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

VOL. 18 NO. 4

FLAK NEWS

OCTOBER 2003

“D-Day Plus 60” Tour In 398th Plans

Regardless of the current political differences between America and France, members of next year’s “One Last look” tour can expect a warm and sincere welcome at the “D-Day Plus 60” celebrations on the beaches of Normandy.

“Each returning veteran will receive a special medallion as a token of esteem from our country,” said Admiral Brac de la Perrier of the sponsoring Normandie Memore 60 Anniversaire.

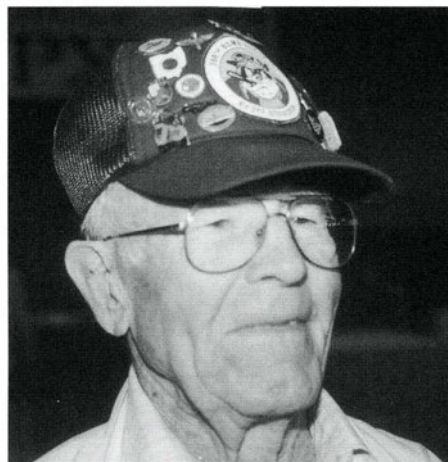
The 398th Bomb Group 2004 tour group, expected to number about 35, will spend three days at Villedieu les Poules (near Caen) on June 5-6-7, before moving on to England.

Meanwhile, there will be many activities on Normandy, and it is assumed that President Bush will be in attendance, along with some 60,000 others.

Because the 398th had a June 6, 1944 D-Day date at Courseulles-sur-Mer, (Juno Beach) the tour visitors will pay that city a special visit during the Normandy stay. A plaque depicting the 398th’s participation will be presented to the Courseulles mayor by president Wally Blackwell.

Dates of the tour are June 3-15, 2004. After an initial “rest stop” at Portsmouth there will be three days in Normandy, followed by another two days in southern England before moving on to Cambridge, the old base at Nuthampstead, Anstey, Madingley, Duxford, Hertford

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GEORGE HILLIARD

This is the face of one of the most beloved men in the 398th Bomb Group—George Hilliard—a 603 line chief back then, and the man most often credited with the creation of the current highly successful Association.

Hilliard was honored at the Covington Reunion with the reading of his “Little Engine That Could—And Did.” He was awarded a plaque depicting the engine, the Wright Cyclone R-1820-97, for his wartime work plus his many years as the group’s Contact Officer.

A Positive Turnout

The 20th annual 398th Bomb Group reunion at Covington, Kentucky on September 8-11, 2003 was supposed to give hint of “things to come” for the Association.

Would there be some assurance of ongoing enthusiasm among the members? Or would there be signs pointing toward an inevitable “winding down?”

Well, the registration count of 268 was hardly a sign of “calling it quits” and more consistent with the numbers of five of the last seven meetings. A positive turnout!

“We are delighted with 268,” said reunion chairman Sharon Krause. “And were it not for a couple of dozen cancellations the last minute, mostly for health issues, we would have reached the 300 mark.

“The untimely passing of Jerry Monagin took away 14 members of his family,” she added. “And Ralph Hall, who had never missed a reunion, had to cancel at the last moment for himself and family.”

And there were others calling in with cancellations, each expressing disappointment at having to skip the Covington meeting.

But those who were there, some in precarious health, soundly applauded when president Wally Blackwell asked for a response to the question of next year. A hearty “YES”!

So “next year” can be recorded as “absolutely” for next September, 2004, in Falls Church, Virginia, near the “Beltway” of Washington DC.

The reunion at Covington, one of the growing and progressive cities in Northern Kentucky (across the Ohio River from Cincinnati) featured “Timeless Voices of Aviation.”

This was introduced by Greg Anderson, executive vice-president of EAA Foundation, Oshkosh, Wisconsin. And skillfully managed by Randy Stange, one of our second generation sons and daughters, of which there were no less than 36 at the reunion.

Stange interviewed, on video camera, 27 men of the 398th, who related their respective careers in aviation, most of which had to do with their air combat careers in World War II. But not all, such as George Hilliard, the 603 line chief

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From The President's Desk:

We Have Friends, And We're Grateful

By **WALLY BLACKWELL**

President, 398th Bomb Group Memorial Association

In previous columns I have proudly reported on recent 398th accomplishments as a busy and still growing (in spirit) association. At this time I will try to comment on a much older but very important part of the 398th organizational fabric. It is time to say "thanks" to all the overseas Friends we have been so fortunate to acquire during the past 25 years or so.

We have more than one hundred of these very special people. They live in many different countries, places called Belgium, Czech Republic, England, Germany, Holland, Ireland, Poland, Sweden and Scotland. In most cases they have become our friends because they served as the vital link between our membership tour groups and the countries we were visiting. They made great efforts to introduce these old 398ers to the hospitality of their country. Very frequently they said "thank you for coming." It really is amazing how much success we have had making friends with those who don't speak the same way we do, or often in a tongue we cannot understand. I can not possibly imagine my life without not meeting these smiling and gracious souls along the way.

There are so many of our 398th members that experience the warm feeling of having a real friend from a far off country. We have stayed at their homes and often have been lucky enough to have been able to have them as a guest in our homes.

During two weeks this past July, the Blackwell's entertained Jaromir Kohout from the Czech Republic. It had been only a month before that Jaromir had been our host at the Air Stars meeting in Slany, CR. We were there to attend a memorial service that honored the 398th Christiansen crew that was lost there March 2, 1945. It was a once in a lifetime opportunity for Jaromir to spend endless joyful hours "researching" at the National Archives facility near Washington DC. What was he researching for? As much information possible about Allied aircraft lost over the Czech Republic during WWII. Jaromir left happily with about one hundred pounds of copy that he just knew was priceless information.

In September, I was pleased to go to Dulles Airport to meet Wilfrid Dimsdale, the leader of the UK Friends of the 398th. Wilfrid was great company for Teedy and me while driving from Maryland to our 398th Covington, KY reunion. I even let him drive a bit after he proved he could handle the right side of the road. It is so significant for all of us to realize that Wilfrid would take the time and make the effort to be with us for that brief but meaningful visit.

So we salute our Friends from the other side of the Atlantic at this time. They have names like: Tony, Gerald, Sonia, Geoffrey, Johanna, Jitka, Ladislav, Manfred, Jan, Roger, Ingemar and a hundred more like them that we proudly call, "Friends of the 398th."



Maria Hunter Passes

Maria Hunter, widow of 398th Bomb Group commanding officer Col. Frank P. Hunter, Jr., passed away last February, 2003. She was buried at Garysburg, NC. She had attended several reunions and a tour to England, which included a visit to Col. Hunter's grave at Ardennes, Belgium. She was 87.



BALMORAL CASTLE

5th August, 2003

Dear Mr. Ostrom,

The Queen wishes me to write and thank you for your letter and the enclosed copies of "Flak News", the newsletter of 398th Bomb Group Memorial Association.

Her Majesty was interested to know that Sir Roger du Boulay has had a long connection with the 398, and was interested to read the article he wrote in the July issue of "Flak News".

I am to thank you very much for kind thought in writing.

Yours sincerely,

Susan Hussey

Lady-in-Waiting

Mr. A. Ostrom

NEXT REUNION IN "DC"

The memories of the Covington reunion have yet to be organized and the photos of friends, buddies and loved ones have yet to be placed in albums.

But already the plans for next year are in place.

The 2004 annual 398th Bomb Group reunion will be held in Falls Church, Virginia September 8-9-10-11, 2004.

The Fairview Park Marriott Hotel is located just off the Washington DC Beltway, within close proximity to Ronald Reagan and Dulles Airports. And a free shuttle to the Metro Station.

The hotel is in a quiet, office park location convenient to all Washington DC attractions, including the Smithsonian's new Udvar-Hazy center and literally hundreds of America's historical sites.

The 2004 September meeting dates in "DC" follow three months after the England/Normandy Tour. It promises to be a very busy year!

"Rocket Assist" In FLY PAST

It is called, "Express Delivery" in the September issue of *FLY PAST*, the prestigious British aviation magazine.

But it is a specially edited "Rocket Assist" B-17 story that appeared in the July, 2002 issue of *FLAK NEWS*. The same text and the same photos, but displayed in a sparkling, glossy, color format, courtesy *FLY PAST* editor Ken Ellis, who added, "our many thanks to the editor of this fine 398th journal, Allen Ostrom."

For information on purchasing the 112-page *FLY PAST* magazine, call Eastern News at 1-800-221-3148. In England, Call 020 7396 8000 (London).

