom	Rudrud, Norman V.	Rudrud, Norman V.	Thomas, Howard	White, Victor H.	Zampetti, Dr. Herman
Peek, Kenneth R.	Rush, Donald E.	Rush, Donald E.	Thompson, Lowell	Whitehead, Fred A.	Zawatsky, Walter F.
Penders, Robert	Russell, Houston R.	Russell, Houston R.	Thompson, Oakley J.	Whitman, Fred	Zeller, Lou
Pendleton, Charles B.	Ryan, James B.	Ryan, James B.	Thompson, Robert	Whorton, James H.	Zimmerman, Leland
Penland, Joe	Ryan, Dr. John P.	Ryan, Dr. John P.	Thompson, Williams H.		Zwaanstra, Williams P.
Perkins, Guy	Ryan, Michael O.	Ryan, Michael O.	Thompson Jr., Frank M.		
Perrou, Ed	Ryan, William J.	Ryan, William J.	Thorne, James M.		
Perry, Arthur M.	Ryle, Raymond S.	Ryle, Raymond S.	Thorsen, C. Edward		
Petersen, Tracy J.	Sachs, Stanley	Sachs, Stanley	Thumber, Walter L.		
Peterson, Christian	Saglin, Carl O.	Saglin, Carl O.	Tilden, George I.		
Peterson, Raymond	Sass, Samuel	Sass, Samuel	Tillman, Wally		
Petska, Albert M.	Sawyer, Hiram N.	Sawyer, Hiram N.	Tillotson, Albert		
Pfeiffer, Robert	Schaal, Arthur H.	Schaal, Arthur H.	Timm, Wilber D.		
Pichette, Albert W.	Schallert, Maurice	Schallert, Maurice	Tolbert, Joseph F.		
Pierzchala, Benjamin J.	Schantzbach, John H.	Schantzbach, John H.	Tomaino, Antonio J.		
Pilarcik, Andrew	Schapiro, Joseph S.	Schapiro, Joseph S.	Tone, Emmett W.		
Pintek, Joe	Schmalz, Karl W.	Schmalz, Karl W.	Totter, Joseph H.		
Poole Jr., Walter W.	Schmid, John F.	Schmid, John F.	Townsend, Charles		
Poston, Brian A.	Schmidt, Richard H.	Schmidt, Richard H.	Townslay, Kenneth		
Poston, Carl W.	Schneider, John	Schneider, John	Tracey, Claude W.		
Potashkin, Herbert	Schoen, Ernest A.	Schoen, Ernest A.	Trask, Gerald E.		
Powell, John	Schoener, George W.	Schoener, George W.	Travers, John T.		
Powell, Olin H.	Schofield, James	Schofield, James	Treff, Lee M.		
Powell, San	Schroeder, Allyn	Schroeder, Allyn	Triebwasser, Sidney		
Prettyman, William B.	Schultz, William P.	Schultz, William P.	Troost, H.M.		
Pricer, Jene L.	Schumacher, Alpha H.	Schumacher, Alpha H.	Tryon, William V.		
Priestley, William T.	Schwerer, George J.	Schwerer, George J.	Tucker, Frank		
Procopio, Mario	Scofield, Frank C.	Scofield, Frank C.	Turner, Mark		
Proctor, Reginald L.	Scott, Ernest D.	Scott, Ernest D.	Tynes, Thomas C.		
Pryor, Gailliard S.					
Puthoff, Lewis A.					

THANK YOU, Jim Haas

DEAR WALLY:

"I am mailing a check to our treasurer, Marilyn Gibb-Rice, in the amount of \$1,065.54 for the balance of the 398th account in the Perry, Iowa, bank.

"If I receive any more checks I will forward them and other supplies to Dawne Dougherty, our new Dues Manager, in Harisburg, Oregon.

"This completes my duties, as all good things must come to an end. I have enjoyed your friendship as president, as well as the fellowship of all our 398th members.

"It has been a wonderful experience."

Your Truly,
JIM HAAS

“Do You Know What You Have Done?”

“Do you know what you have done?”

A question asked (and answered) by Col. Mike Ryan at the 398th Bomb Group’s 2004 reunion in Falls Church, Virginia.