The magazine, with a 45,000 monthly circulation, is available at most aviation museum book stores and wherever major magazines and books are sold.

268 On Hand For Reunion In Covington

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whose ground and air service spanned 30 Air Force years.

The interviews will be edited by the EAA and made available to the Library of Congress, World Wide Web, libraries, publication and broadcast agencies. They will be used for scholarly and educational purposes.

Stange hopes to duplicate the tapes for 398th use, and will continue to interview others as time and space permits.

Hilliard, who gave up his 398th Contact Officer duties this year after being the group's "point man" since 1976, was warmly cheered as one gift after another was laid on him during the Farwell Banquet.

A smart, embroidered jacket was presented by Hal Weekley and his B-17 allies from the EAA. Then Blackwell opened a package containing a plaque with a B-17 engine and appropriate wording at-

"I Want To Be With Those I Shared It With"

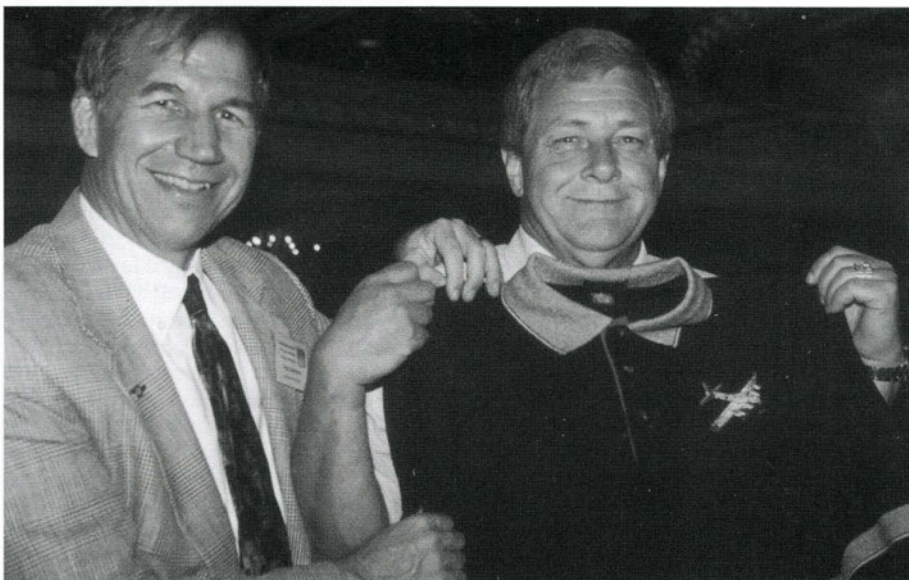
testing to Hilliard's longtime service during WW II and the many years following as Contact Officer.

These duties will now be taken over by Sharon Krause, who also toils as the annual reunion chair and E-Mail manager.

Geoff Rice, who moved from England to Colorado this year (to marry up with 398th treasurer Marilyn Gibb) read Hilliard's story entitled, "The Little Engine That Could—And Did." And then Cate Ludlam followed with a poem telling about the life of an Air Force wife. And this was followed by Teedy Blackwell, who gave Elaine, George's wife of 60 years, a lovely floral bouquet. It was a tender and heart-warming time as the 200-plus banquet guests honored one of their most "beloved" members.

Dave Jordan provided a talk and slide program in explaining his role as the group's "Web Master." The marvels of this technology are actively creeping into the 398th lineage, witness the many members who have computers and E-mail addresses.

Jordan, the son of a 600 pilot, has created a masterful web page for the whole world to see—www.398th.org. Jordan



GREG ANDERSON (left), executive vice-president of the EAA Aviation Foundation, Oshkosh, WI, was the guest speaker at the Covington reunion. He came to promote the EAA's "Timeless Voices" project and found a willing participant in Randy Stange, who interviewed no less than 27 members. For his video interviewing prowess, Randy received a special B-17 sports shirt from Anderson and the EAA.

works in concert with Blackwell, Rice and historian Lee Anne Bradley in administering the 398th web site.

Lee Anne provided a brief sketch of the many stories that even now are being edited and prepared for use on the group's web site.

Friends of the 398th chairman Wilfrid Dimsdale "popped over" from England to tell of his committee's plans for the "One Last Look" tour to the old base next June.

"It may be called, "one Last Look," he said, "but we hope there will be many more in the years ahead."

Dimsdale spoke of the work going on at the Hertford Archives and Local Studies (HALS) in recording 398th history. The group is financially supporting the transcription of photos and documents to compact discs, which one day will be electronically available on www.398th.org.

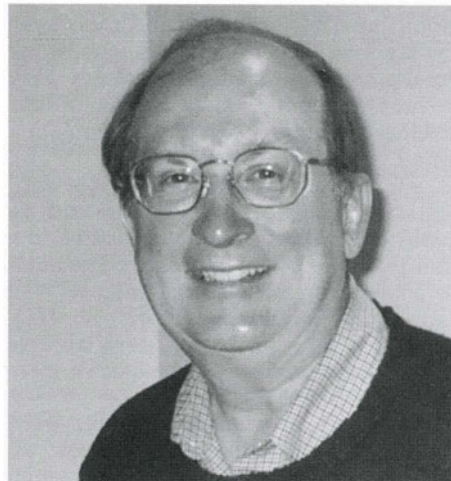
Krause, kept busy all week at the Registration table, was also alert to seeing that everyone got on the proper coaches for tours to the Wright-Patterson Air Force Museum, Lexington Horse Park, two local city tours and an historic tour to Lebanon, Ohio.

It was a busy schedule, but folks still found time to congregate in the Memory Room to buy from Joe & Rozanne Joseph's well-stock PX tables and to browse through "Jack's Books" and other bits and pieces of 398th memorabilia.

As Harry Overbaugh was heard to say, "my tie with the 398th was the greatest event in my life and I want to be with those I shared it with."



SHARON KRAUSE
Another Successful Reunion



Dave Jordan
He's Our Webmaster

“D-Day And Beyond”

The Long March... And Freedom

BY HERBERT G. COOPER

As we marched out of Stalag Luft IV on February 6, 1945, we did not know where we were headed except that we would be heading westward away from the advancing Russian Army. We had been in the camp since June, 1944.

Everyone tried to devise some kind of pack to carry food and some extra clothing. I used a little cardboard Red Cross suitcase that I received in Frankfort and an extra shirt using the sleeves for shoulder straps. Making a suitable pack, not comfortable, but durable.

The first day we walked 24 kilometers (about 15 miles). As it turns out, we generally made from 15 to 25 kilometers per day. We would stay in farmers' barns at night in an area where several farms were close together, anywhere from 200 to 300 packed into a barn.

The weather was fairly cold and raining or snowing much of the time. Fortunately we had regular army overcoats and field jackets to keep warm, but our feet were generally wet by evening. I only had two pairs of socks, so each evening before going to sleep I put the wet pair in my overcoat pockets, letting body heat dry them until the next evening when I made the switch again.

We had no chance to wash or shave except maybe to wash our face and hands once in a while at a farmer's well. Food was very scarce because the Red Cross could not get parcels to us very often. Generally, they would have a wagon load of boiled potatoes in the evening. We would get one or two potatoes and sometimes 1/4 of a loaf of black bread. And occasionally, some corned beef. We called the German rations “Jerry rations.” When we did get Red Cross rations, Curt and I would save the cigarettes and bar of soap for trading. Generally, those who didn't smoke would immediately offer a pack or half a pack for some bread or a little meat to civilians as we passed through a small village or even a farm.

We would wait a couple of days until inflationary prices were down and we could trade three or four cigarettes to a housewife for a loaf of bread, some meat or some stew. We also cut soap bars in half; women would eagerly trade for this. With this procedure we were able to keep up and endure. Although we were hungry much of the time.

We could occasionally hear big guns far to the east. After about a week, we were going to pass through the German lines, probably reserves. We were warned that anyone falling out would be shot.

We started through a forest; it was raining and by evening there was no place to stop. We continued walking until many could no longer keep up. About 1:00 AM the guards found a clearing with some brush piles scattered around. Curt and I put a blanket on a brush pile. Covered up with the other and went to sleep in the continuing drizzle. We had not eaten since morning and were too tired to care at this time.

The next morning we moved on but were so tired we were virtually walking in our sleep. This was our ninth day on the road. On this day we were ferried across the Oder River. Food was very scarce. One evening we stopped at a farm to sleep in the barn, but we had no food. The officers in charge bought a cow from the farmer. It was killed and dressed out and divided among over 20 P.O.W.s We each received a piece of meat.