And asked again by the speaker at the Washington State Chapter of the 8th Air Force Historical Society in Seattle last November.

Two years ago the question (and answer) applied to the “60 years of freedom for Europe,” attributed to the 398th (and the 8th Air Force) by Col. Ryan, son of a 602 Squadron navigator, and current member of the U.S. mission at the E.U. in Brussels.

It was asked again as to how it could have applied to the four-engine bomber pilots flying out of East Anglia in WW II. The answer and question came from “a tail gunner who did his 35-mission take-offs while reposing on the chaff boxes in the radio room of his B-17.”

“Nearly every one of our missions in the winter of 1944-45 was done in the darkness of predawn,” he said. “The guys in the cockpit looked out their windshields and saw nothing save for the flicker of the runway lights through their side windows.

“Every takeoff had to be an adventure, not knowing for sure if there were trees out there, a church steeple, a tower. And fully loaded with bombs and fuel.

“And after taking off, they had to begin a five-mile ‘racetrack’ pattern gaining 300 feet per minute while reaching ‘bunching up’ altitude, which might be 12,000 to 15,000 feet. All the time watching out for the others taking off each minute ... in the dark.

“Also, they had to watch for the other groups taking off at the same time only a few miles away.

“After all that adventure, these pilots had to join up with 41 groups numbering 1000 to 1500 bombers and try to be on time within a matter of a minute or two before crossing the Channel.

“Had the Air Force generals, like Eaker, Arnold, Spaatz, Doolittle and others submitted these plans to the FAA, adding that most of the pilots would be 19-year-old kids, they would have been told — ‘You are out of your minds; it can’t be done.’”

The speaker ended his dissertation by asking the veteran pilots in the audience — “Do you know what you have done?”

And the pilots reflected on being a part of something that had never been done before. And would never be done again.

P.S. — The speaker asking the pilots that question is the FLAK NEWS editor, Allen Ostrom.

DO YOU REMEMBER LANDING “SOP”?

So it has been over 60 years since “those days” of World War II. Possibly some have forgotten how it was for Squadrons of 12 (or more) B-17’s to set down after a long day of delivering the war to the land of the Nazis.

All pilots needed to know the “ground rules” for landing, and our Operations Officer, Col. Edwin (Bruce) Daily, was there to point the way in his classic missive called, “398th Bomb Group (H)

Standard Operating Procedure” (92 pages 8½x14).

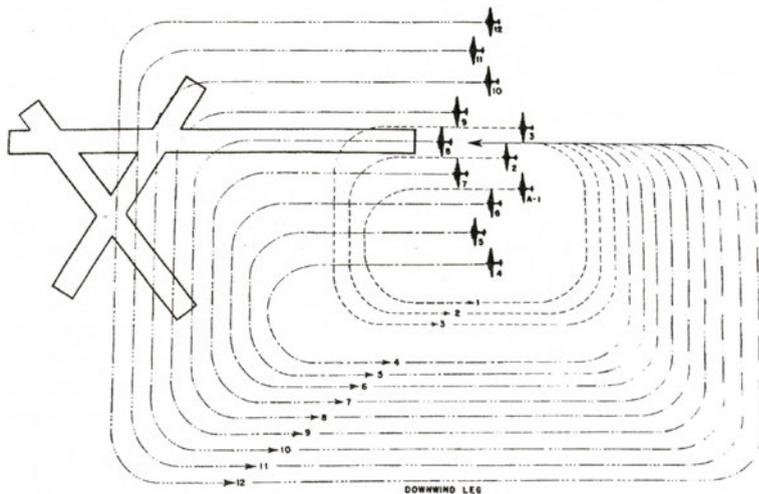
The “Procedure For Landing,” shown here, is only one of many segments recorded in Daily’s SOP. There was no part of combat flying that was not covered.

A copy of the original book (mimeographed, of course), has been made available to the Mighty Eighth Heritage Museum in Savannah and is available to all who visit the Museum’s library.

“Peel Off” Every 5 Seconds

PROCEDURE FOR LANDING — SQUADRON FORMATION

SQUADRON LEADERS WILL CALL TOWER FOR LANDING INSTRUCTIONS FOR THEIR SQUADRON
ALL AIRCRAFT WILL INFORM TOWER WHEN ON FINAL APPROACH.