On the same night a single bomber hit a barn about a mile down the road. Several P.O.W.s were killed or injured. The Germans were setting up manufacturing in various barns and apparently the one that was bombed was suspected of being a manufacturing site.

Eventually we ran totally out of food, even the guards had no food. We were kept on a remote farm for several days with only hot water to drink. I spent the night dreaming of steaks and all sorts of good food.

We finally got some food and moved on. By early April we stopped near a stream to rest for a day. The day was fairly warm and we took the opportunity to go swimming and clean up a little. This was the first chance we had to bathe and shave since February 6 when we marched out of TYCHOWO.

By mid April we were approaching the Elbe River. The allies were moving toward the Elbe from the west and the Russians were approaching Berlin from the east. We had no idea what was going to happen.

We were moving toward the Elbe River somewhere northwest of Berlin but miles south of Hamburg.

For the last two to three weeks, shortly after we crossed the Oder River, we saw streams of bombers overhead and many fighter planes roaming the skies in lone sorties looking for targets of opportunity. Anything larger than a bicycle that moved was fair game, including a horse and buggy of which there were many in Germany.



This is the second of a two-part story called, “D-Day And Beyond,” written by Herbert G. Cooper, radio operator on the Rip Rohrer crew of the 601st Squadron. The crew was shot down over Berlin on June 21, 1944. All 10 members of the lead crew bailed out and survived the war in prisoner of war camps.

In the first installment (July, 2003) Cooper described the flak encounter that crippled his B-17, his capture, and life in a German PW camp. At Christmas time, he recalls, he and the others were let out “to celebrate Christmas far from loved ones and the country we had sworn to protect.”

Cooper returned home to pursue a career as a electronic systems engineer. He lives in Indian Trail, NC.

It was almost impossible for the Germans to move anything in the daytime. The roads were littered with damaged trucks and railroad sidings were loaded with shell riddled and burned out cars.

Most fighters would fly over us and give recognition by wagging their wings. Unfortunately, a group of British flyers were not recognized, probably because their uniforms were blue, not khaki, and were strafed by fighters, killing many.

We finally crossed the Elbe River and came into a very dilapidated P.O.W. camp where the Germans held prisoners such as Russian and Gurkha fighters from India, etc. They had set up some tents outside the fence here and we were permitted into a certain area where some old deserted barracks had some showers.

The weather was getting warm and we were getting louse infected. They sprayed us with some louse powder and I had some spare clothes that I put on after showering and threw the louse infected ones away.

This place was terrible. Across the fence, by some storage building, we could see a stack of wooden coffins and each

Continued On Page 9 FLAK

PRISONERS OF WAR

The 398th Bomb Group, during its World War II combat tour at Nuthampstead, England in 1944-45, saw 288 members become prisoners of war. The Ira O'Neal crew of the 600th Squadron was the first to be shot down (May 19, 1944, Berlin) with the loss of eight of its 10 crew members. Howard Baer and George Graham became the first of the group's POW's. Harry Mazer and William O'Malley of the 602 Allen Ferguson crew were the last, coming on the final mission of the war—April 25, 1945, to Pilsen, Czechoslovakia. The following is a compilation of all 288 POW's, not in alphabetical order, but according to the date shot down. This was researched and prepared by Historian Lee Ann Bradley.