PEEL OFF INTERVAL WILL BE 5 SECONDS.
AIRCRAFT WILL PEEL OFF IN AT LEAST A 40° BANK AND WILL NOT REDUCE BANK UNTIL HEADING 90° TO RUNWAY.
ORDER OF PEEL OFF AS INDICATED - AIRCRAFT LOW AND TO LEFT IN FORMATION LEAVE FIRST.
PILOTS MUST CONTINUALLY ATTEMPT TO KEEP TRAFFIC PATTERN SMALL - THIS DIAGRAM IS NOT DRAWN TO SCALE AND AIRCRAFT TO THE REAR OF THE PATTERN DO NOT NECESSARILY HAVE TO INCREASE THE SIZE OF THE PATTERN.

(Editor’s Note – Spelling of the word “PROCEDURE” is as it appears in the original document.)

All The B-17 News In New FlyPast Issue

For the person seeking “everything I need to know about a B-17,” he can now find it in a special, 83-page FlyPast magazine issue called, “B-17 Tribute.”

Published by England’s Key Publishing Ltd., and edited by Mark Nicholls, the magazine (\$12.50) contains articles, photos, statistics, tech specs, tributes, 8th AF history and highlights including stats on every unit that served with the 8th (including the 398th and its logo, squadrons, assignments, models, base, missions, and losses).

It includes a revealing story by the editor on “Struggles Over Europe,” documenting how the 8th Air Force committed to daylight bombing against the Axis powers between 1942 and 1945 and that “it was a costly undertaking.”

The magazine is available at most major book stores in the United States.



What You Can Do If You Have To?

Grandparent Plane Builders Of WW II “Had It Right”



IN ONE DAY (March 29, 1944) Boeing Airplane Company in Seattle turned out a record fifteen B-17 Flying Fortresses, proving that “what you can do if you have to,” a tribute to the World War II grandparent plane builders “who had it right.”

(Continued from Page 4)

duster in the early 90s. Today, 14 remain flyable as restored museum pieces.

Among B-17 and B-24 buffs, debate continues on which one was better. Slightly faster and more maneuverable, the Liberator had a small edge over the B-17 in operating range, speed, and altitude. However, the more stable, aerodynamic Flying Fortress was easier to hold in close formation. The B-17's large wings were designed with many redundant paths to carry stress loads around damaged areas, so a well-clobbered Fortress could keep flying – an attribute comforting to its crews.

The Liberator's high-aspect ratio Davis wings were structurally lighter than the B-17's with fewer redundant load paths to reroute stress. So a solid hit would crumple a B-24 wing. B-24s were also less crash worthy. A belly landing often cracked a B-24 fuselage into two or three pieces, and if the impact of ditching at sea collapsed the bomb bay doors, a B-24 sank fast. When a sturdier B-17 ditched, the plane usually stayed afloat until the crew escaped in rafts. Some floated for days.

However, Eighth Air Force records show a crew loss rate of only 13.4 percent for B-24s versus 15.5 percent for B-17s, so among veterans the debate lingers on. “Well now, the B-24 could fly above the flak, while the B-17 flew more often without fighter escort...” From a production and engineering viewpoint, they were nearly equal challenges.

Wings were, and still are, the crucial structures of an airplane. The engines mount to them and the fuselage attaches to them. They are “the platform” that

holds a plane together in flight. That's why the wings became the centerpieces of production flow in each of the two plants. One of the major design differences between the planes was that the single wing of the B-24 penetrated all the way through the fuselage, which was suspended from it, while the two wing halves of the B-17 attached to the lower fuselage.

Once upon a time, when we had to, we designed highly producible aircraft and created simple systems to build them. Boeing did it one way; Ford did it another. Both achieved the desired result – huge volumes of quality aircraft. We can still learn from what our grandparents did.

The Timeless Lessons

- To avoid confusion keep all processes simple.
- Use modular design of both products and production processes to enable flow.
- Keep support staff close to real processes, not remote.
- Smooth flow in limited space meets or beats large scale.
- Limited resources force the invention of better methods.
- Pay attention to human needs and morale.
- Permanently solve problems at their source with root cause analysis.
- For quick learning, employ immediate feedback.
- Instill a gut-level sense of urgency so people don't hold up the process.