Name	Pos	SQD.	Pilot	Date	Mission	Name	Pos	SQD.	Pilot	Date	Mission
Baer, Howard F	Navigator	600	O'Neal	5/19/44	Berlin	Vela, George E.	Radio	601	Wilson	7/8/44	Humieres
Graham, George	Radio	600	O'Neal	5/19/44	Berlin	Walke, Sanford E.	ETG	601	Wilson	7/8/44	Humieres
Elton, Leroy Jr	ETG	603	Brodin/Gray	5/24/44	Berlin	Berry, William C.	Navigator	603	Gallagher	7/16/44	Munich
Jans, Jerome T.	Co-Pilot	603	Brodin/Gray	5/24/44	Berlin	Castleman, Harry L. Jr.	Co-Pilot	603	Gallagher	7/16/44	Munich
Rochford, Bernard	Radio	603	Brodin/Gray	5/24/44	Berlin	Davis, Wendell P.	Bombardier	603	Gallagher	7/16/44	Munich
Gnasdowski, Frank	Ball Turret	601	Ingram	5/24/44	Berlin	Fels, Robert J.	Waist	603	Gallagher	7/16/44	Munich
Doherty, John H	Bombardier	600	Thompson	5/24/44	Berlin	Gallagher, Raymond J.	Pilot	603	Gallagher	7/16/44	Munich
Gagne, George H	Radio	600	Thompson	5/30/44	Cessau	Skeem, Arlo J.	Radio	603	Gallagher	7/16/44	Munich
Garson, Ralph	Navigator	600	Thompson	5/30/44	Dessau	Sudduth, Robert C.	ETG	603	Gallagher	7/16/44	Munich
Hartwell, George W.	Waist	600	Thompson	5/30/44	Dessau	Andrews, Alton R.	Bombardier	600	Lovelace	7/16/44	Munich
Namey, John	Ball Turret	600	Thompson	5/30/44	Dessau	Hart, Robert Tan	Co-Pilot	600	Lovelace	7/16/44	Munich
Zufall, Conrad M.	Co-Pilot	600	Thompson	5/30/44	Dessau	Land, Donald L.	Waist	600	Lovelace	7/16/44	Munich
Ferraiuolo, Joseph	Radio	601	Hadjes	6/18/44	Hamburg	Rees, Robert E.	ETG	600	Lovelace	7/16/44	Munich
Gibb, Robert B.	ETG	601	Hadjes	6/18/44	Hamburg	Uhl, Robert G.	Navigator	600	Lovelace	7/16/44	Munich
Hadjes, Willard	Pilot	601	Hadjes	6/18/44	Hamburg	Weatherwax, Clifford D.	Radio	600	Lovelace	7/16/44	Munich
Hiller, John A. Jr.	Bombardier	601	Hadjes	6/18/44	Hamburg	Borchers, Doyle J.	Waist	602	Hawkins	7/19/44	Lechfeld
Howell, Richard E.	Navigator	601	Hadjes	6/18/44	Hamburg	Boersma, Ted	ETG	603	Dwyer	7/28/44	Merseburg
Jones, Floyd Jr.	Waist	601	Hadjes	6/18/44	Hamburg	Dwyer, Wilbur S.	Pilot	603	Dwyer	7/28/44	Merseburg
Kuck, Homer R.	Co-Pilot	601	Hadjes	6/18/44	Hamburg	Harrington, Robert E.	Tail	603	Dwyer	7/28/44	Merseburg
Lindsay, John B.	Ball Turret	601	Hadjes	6/18/44	Hamburg	Hovey, Richard N.	Waist	603	Dwyer	7/28/44	Merseburg
Pescia, Frank K.	Tail	601	Hadjes	6/18/44	Hamburg	Mutz, Joseph H.	Navigator	603	Dwyer	7/28/44	Merseburg
Bunning, Robert	Navigator	601	Halter/Weibel	6/18/44	Hamburg	Williams, Claude A.	Co-Pilot	603	Dwyer	7/28/44	Merseburg
Harris, Arthur S.	Bombardier	601	Halter/Weibel	6/18/44	Hamburg	Woolley, Robert A.	Bombardier	603	Dwyer	7/28/44	Merseburg
Sherman, Richard S.	Co-Pilot	601	Halter/Weibel	6/18/44	Hamburg	Axon, Jason J. Jr.	Co-Pilot	601	Carter	8/4/44	Peenemunde
Chisnell, Douglas A.	ETG	600	Rohrer	6/21/44	Berlin	Carr, William R.	Waist	601	Carter	8/4/44	Peenemunde
Cooper, Herbert G.	Radio	600	Rohrer	6/21/44	Berlin	Carter, Nigel B.	Pilot	601	Carter	8/4/44	Peenemunde
Franks, Clarence J. Jr.	Bombardier	600	Rohrer	6/21/44	Berlin	Castro, Edward	Bombardier	601	Carter	8/4/44	Peenemunde
Greene, Richard G.	Waist	600	Rohrer	6/21/44	Berlin	Doll, Robert R.	Radio	601	Carter	8/4/44	Peenemunde
Henning, Frank K.	Waist	600	Rohrer	6/21/44	Berlin	Dorfmeier, Donald D.	Ball Turret	601	Carter	8/4/44	Peenemunde
Jones, Philip H.	Tail	600	Rohrer	6/21/44	Berlin	Hembrough, William W.	Navigator	601	Carter	8/4/44	Peenemunde
Killen, Leo W.	Squadran CO	601	Rohrer	6/21/44	Berlin	Kukuljan, Richard L.	ETG	601	Carter	8/4/44	Peenemunde
Kramer, Harvey B.	Navigator	600	Rohrer	6/21/44	Berlin	Lewis, Stanford A.	Tail	601	Carter	8/4/44	Peenemunde
Rohrer, Richard L.	Pilot	600	Rohrer	6/21/44	Berlin	Alhadeff, Isaac N.	Pilot	600	Alhadeff	8/6/44	Brandenburg
Waaramaa, Arthur E.	Navigator	601	Rohrer	6/21/44	Berlin	Chavez, Martin C.	ETG	600	Alhadeff	8/6/44	Brandenburg
Brooks, Herbert S.	Ball Turret	602	Godwin	6/25/44	Toulouse	Elsrod, Orville W.	Radio	600	Alhadeff	8/6/44	Brandenburg
Butikofer, Merrill C.	ETG	602	Godwin	6/25/44	Toulouse	Evans, Clarence E.	Navigator	600	Alhadeff	8/6/44	Brandenburg
Freeman, William N.	Co-Pilot	602	Godwin	6/25/44	Toulouse	Foster, Paul E.	Bombardier	600	Alhadeff	8/6/44	Brandenburg
Godwin, John K. Jr.	Pilot	602	Godwin	6/25/44	Toulouse	Melville, Tudor A.	Waist	600	Alhadeff	8/6/44	Brandenburg
Isdahl, Chester R.	Waist	602	Godwin	6/25/44	Toulouse	Mirell, Nathan	Ball Turret	600	Alhadeff	8/6/44	Brandenburg
Jenkins, Frank E.	Tail	602	Godwin	6/25/44	Toulouse	Sigsworth, John R.	Co-Pilot	600	Alhadeff	8/6/44	Brandenburg
Seward, Edward D. Jr.	Navigator	602	Godwin	6/25/44	Toulouse	Walker, Dave F.	Tail	600	Alhadeff	8/6/44	Brandenburg
Wilson, John Herbert	Radio	602	Godwin	6/25/44	Toulouse	Fields, Jerome G.	ETG	600	Baker	8/8/44	Cauvincourt
Busbee, Charles R.	Bombardier	600	Folger	7/7/44	Leipzig	Hereid, Selby P.	Navigator	600	Baker	8/8/44	Cauvincourt
Folger, Robert A.	Pilot	600	Folger	7/7/44	Leipzig	Germiller, William J.	ETG	603	Hopkins	8/8/44	Cauvincourt
Harvey, Clavin D.	Waist	600	Folger	7/7/44	Leipzig	Gibeau, Raymond C.	Radio	603	Hopkins	8/8/44	Cauvincourt
Moses, William F.	Navigator	600	Folger	7/7/44	Leipzig	Hopkins, Robert L.	Pilot	603	Hopkins	8/8/44	Cauvincourt
Paris, John J.	ETG	600	Folger	7/7/44	Leipzig	Kushera, Frederick J. Jr.	Co-Pilot/TG	603	Hopkins	8/8/44	Cauvincourt
Quinn, John P.	Radio	600	Folger	7/7/44	Leipzig	Stitz, Thomas J.	Navigator	603	Hopkins	8/8/44	Cauvincourt
Schneider, John G. Jr.	Tail	600	Folger	7/7/44	Leipzig	Wagner, Meyer C. Jr.	Squadron CO	603	Hopkins	8/8/44	Cauvincourt
Zeller, Louis	Ball Turret	600	Folger	7/7/44	Leipzig	Wernecke, Vonnerlin	Navigator	603	Hopkins	8/8/44	Cauvincourt
Becker, Max N.	Co-Pilot	603	Nisewonger	7/7/44	Leipzig	Werner, John I.	Waist	603	Hopkins	8/8/44	Cauvincourt
Caster, William I	ETG	603	Nisewonger	7/7/44	Leipzig	Buchsbaum, Louis	Radio	601	Weekley	8/13/44	Le Manoir
Ebert, Lloyd M.	Bombardier	603	Nisewonger	7/7/44	Leipzig	Delbart, Raymond S.	Bombardier	601	Weekley	8/13/44	Le Manoir
Green, Sam B.	Radio	603	Nisewonger	7/7/44	Leipzig	Bream, Burt D.	Navigator	601	Wade	9/8/44	Ludwigshaven
MacFerran, William S	Navigator	603	Nisewonger	7/7/44	Leipzig	Brooks, Harrison F.	Waist	601	Wade	9/8/44	Ludwigshaven
Nisewonger, Boyd A.	Pilot	603	Nisewonger	7/7/44	Leipzig	Prevost, Theodore L.	Co-Pilot	601	Wade	9/8/44	Ludwigshaven
Robins, Charles W.	Ball Turret	603	Nisewonger	7/7/44	Leipzig	Rex, John R.	Radio	601	Wade	9/8/44	Ludwigshaven
Atkinson, Vernon C.	Co-Pilot	601	Wilson	7/8/44	Humieres	Eck, Harold L.	Bombardier	600	Wright	9/10/44	Stuttgart
Dunn, Richard J.	Bombardier	601	Wilson	7/8/44	Humieres	Flipse, David E.	Navigator	600	Wright	9/10/44	Stuttgart
Dye, Gerald M.	Waist	601	Wilson	7/8/44	Humieres	Miller, Walter F.	Waist	600	Wright	9/10/44	Stuttgart
Hansen, Martin D.	Waist	601	Wilson	7/8/44	Humieres	Wright 3rd, Parke	Pilot	600	Wright	9/10/44	Stuttgart
Perry, Robert E. Jr.	Navigator	601	Wilson	7/8/44	Humieres						

Continued On Next Page

398th Bomb Group Prisoners of War

Continued from page 5

Name	Pos	SQD	Pilot	Date	Mission	Name	Pos	SQD	Pilot	Date	Mission
Conrow, Russell C.	Pilot	601	Conrow	9/28/44	Magdeburg	Stout, Phern	Tail	600	Zimmer/Douglas	11/26/44	Misburg
Downing, Robert A.	Waist	601	Conrow	9/28/44	Magdeburg	Strafford, James C.	Radio	600	Zimmer/Douglas	11/26/44	Misburg
Faber, Herbert G.	Bombardier	601	Conrow	9/28/44	Magdeburg	Williams, James R. Jr.	Waist	600	Zimmer/Douglas	11/26/44	Misburg
Henderickson, William Jr.	Gunnery Officer	601	Conrow	9/28/44	Magdeburg	Zimmer, Charles E.	Pilot	600	Zimmer/Douglas	11/26/44	Misburg
Hinich, Walter H.	ETG	601	Conrow	9/28/44	Magdeburg	Bagot, Walter M.	Co-Pilot	600	Pope	11/26/44	Misburg
Hughes, Joseph J.	Tail	601	Conrow	9/28/44	Magdeburg	Corbiere, Ovilla S.	ETG	600	Pope	11/26/44	Misburg
King, Charles Q.	Ball Turret	601	Conrow	9/28/44	Magdeburg	Hawkins, Kenneth B.	Ball Turret	600	Pope	11/26/44	Misburg
Madden, Edward F.	Radio	601	Conrow	9/28/44	Magdeburg	Jurczyk, John T.	Navigator	600	Pope	11/26/44	Misburg
McCann, John J.	Co-Pilot	601	Conrow	9/28/44	Magdeburg	Kerr, Joseph R.	Waist	600	Pope	11/26/44	Misburg
Stephans, James	Navigator	601	Conrow	9/28/44	Magdeburg	Lewis, Delmont E.	Radio	600	Pope	11/26/44	Misburg
Hamor, William T. Jr.	Radio	602	Connally	10/28/44	Munster	Poole, Walter W. Jr.	Bombardier	600	Pope	11/26/44	Misburg
Chorba, Robert T.	Navigator	602	Farmer	10/28/44	Munster	Pope, Kermit R.	Pilot	600	Pope	11/26/44	Misburg
Farmer, John M.	Pilot	602	Farmer	10/28/44	Munster	Steele, Charles H.	Tail	600	Pope	11/26/44	Misburg
Gailey, Samuel A. Jr.	Tail	602	Farmer	10/28/44	Munster	Craver, Robert W.	Ball Turret	600	Weum	11/30/44	Merseburg
Keifer, Paul J.	Ball Turret	602	Farmer	10/28/44	Munster	Fletcher, Richard E.	Bombardier	600	Weum	11/30/44	Merseburg
Kilgor, James G.	Radio	602	Farmer	10/28/44	Munster	Woodcock, William H. Jr.	Navigator	600	Weum	11/30/44	Merseburg
Martens, Robert H.	ETG	602	Farmer	10/28/44	Munster	Erickson, Mahlon R.	Pilot	602	Erickson	12/29/44	Bingen
Schumacher, Alpha	Waist	602	Farmer	10/28/44	Munster	Graves, Claiborne T.	Radio	602	Erickson	12/29/44	Bingen
Bawduniak, John J.	Waist	603	Sheely/Scott	10/28/44	Munster	Morden, Robert G.	Tail	602	Erickson	12/29/44	Bingen
Bell, Marvin G.	Tail	603	Sheely/Scott	10/28/44	Munster	Sewell, James T.	Waist	602	Erickson	12/29/44	Bingen
Brown, Dale E.	Bombardier	603	Sheely/Scott	10/28/44	Munster	Thompson, Lowell E.	Ball Turret	602	Erickson	12/29/44	Bingen
Cornett, Earl	ETG	603	Sheely/Scott	10/28/44	Munster	Brown, Island B.	Tail	601	Mitchell	1/20/45	Mannheim
Menard, Donald M.	Radio	603	Sheely/Scott	10/28/44	Munster	Dick, Russell O.	Ball Turret	601	Mitchell	1/20/45	Mannheim
Potter, George Jr.	Navigator	603	Sheely/Scott	10/28/44	Munster	Hughes, Byron R. Jr.	Navigator	601	Mitchell	1/20/45	Mannheim
Richards, Albert J. Jr.	Ball Turret	603	Sheely/Scott	10/28/44	Munster	Mills, Leonard P.	Waist	601	Mitchell	1/20/45	Mannheim
Robinson, Robert H.	Navigator	603	Sheely/Scott	10/28/44	Munster	Skubik, Henry A.	Co-Pilot	601	Mitchell	1/20/45	Mannheim
Scott, Taima A. Jr.	Command Pilot	603	Sheely/Scott	10/28/44	Munster	Spear, Charles F. Jr.	Radio	601	Mitchell	1/20/45	Mannheim
Sheely, Roy M. Jr.	Pilot	603	Sheely/Scott	10/28/44	Munster	Veech, Evert M.	Bombardier	601	Mitchell	1/20/45	Mannheim
Arbogast, Fibert E.	Co-Pilot	601	Campbell	11/2/44	Merseburg	Gonzales, Federico	Pilot	603	Gonzales/Hunter	1/23/45	Neuss
Cassidy, Duane A.	Waist	601	Campbell	11/2/44	Merseburg	Logan, William G.	Togglier	602	McCormick	2/3/45	Berlin
Coatley, Andrew	ETG	601	Campbell	11/2/44	Merseburg	McCormick, John R.	Pilot	602	McCormick	2/3/45	Berlin
Cooper, Joseph L.	Navigator	601	Campbell	11/2/44	Merseburg	Bancroft, Joseph D.	Tail	603	Powell	2/3/45	Berlin
Core, Orville B.	Radio	601	Campbell	11/2/44	Merseburg	Bagley, Bernard D.	Ball Turret	600	Beatty	2/22/45	Stendal
Hammonds, Charles A.	Waist	601	Campbell	11/2/44	Merseburg	Conway, John W. Jr.	Tail	600	Beatty	2/22/45	Stendal
Jones, Andrew E.	Tail	601	Campbell	11/2/44	Merseburg	Freeman, Alva L.	Waist	600	Beatty	2/22/45	Stendal
Licker, Herbert	Bombardier	601	Campbell	11/2/44	Merseburg	Godsey, James H. Jr.	Radio	600	Beatty	2/22/45	Stendal
Deininger, Paul G.	Co-Pilot	603	Newman	11/2/44	Merseburg	Moore, Lawrence H.	ETG	600	Beatty	2/22/45	Stendal
Harrington, C.P.	ETG	603	Newman	11/2/44	Merseburg	Haakenson, Selmer K.	Tail	603	Christiansen	3/2/45	Bohlen
Money, Arnold F.	Tail	603	Newman	11/2/44	Merseburg	Hardenburg, Henry B. Jr.	Co-Pilot	602	Jacobs	3/9/45	Kassel
Whitaker, William D.	Bombardier	603	Newman	11/2/44	Merseburg	Jacobs, Willard G.	Pilot	602	Jacobs	3/9/45	Kassel
Barnes, Mike Jr.	Radio	603	Reed	11/2/44	Merseburg	Lamar, John W.	Radio	602	Jacobs	3/9/45	Kassel
Barnum, George E.	Tail	603	Reed	11/2/44	Merseburg	Motter, William F.	Ball Turret	602	Jacobs	3/9/45	Kassel
Grothues, Alphones, B.	ETG	603	Reed	11/2/44	Merseburg	Paget, Percy	Togglier	602	Jacobs	3/9/45	Kassel
Krizek, August V.	Waist	603	Reed	11/2/44	Merseburg	Poston, Carl R.	Tail	602	Jacobs	3/9/45	Kassel
Mates, Stanley R.	Navigator	603	Reed	11/2/44	Merseburg	Smith, Forest C.	ETG	602	Jacobs	3/9/45	Kassel
Proctor, Charles J.	Bombardier	603	Reed	11/2/44	Merseburg	Terres, Geronimo Jr.	Waist	602	Jacobs	3/9/45	Kassel
Reed, Russell F.	Pilot	603	Reed	11/2/44	Merseburg	McCracken, Edward L.	Waist	603	Ellis	3/14/45	Osnabruck
Thorpe, Darrell	Ball Turret	603	Reed	11/2/44	Merseburg	Peek, Kenneth R.	Navigator	603	Ellis	3/14/45	Osnabruck
Wanserski, Richard J.	Co-Pilot	603	Reed	11/2/44	Merseburg	Pierson, Donald G.	Tail	603	Ellis	3/14/45	Osnabruck
Birch, Oral B.	Navigator	603	Buzza/Hastings	11/21/44	Merseburg	Schofield, James G.	Radio	603	Ellis	3/14/45	Osnabruck
Buzza, Kenneth L.	Pilot	603	Buzza/Hastings	11/21/44	Merseburg	Hilderbrand, William	Tail	603	Thomas	3/15/45	Oranienburg
Laufer, Marvin	Navigator	603	Buzza/Hastings	11/21/44	Merseburg	Ormsby, George R.	Waist	603	Thomas	3/15/45	Oranienburg
Madlung, Jack R.	Waist	603	Buzza/Hastings	11/21/44	Merseburg	Pettibone, James B.	ETG	603	Thomas	3/15/45	Oranienburg
McMenamin, John A.	Radio	603	Buzza/Hastings	11/21/44	Merseburg	Powell, James A.	Ball Turret	603	Thomas	3/15/45	Oranienburg
Minchoff, Eugene P.	Tail	603	Buzza/Hastings	11/21/44	Merseburg	Spaw, Elmer S.	Bombardier	603	Thomas	3/15/45	Oranienburg
Morgan, David G.	Waist	603	Buzza/Hastings	11/21/44	Merseburg	Trokey, Maurice S.	Co-Pilot	603	Thomas	3/15/45	Oranienburg
Spraggins, George V.	ETG	603	Buzza/Hastings	11/21/44	Merseburg	Engard, Robert W.	Navigator	600	McAfee	4/10/45	Oranienburg
Wilbur, Charles R.	Bombardier	603	Buzza/Hastings	11/21/44	Merseburg	Krup, Paul	Radio	600	McAfee	4/10/45	Oranienburg
Bahling, John W.	Radio	603	Howell	11/21/44	Merseburg	Lewis, Frank E.	Togglier	600	McAfee	4/10/45	Oranienburg
Echeverria, Jose M.	Tail	603	Howell	11/21/44	Merseburg	Chism, Robert L.	Radio	602	Shirk	4/11/45	Kraiburg
Landrie, William H. Jr.	Waist	603	Howell	11/21/44	Merseburg	Coxey, John T.	Waist	602	Shirk	4/11/45	Kraiburg
Bachman, Kenneth	Ball Turret	603	Lehner	11/21/44	Merseburg	Ryan, Michael O.	Navigator	602	Shirk	4/11/45	Kraiburg
Elliott, William B.	Radio	603	Lehner	11/21/44	Merseburg	Schmid, John F.	Co-Pilot	602	Shirk	4/11/45	Kraiburg
Esterbrooks, James H.	Navigator	603	Lehner	11/21/44	Merseburg	Shrik, Arthur C.	Pilot	602	Shirk	4/11/45	Kraiburg
French, Ozie C.	ETG	603	Lehner	11/21/44	Merseburg	Wright, Frank A.	Ball Turret	602	Shirk	4/11/45	Kraiburg
Kellogg, Rex V. A.	Tail	603	Lehner	11/21/44	Merseburg	Campbell, Roger W.	Navigator	601	Martinek	4/13/45	Neumunster
Kearney, Earl R.	Bombardier	603	Rich	11/21/44	Merseburg	Cason, Alfred G.	Radio	601	Martinek	4/13/45	Neumunster
Rasmussen, Robert J.	Radio	603	Rich	11/21/44	Merseburg	Gardipee, Francis J.	Ball Turret	601	Martinek	4/13/45	Neumunster
Butler, John E.	Ball Turret	603	Wismer	11/21/44	Merseburg	Lawler, David F.	Waist	601	Martinek	4/13/45	Neumunster
Hager, Herman L.	Radio	603	Wismer	11/21/44	Merseburg	Martinek, Emil J.	Pilot	601	Martinek	4/13/45	Neumunster
Levy, David	Tail	603	Wismer	11/21/44	Merseburg	Steele, Edward L.	Waist	601	Martinek	4/13/45	Neumunster
Luizzi, Samuel L.	ETG	603	Wismer	11/21/44	Merseburg	Brown, Paul W.	Radio	601	Palant	4/13/45	Neumunster
Pares, Aheleas	Navigator	603	Wismer	11/21/44	Merseburg	Coleman, Thomas A.	Ball Turret	601	Palant	4/13/45	Neumunster
Reaves, Eugene W.	Co-Pilot	603	Wismer	11/21/44	Merseburg	Cunningham, Byron B.	Waist	601	Palant	4/13/45	Neumunster
Severson, Eldon B.	Bombardier	603	Wismer	11/21/44	Merseburg	Dicks, Mason L.	Navigator	601	Palant	4/13/45	Neumunster
Wismer, Frederick C.	Pilot	603	Wismer	11/21/44	Merseburg	Hedges, Orie J.	Tail	601	Palant	4/13/45	Neumunster
Anderson, Randolph D.	Navigator	600	Zimmer/Douglas	11/26/44	Misburg	Marabeas, Nick	Bombardier	601	Palant	4/13/45	Neumunster
Douglas, Gene L.	Command Pilot	600	Zimmer/Douglas	11/26/44	Misburg	Sandford, Robert R.	Tail	601	Palant	4/13/45	Neumunster
Kottke, Norman E.	Bombardier	600	Zimmer/Douglas	11/26/44	Misburg	Taylor, Robert R.	Co-Pilot	601	Palant	4/13/45	Neumunster
Kuptsov, Aaron	Navigator	600	Zimmer/Douglas	11/26/44	Misburg	Withrow, Wilbur M.	ETG	601	Palant	4/13/45	Neumunster
Nelson, Harry Jr.	Navigator	600	Zimmer/Douglas	11/26/44	Misburg	Mazer, Harry I.	Waist	602	Ferguson	4/25/45	Pilsen Czech.
Rumney, Opher E.	ETG	600	Zimmer/Douglas	11/26/44	Misburg	O'Malley, William D. J.	Ball Turret	602	Ferguson	4/25/45	Pilsen Czech.