“Colonel” Arises From Teague 398th Heritage

The name Giles L. Teague may be found among the 292 men of the 398th Bomb Group who were killed in action during World War II. He was co-pilot on the 602 Squadron Fortress piloted by Lyle Doerr that went down with all aboard in the Channel on December 30, 1944.

Some 60 Years later – June 13, 2005, Lt. Col. Roger W. Teague, a great nephew of the 398th KIA member, became “Colonel” Teague in an Air Force ceremony in Fairfax, Virginia.

Wally Blackwell, president, wife Teedy, and Lee Anne Bradley, historian, were there to represent the 398th and to lend historical documentation to the name of “Teague.”

The new “Colonel” is deputy chief, program integration and assessments division, National Security Space Office. He is a 1986 AF Academy graduate and his career includes a broad range of assignments at the “squadron, center, joint, and HQ USAF levels acquiring, supporting, or operating missile warning, communications, and space control systems.”

The name of the new colonel's great-uncle is inscribed on the Wall of the Missing at Henri-Chapelle American Cemetery in Belgium.

LETTERS

“I just received your letter along with the photo of my husband's A-2 jacket and I am thrilled that the Woodman Inn has this displayed so beautifully.

“I have also written to Ian and Sandy Johnson of the Woodman Inn to thank them for the way they honored my late husband's memory.”

Paulette Wasserman, Boca Raton, Florida.

“I lost my husband, Dalton, last summer after a long fight with Alzheimer's. Because he could no longer read these last few years I would read FLAK NEWS to him aloud. I was always rewarded with that wonderful smile of his. The camaraderie and good memories of the 398th Bomb Group always remained strong with him. And it is good to receive such a solid and constant reminder with the newsletter.”

Rosemary Ebbeson, Tucson, Arizona.

www.398th.org

BRIEF-things

A special thanks to Boeing engineer **Don Daniels** for providing FLAK NEWS with the excellent feature article on WW II B-17/B-24 production ... and another for ex-601 navigator **Joe Roberge** for his umteenth \$100 dues contribution despite being a lifetime member ... the son of **George Hennrikus (Pete)** had the thrill of not only taking a ride in a B-17 (Liberty Belle) but taking his late father's bomber jacket and boots with him for "one last ride"; he was the bombardier on the 602 **Doerr** crew ... since you asked, the current 398th membership consists of 720 veterans, 307 widows, 167 blood relatives, 123 off-shore "Friends," 45 associates and 54 PR contacts ... just like those bomber pilots who longed for fighters, prexy **Wally Blackwell** gave up his family Chrysler sedan for an "Inferno Red" Jeep ... the FLAK NEWS editor's 20-year-old word processor received its first overhaul this winter and is now good for another 20 years (dream on editor!) ... greetings to the new president/CEO of the Mighty Eighth Heritage Museum, **Timothy Bottoms**, who recently replaced **C.J. Roberts** ... corrosion took a toll on the Memphis Belle the past 60 years, but greater damage was contributed by vandals at the various locations, hence the move to Dayton ... here is a reminder for the folks going on the England Tour — Get Your Passport Now ... **Jim Haas**, who yielded his Dues Manager job to **Dawne Dougherty**, did his 35 missions as bombardier on the 603 **Harry Sleamon** crew ... the Ploesti raids provided much drama, especially for the many downed airmen who spent some difficult days in Romanian PW camps; they have their own Association of Former Prisoners of War in Romania and they will meet in reunion again this year — September 13-17 in Chattanooga, TN ... the Special Visits officer at Duxford, **Linda Mason**, has retired for the country life in France, so the June England Tour travelers will say "hello" to Museum "Explainers" **Ivor Warne** and **Sue Ackland** ... he is "half-Brit and half-Yank," but both parts of **Ralph Ambrose** will show up at Nuthampstead in June (he hasn't missed a tour since the "opener" in 1982) ... since you asked (again) — your "tail-gunner-turned-Editor" estimates that a mission to Merseburg measured about 500 air miles as the crow flies (and about 600 miles with the zig and zags), and that our B-17's got about 1/2 mile to each gallon of gasoline ... Board member **Lew Burke** also serves as VP on his local 8AFHS chapter in Virginia; he wrote the editor, asking for copies of FLAK NEWS so they would have "news" in their Plane Talk (you got 'em, Lew) ... the library complex at the Mighty Eighth Museum in Savannah is to be called "**The Roger Freeman Research Center**" in honor and memory of the late English historian ... the Museum has, since opening in 1996, assembled a collection of no less than 12,000 8th AF artifacts, including titles to the 303rd and 392nd bomb group archives ... have you noticed how many times we begin conversations with, "I remember ... "? ... welcome back to typesetter **David Oakley Ruberg**, who returns to do FLAK NEWS as our 'graphic artist' ... proving that you are never too old to be appreciated, **Dave Mills**, 603rd pilot, was among six Norwalk, Connecticut, "Athletic Association Old Timers" to be honored at a city sports banquet; **Dave** had careers in baseball, hockey and tennis before finally yielding to golf, his present "old timers" career; before becoming a captain and Air Force pilot, **Mills** was a corporal in the Armored Infantry and a lieutenant in the Armored Infantry; he gave up a promising pro baseball career with Pittsburgh in favor of supporting a wife, which he did as a commercial artist ... **Sharon Krause**, our Reunion Chair, gets off with very little travel for the next one in Livonia, Michigan, in September; she lives in Plymouth, a mere five miles from the reunion hotel ... look for a lot of members to come driving, being in the heart of the "Motor City" ... There are a jillion great golf courses in the area, but sadly, few of our members still golf (except **Dave Mills**) ...