Busy Girl

LEE ANNE BRADLEY doubles as data coordinator and historian for the 398th. She is the one who compiled the prisoner of war statistics as seen on pages 5 and 6. She is seen here beside the 398th Memorial at the Mighty Eighth Heritage Museum in Savannah, Georgia. Lee Anne also has signed on for the "One Last Look" England Tour.



Busy Times Due On 2004 Tour:

Many Ceremonies Due In France, England

Continued from page 1

THE ITINERARY

and other "historical" sites in and around Station 131.

Many activities are planned by the American and French governments during the weeks surrounding D-Day. The 398th will be a part as arranged by Destination Europe and guide Pär Nilhammer. The latter has been a most popular tour leader on previous visits to Europe. He is markedly skilled in European history, not only in English, but in several other languages (including Swedish).

As in past tours, our Friends of the 398th will sponsor special ceremonies at the memorial at Nuthampstead, and also at St. George's Church in Anstey, where the names of all 398th men killed in action are displayed in a magnificent stained glass window.

At least two members have indicated they will bring the flag of their deceased spouse or father to be raised on the "tall pole" near the location of the old operations tower.

The 2004 Tour carries a price of \$2945 for the full tour of 13 days or \$1395 for the seven-day England Only segment. These are LAND ONLY prices, and do not include air fare from the several US cities that service London.

BULLETIN--Tour participants are urged to send in their deposits as soon as possible to be assured of scarce hotel space in France. Contact Barbara Fish "soonest."

Thursday, June 3	Depart US
Friday, June 4	Portsmouth
Saturday, June 5	Normandy
Sunday, June 6	Normandy
Monday, June 7	Normandy
Tuesday, June 8	Portsmouth
Wednesday, June 9	Portsmouth
Thursday, June 10	Cambridge
Friday, June 11	Cambridge
Saturday, June 12	Cambridge
Sunday, June 13	Cambridge
Monday, June 14	Cambridge
Tuesday, June 15	Depart UK

NOTE: For tour prices, registration forms, airline reservations and other specific information contact Barbara Fish, 160 SW 152nd St., Seattle, WA 98166. Telephone 1-800-423-5454. E-Mail thincl@nwlinc.com.

398th Will Support "Voices"

The 398th Bomb Group, already a major contributor to the EAA and the B-17, "Aluminum Overcast", has once again been called on to help a worthy project.

This time to assist in the underwriting of their newest and most ambitious project called, "Timeless Voices of Aviation."

Executive vice president Greg Anderson, who introduced the program at the Covington reunion and learned that 27 398th members had already contributed their "Voices," appealed to president Wally Blackwell for a group-wide appeal for funds.

Blackwell and the 398th Board endorsed the request and set a fund-raising goal of \$10,000. This will include a 398th endorsement accompanied by a formal request by the EAA directed to the entire 398th membership.

"Thanks to guys like you," said Anderson, "we have freedoms like no other place else in the world. Rest assured, the EAA will work hard to preserve what you won for us over Europe."

Members are urged to send their contributions to "398th Bomb Group/Timeless Voices", c/o Marilyn Gibb-Rice, Fountain, CO 80817-0834. Marilyn is the 398th Bomb Group Association treasurer.

How It Was Back In '43:

'Psychomotive' Test Tough On Cadets

BY JACK CONWAY

Tail Gunner Beatty Crew, 600th Squadron

If a guy can't remember the names of the three people he played golf with the week before, how can he be expected to recall Army Air Force Cadet tests he took 60 years ago? I'll try.

I took my basic training and the "psychomotive" tests at Keesler Field, Biloxi, Mississippi in 1943. I passed the tests and was sent to Centenary College, Shreveport, Louisiana for cadet training.

While enroute to pre-flight in Texas, all of us "Volunteer Flight Trainees" were summarily washed out and I opted for gunnery school.

Thinking back on those "psychomotive" tests while still in the Cadet program, I recall five different tests—

1—It looked like an old phonograph record player with a metal record with a brass coin about the size of a dime adhered to the record. The brass coin moved erratically on the record. We were given a hinged stylus with a handle that had a wire connected to a timer box. We were to keep the stylus on the coin as long as possible and the time was recorded.

2—This had to do with keeping a stylus on a strip of brass. The control of the stylus was by two, turn-crank knobs, one on each side. The right hand knob had a left-hand thread and the left-hand knob had a right-hand thread. This was mind-

boggling at the time.

3—This had to do with a strip of metal three feet long and three inches wide. It had a 3/16" hole drilled in the center and we were given a 1/16" stylus which we were to insert into the 3/16" hole. We were given head phones and told to keep the stylus from touching the metal strip as we held it in the hole. The stylus was connected to a timer box and our head phones. If we allowed the stylus to touch the metal our earphones came alive with machine gun fire, bombs exploding, people screaming and grenades going off. It was scary.

4—This was a model plane with a two-foot wing span and a cockpit sitting on a ball joint. The slightest movement would tip it to one side or the other and we had to bring it back to balance using the rudder controls and joystick. Your time of balance was recorded, and the instructor kept you busy by coming by and kicking it off balance. Nice guy.

5—This was another wooden plane model with the addition of a twin row of lights on a arc of wood for rudder control plus a second vertical row of lights for stick control. When the instructor lit a light you had to immediately light a matching light with either the rudder or stick control. Some fun!

Passed Testing; Still Shot Down

The accompanying article by Jack Conway was in response to a recent FLAK NEWS request for stories relating to Army Air Force Cadet testing and experiences.

(See July, 2003 story by Sir Roger duBoulay).

Conway was the tail gunner on the Hubert Beatty 600 Squadron Fortress that was shot down by an ME 262 on a mission to Stendal on February 22, 1945.

The German jet was then shot down by P-51 escort fighters.

Pilot Beatty, co-pilot James Honaker and navigator James Luna were killed in the attack. Surviving in PW camps were Conway; engineer Lawrence Moore; radioman James Godsey; and gunners Alva Freeman and Bernard Bagley.

Togglier Urie Zook also survived, but was later killed in a PW camp by "friendly fire" from American fighters on a strafing attack.

Conway lives at Coconut Creek, FL 33066.

Mero Had Good View of Attack

I had a good view of the ME 262 attack that took out the Beatty crew on February 22, 1945. Our 600th was the High Squadron, led by Bill McLaughlin and Ted Johnston.

I was flying co-pilot with Harry Shuptrine on the wing of leader Don Grinter with Beatty on the port wing. Bill Evans was in the slot.

Shortly before the IP this ME-262 broke out of the clouds, made one pass and knocked out Beatty with cannon shells. The 262 pulled up and away, but quickly three P-51's got on his tail and took him out.

Beatty went into a flat spin with one engine on fire. I saw two parachutes before the plane burst into flame and exploded into small pieces. I was amazed to learn that five had gotten out.

Their co-pilot, Jim Honaker, was in my Nissen hut and we had become good friends. It was not a good day.

—HAMILTON MERO
Oneida, NY

Dyersburg Anyone?

The historian for the Dyersburg TN Army Air Base Memorial Association is seeking contact with any 398th Bomb Group member who trained, instructed or visited at Dyersburg during World War II.

The historian is Tim Bivens, Dyersburg, TN, 38024- 7144.

Fly the Fortress!

"Aluminum Overcast" Flight Schedule

October 3	Pensacola, FL	October 21-22	Sarasota, FL
October 4	Evergreen, AL	October 24-26	Fort Myers, FL
October 5	Pensacola, FL	October 28-29	Naples, FL
October 7 & 8	Panama City, FL	Oct. 31-Nov. 2	Fort Lauderdale, FL
October 10-12	Tallahassee, FL	November 4-6	Vero Beach, FL
October 13-14	Ocala, FL	November 7-9	Orlando, FL
October 17-19	St. Petersburg, FL	November 11-12	New Smyrna Beach, FL
		November 14-16	Jacksonville, FL

“D-Day And Beyond”

Continued From Page 4

FORMATIONS

FEBRUARY 22, 1945
Stendal, Germany

LEAD SQUADRON 603

MILLER			
Smith			
Branyon	Spangler		
Pinner			
Thomas	Hanauer		
Coleman	Stevens	Stockman	Hyndman
Alwood	Swift		

LOW SQUADRON 602

ASHWORTH			
Shafer			
Jacobs	Brown, S.		
Ferguson			
Gray	Shaffer		
Coffee	Godfrey	Bowen	Beam
Thompson		Saferite	
McAfee			

HIGH SQUADRON 600

MCLAUGHLIN			
Johnston			
Scheffer	Pettus		
Lipnick			
Coene	Grinter		
Watson	Shimek	Beatty	Shuptrine
Baldwin	Evans		

Warbird Crash Takes Two Lives

Two veteran airline pilots were killed when the Heinkel He-111 they were flying crashed while attempting to land at Cheyenne, Wyoming last July 10, 2003.

The Heinkel belonged to the Contemporary Air Force's Arizona Wing of Mesa, Arizona. It was a stable mate of their B-17, Sentimental Journey, and other Warbirds.

Losing their lives in the crash were Neil Stamp, a Boeing 767 captain flying for U.S. Airways and Steve Bates, an A-320 Airbus captain flying for American West Airlines.

The CAF Warbird had been a feature with the Arizona Wing since restoration began in 1993. Its history includes being the presidential plane for Spanish dictator Franco. It was powered by two Rolls Royce Engines.

day it appeared to get smaller.

The allies were rapidly approaching from the west and in a few days we marched back eastward across the Elbe River again and headed back the way we had come but by a different route.

The Russian Army was laying siege to Berlin and after about three days we stopped for the night in a small farm village with a number of barns around the perimeter. During the last day or two they had been able to get a truckload of Red Cross parcels and we each had a complete box or more. I guess they wanted to feed us good before the Allies arrived.

That evening we prepared our food over a fire in the barnyard, we could hear big guns to the west and saw a squad of young, brown shirt troops head out with some bazookas (anti-tank weapons).

Now that we had plenty of food, we had a good dinner and went to sleep in the barn. Curt had acquired some potatoes from a German housewife and the next morning we started a fire and decided to have fried potatoes and Spam for breakfast. As we were about finished an armored column of the British Army with detachment of the American 9th Army came roaring down the road into town. Except for a scout car, they didn't even stop. When they saw us they began throwing out K rations from the tanks but kept on moving. Officers in the scout car were told about the troops we saw the night before going down the side road and they went down the road to investigate.

We were left alone with the Germans, but by now the guards had surrendered their arms to us and we were in charge, virtually occupying the town. Everyone was celebrating, eating and just wandering around trying to find some way to get back to the main Allied lines which were still miles to the west at the Elbe River.

Some began knocking on doors and making German farmers get their horses and wagons or buggies out and start west with them. Curt and I looked around for a while and later in the afternoon two other fellows came up with two bicycles they had confiscated and asked if we wanted them as they had a ride on a wagon.

Suddenly we realized it was very late so we took the bikes and a rifle we had acquired from one of the guards. We decided to eat something and realized that everyone else was gone one way or another and the two of us were occupying the town alone. There were no Germans in sight and most homes had white sheets hanging out a window.

We decided it was too late to start out on bicycles so we ate dinner, took the bi-

cycles and went into the barn to sleep with the rifle close by.

We awoke early the next morning and decided it was time to leave this town as we could see no other airmen around. We ate breakfast, fastened our packs to the bicycles and headed down the road in the direction from which the armored column had come. I had slung the rifle on my shoulder so we felt somewhat secure as we rode along.

A few miles down the road, we came to a farmhouse where we saw several of our former guards trying to start a charcoal burning truck. Since we were armed and they were not, we decided that we might confiscate the truck and discard the bikes.

As we rode into the driveway, the Germans all backed away from the truck and we looked it over. The charcoal burner had a fire box on the side which burned the charcoal and the gas generated was fed through a condensing system to the engine much like burning butane. We felt it too complicated to light and start without understanding the controls so we let them have it and rode on.

We saw another car in a barnyard but it was obviously inoperable. Finally we stopped for lunch, not knowing how far we had to go to the Allied lines. After eating, we continued down the road without further incident. I suppose anyone who saw us recognized our uniforms and saw we were armed.

Most Germans were afraid of the Russians and wanted the Allies to get there first. One guard told us, just before we were released, that he wanted no Ruskies; want Americans, he said.

We finally came to the town of Lauenburg in late afternoon. Here there were both British and American.

Long lines of German soldiers were coming down the road from the west. Here they were searched and generally told to go home; although the war was not yet over. There were too many to hold.

Also, as far as you could see down the road was a long line of German supply trucks loaded with supplies for the front but now in Allied hands.

We came up a small hill where Germans were coming in and looked around for a little while. Curt then suggested I watch the bicycles while he scouted around a little.

In a little while he came back with two Polish workers who wanted to get back to Poland and had acquired a German model A Ford van. He had convinced them that the Russians would not give them gas and traded the bicycles for the van.

We picked up two other ex P.O.W.s and

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"D-Day And Beyond"

March From POW Camp Finally Ends

headed west down the cluttered road full of abandoned supply trucks and surrendered and disarmed German troops. After some time we came to Lunenburg on the Elbe River. Here we scouted around looking things over.

The bridge across the river had been blown but the Army Corps of Engineers had put a pontoon bridge in place. Many citizens were roaming around and packages of German military food supplies laying around on the ground. We were standing near a big round cheese when a lady came up and asked if she could have it. We were now going to be well fed so we told her to take it.

We discovered a parking lot of German military vehicles and found a sedan used for a staff or officers car. Looking up some American G.I.s, we asked for some gasoline. They gave us two five gallon cans and we filled the car and parked the truck.

Crossing the pontoon bridge we again headed west toward Belgium. For a number of miles, there were not many people or troops around. Late in the evening, after dark, we came to a German military post occupied by the British. Here we got a chance to shower, shave, were given clean British uniforms and fed.

The next day we loaded onto some troop transport trucks and headed further west stopping with a British group where they had a field kitchen set up and some tents erected. We stayed here two nights and then we were taken to a landing strip where we were picked up and flown to Belgium.