398th Bomb Group PX

(The Second Generation)

ORDER FORM

QTY	ITEM	UNIT COST	TOTAL
CLOTHING			
_____	T-Shirt, black, "398th BG Flying Fortress"	\$12.00	_____
_____	T-Shirt, navy, with B-17 front view	\$12.00	_____
_____	T-Shirt, navy, with Triangle W	\$12.00	_____
_____	T-Shirt, olive, with Triangle W	\$12.00	_____
_____	Golf Shirt, mens, light blue, white, red (embroidered Triangle W, 60% cotton, 40% poly mesh, S-XL, please indicate size)	\$25.00	_____
_____	Golf Shirt, ladies, light blue, yellow (embroidered Triangle W, 60% cotton, 40% poly mesh, S-XL, please indicate size)	\$25.00	_____
CAPS			
_____	Black, with logo (indicate 600, 601, 602, 603)	\$8.00	_____
BOOKS			
_____	Fortresses Over Nuthampstead	\$65.00	_____
_____	398th History (1946, photo copy)	\$20.00	_____
_____	"Remembrances" (1989, photo copy, Ostrom)	\$30.00	_____
_____	"WW II Odyssey" (Frankhouser)	\$19.00	_____
_____	"The Youngest Crew" (Wagner) (All books postpaid.)	\$19.95	_____
JEWELRY			
_____	Diecast B-17 Model (1/10 scale, green)	\$9.00	_____
_____	Squadron lapel pins (indicate 600, 601, 602, 603)	\$5.00	_____
_____	Group lapel pin (Hell From Heaven)	\$5.00	_____
LOGOS			
_____	B-17 Jacket Patch (rectangular)	\$4.00	_____
_____	8th Air Force Patch	\$6.00	_____
PHOTOGRAPHS			
_____	"Clearing & Colder" (11x17)	\$18.00	_____
_____	"Clearing & Colder" (11x22)	\$30.00	_____
_____	Anstey Stained Glass Window (11x17 includes list of comrades Killed in Action)	\$4.00	_____
_____	Aluminum Overcast (8x10)	\$2.00	_____
MISCELLANEOUS			
_____	Sun Catcher with logo	\$10.00	_____
_____	Bumper Sticker (black)	\$3.00	_____
_____	WW II Coloring Book (with crayons)	\$4.00	_____
_____	Tote Bag (20x15, black, with logo)	\$8.00	_____

Cost of Items ordered \$ _____

Delivery and Handling add \$4.00
or \$5.00 if order is over \$20.00 \$ _____

Total \$ _____

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Make check payable to "398th Bomb Group PX." Mail check and completed order form to Carolyn Widmann, Noblesville, IN 46062-7150.

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