There were quite a few ex P.O.W.s waiting here and when the planes started coming in, they were old Lancaster four engine bombers. One lost a wheel which did not make us feel too comfortable. These planes were old and worn out. Much different then our B-17's. We were happy to arrive safely in Belgium.

From Brussels we went by train to one of the tent city reparation camps set up for P.O.W.s. This was near the Port of Le Harve. After spending several weeks here recuperating, drinking eggnog, and eating as much as we could we boarded a ship and sailed for home, arriving in New York on June 10. After receiving new uniforms and other equipment, I headed home for a 60 day furlough.

It's Out West Time For Dues

This issue of FLAK NEWS represents the traditional "kickoff" for the coming year's Dues Campaign, or the opening 398th drive for the Year 2004.

Only one quarter of the members receive dues envelopes at a time, easing the accounting burden of Jim Haas, our Dues Manager.

Getting the honor of starting the 2004 drive will be those living in the Western regions of America -Washington, Oregon, California, Idaho, Nevada, Arizona, New Mexico, Utah, Montana, Wyoming and Colorado, plus Alaska and Hawaii. This represents about 500 members.

Annual dues remain at \$20 or \$100 lifetime.

It is prudent to add that the payment of dues is a requirement for receiving FLAK NEWS, being a 398th officer, and voting at the annual meetings.

Dues or other contributions to the 398th Memorial Association can be sent at any time to Jim Haas, Perry, IA 50220-0163.

PS—The 398th Board, at the annual meeting in Covington, KY in September, authorized president Wally Blackwell to review the FLAK NEWS mailing list and delete those members who have not paid their annual dues the past two years.

"We have about 80 members who are in danger of being dropped," said Blackwell.

BRIEF-things

The gracious letter from *Queen Elizabeth* to the FLAK NEWS editor (Page 2) regarding the *Sir Roger duBoulay* story was like receiving a "paid in full" check for 17 years of editing . . . the next England trip (June 2004) will be even more eventful for the editor/tour leader . . . *Tom Dougherty* died last year in the US, having left a WWII daughter in England (as others had done); but this year he returned to England permanently when his wife, *Dawne*, spread his ashes around the 398th Memorial; his daughter also was there to witness the ceremony, as was *Lesley Rolfe*, another daughter sired by a 398ther . . . the "Big Band of *Ferdinand Havlic*" played great music at the AIR STARS MEETING in Slany, Czech Republic, which was enjoyed by the six-person 398th tour group; but most of the other "music" broadcast on the Czech radio stations was absolutely abominable . . . the *Urie Zook* of the *Beatty* crew who was killed by "friendly fire" from American fighters (Page 8) had come to the 398th after an extended tour in B-25's in North Africa . . . radioman *Roy Poston* of Florissant, MO (*Marshall Payne* crew, 602) received quite a "message" on the Fourth of July when his friends at Pirrone's Restaurant bought him a ride on the Aluminum Overcast at the Spirit of St. Louis Airport . . . tour experts *Barbara Fish* and her hubby, *Rick*, are also boaters and last July they were "convoyed" through the Washington's San Juan Islands by killer whales and dolphins . . . with the passing of the Collings Foundation's *Carl Clark*, there are now no more FAA-rated WWII pilots still flying the Fortresses, our *Hal Weekley* retired from the Aluminum Overcast cockpit last year . . . you folks with E-mail should remember to send your addresses (and corrections) . . . in his book, *FLYING BLIND*, the then young captain *Buddy Wagner* tells of receiving an order from *Col. Hunter* followed by the words, "this is not a suggestion"; *Wagner* managed to elude enough flight surgeon exams to hide his poor vision, hence the title of his book, written especially for his family and friends . . . it took many hands to nail down the "right" hotel for the 2004 reunion in the DC area, but all agree that the Fairview Park Marriott in Falls Church, VA will be a perfect site . . . we'll see a fully restored B- 29 Enola Gay at the Udvar-Hazy Center next year, and not as an "excuse me" pacifist, piecemeal exhibit that irritated most vet-erans . . . *Richard Holub*, the B-17 pilot who made the famous "rocket assist" takeoff at Station 131, discovered recently that one of the six rockets on one side never fired (but he still managed to take off from the barley field in eight seconds) . . . *Laurence Gonzales*, the journalist son of *Federico Gonzales*, has a new book out, *DEEP SURVIVAL*, that includes the story of his dad's crash survival at Neuss . . . *Gil Geddes*, son of the 602 gunner *Gordon Geddes*, is Special Events manager for the Frontiers of Flight Museum at Love Field, Dallas . . . *Ham Mero* looked at the POW exhibit at the Wright-Patterson Museum and noticed a pilot's wings made from a tin can; the sign said "*Made By Parke Wright*", who had been shot down on his second mission when his co-pilot, *Mero*, was flying with another crew . . . *Keith Anderson's* reunion presentation on the St.Lo missions gave many their first definitive explanation on the part played by the 398th . . . a nice little camera was left in the Memory Room; call the FLAK NEWS editor . . . crew chief *Warren Currie* invited the 398th to reunion in his Illinois hometown in 2010 because that year he will celebrate his 100th birthday! . . . president *Blackwell* was pleased that *Queen Elizabeth* received a copy of FLAK NEWS, but denies that she will be sent a Dues notice . . . *Bill Martin* of the 602nd was the lead bombardier on the St. Lo missions and he agrees that the 398th did a great job both days . . . wonder what the "jet age" Air Force Cadets thought when a B-17 (Sentimental Journey) did a fly past over their football stadium at Colorado Springs? . . . the Heinkel-I11 that crashed with the loss of two lives last summer was the last of its type still flying.

398th Bomb Group PX

Please circle squadron, size and/or color choices.

Qty.	CLOTHING	Cost	Total
___	Cap – Fits All Sizes 600, 601, 602, 603, Group	\$8.00 ea	_____
___	Jackets – Navy, B-17 on Front S, M, L, XL, XXL	\$25.00 ea	_____
___	T-Shirts – B-17 on Front Navy – White – S, M, L, XL, XXL	\$10.00 ea	_____
___	Sweat Shirts – B-17 on Front Navy – White – S, M, L, XL, XXL	\$15.00 ea	_____
___	Golf Shirts – Group Logo on Front Navy or White – S, M, L, XL, XXL	\$20.00 ea	_____
___	Turtle Neck Shirt – B-17 on Collar White – S, M, L, XL, XL; Navy – S, M, Black – L, XL	\$20.00 ea	_____
JEWELRY			
___	Squadron Lapel Pins – 600, 601, 602, 603	\$5.00 ea	_____
___	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	_____
CD's & VIDEOS			
___	CD Jack's Books	\$25.00 ea	_____
___	CD Flak News	\$30.00 ea	_____
___	Video Anstey Window Dedication	\$10.00 ea	_____
___	Video Return to Station 131 Memorial And Anstey Window Dedication	\$10.00 ea	_____
___	(CD-ROM) Statistical History of 398 th B.G. Set of 2	\$55.00 set	_____
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	_____
___	8 th Air Force	\$4.00 ea	_____
PHOTOS			
___	Booklet w/Loc. of Names On Anstey Win.	\$10.00 ea	_____
___	Anstey Window Post Card	\$2.00 ea	_____
___	Photo (11x17) Anstey Window With list of 398 th Fallen Comrades	\$4.00 ea	_____
___	Photo (Control Tower) Station 131	\$2.00 ea	_____
___	Photo (398 th Memorial) Nuthumpstead	\$2.00 ea	_____
___	Photo (8x10 Aluminum Overcast)	\$2.00 ea	_____
___	Print (15x20) "Clearing & Colder"	\$30.00 ea	_____
___	Print (11x17) "Clearing & Colder"	\$15.00 ea	_____
MISCELLANEOUS ITEMS			
___	B-17 Sun Catcher	\$10.00 ea	_____
___	Folding Umbrellas – Red with White	\$18.00 ea	_____
___	Note Paper with B-17 (Packet of 12)	\$4.00 pkt	_____
___	Tote bag, Navy with White B-17	\$7.00 ea	_____
___	Golf Towel, White w/Black B-17	\$7.00 ea	_____
___	Bumper Sticker (398 th Bomb Group)	\$1.00 ea	_____
___	License Plate Holder (398 th B.G.)	\$2.00 ea	_____
___	U.S.A.F. B-17 Key Ring	\$5.00 ea	_____
___	Round Coaster with B-17 Aluminum Overcast in color	\$5.00 ea	_____

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 Delivery And Handling Add \$4.00
 Or \$5.00 if Order is Over \$20.00 \$ _____

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