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

VOL. 19 NO. 2

FLAK NEWS

APRIL 2004

One Last Look

ENGLAND-NORMANDY

It is billed as "One Last Look" — the last hurrah for those twenty-something Yanks who came to England 60 years ago and who now find themselves looking at eighty-something.

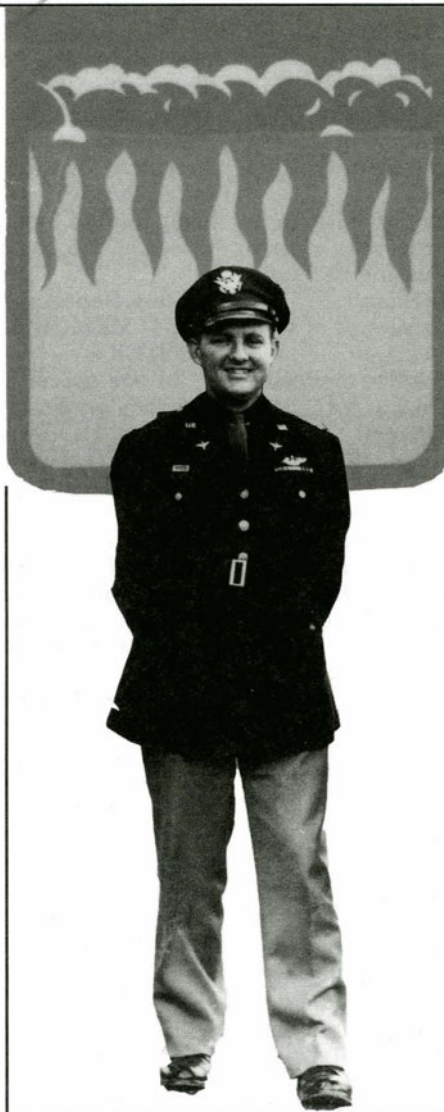
The England/Normandy Tour is now but weeks away and the waiting gets serious for 40 men and women — 12 of whom are veterans and in all likelihood will face up to the reality of "One Last Look."

The others — spouses, friends and second (and third) generation youngsters — will take it all in with the hopes that "they" will carry on the tradition begun many years ago by the veterans who yearned to return . . . and did many times . . . to the old base — Station 131 at Nuthampstead.

The Friends of the 398th have promised a gala welcome, one that will include a fly past by the B-17, Sally B, plus small plane flights from the old airfield.

And the usual warm, solemn, patriotic ceremony at the 398th Memorial standing proudly across from the Woodman Inn. A flag ceremony honoring both America and Britain, stirring music from the Royston Band, a service in words and song led by Rev. Gerald Drew, welcomes by Hertfordshire officials and friends.

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COL. FRANK. P. HUNTER, JR., commanded the 398th Bomb Group (H) from its inception in 1943 to the day he perished on a combat mission to Neuss, Germany on January 23, 1945. He is buried at the Ardennes American Military Cemetery in Belgium.

One More Reunion

FALLS CHURCH, VIRGINIA

More than a few bomb group associations have called it off, but the 398th is proceeding on its Reunion Course.

Perhaps we have adopted the RAF credo —

"PRESS ON, REGARDLESS."

Whatever the reason, there will be a 398th reunion this year and it will be held on the outskirts of Washington, DC — Falls Church, Virginia.

The four-day meeting is set for September 8-11, 2004 and will be held in the Fairview Park Marriott Hotel, 3111 Fairview; Park Dr., Falls Church, VA.

An attendance of 200-plus is anticipated, according to reunion chair Sharon Krause, this being her fourth such assignment.

Complete information will be found on Page 2 and the Registration Form on Page 3. Please note that Registrations must be received no later than JULY 30. Hotel reservations forms are enclosed.

A large "Memory Room" off the lobby of the Marriott Hotel will afford members more than adequate space to reminisce with friends and buddies, pick up their reunion packets, view memorabilia and even browse the 398th web site — 398th.org.

More reunion information in the July FLAK NEWS.

THE FALLS CHURCH, REUNION

(Near Washington, DC)

September 8-9-10-11, 2004

REGISTRATION DEADLINE

The demand for tour coaches in the Washington DC area being what it is in September, it is vital that Registration forms be received by Reunion Chair Sharon Krause no later than July 30, 2004.

Reunion Facts

REUNION CHAIR – Sharon Krause, Plymouth, MI
48170-2870.

HEADQUARTERS HOTEL – Fairview Park Marriott, 3111 Fairview Park Dr., Falls Church, VA 22042. Telephone – (703) 849-9400. Use the enclosed Hotel Reservation Form to reserve your rooms at the special rate of \$89.00 per night. Or use the toll free telephone number of 1-800-228-9290.

REGISTRATION – Use the Official Registration Form (or a copy) on Page 3. Fill in completely, recording the costs of each special event (tours, banquets, fees) and tabulating the Total cost at the bottom. Send your Form and check to Sharon Krause, who will return a copy of the Form indicating receipt of your funds.

TOURS – All tours during the reunion period will be conducted by Ventures in Travel, 7338 Dartford Ave. #9, McLean, VA 22102. Telephone – 1-800-955-9942. Cynthia Neu, manager.

BANQUET TICKETS – The Welcome Banquet will be held Thursday evening, September 9, 2004 at the hotel. The Farewell banquet will be held Saturday evening, September 11, 2004, at the hotel. These tickets (plus all tour tickets) will be in each person's Registration packet available at the Memory Room, the large room adjacent to the Marriott Hotel lobby. Note: Banquet table reservations must be made at the time of Registration.

TOUR TICKETS – All tour tickets will be collected by the driver or guide upon entering the coach.

There Is Still Time For "Timeless Voices"

This is a status report of the excellent success we have had with our funding drive to support EAA'S "Timeless Voices." The good news is that our membership had contributed more than \$5,000 to the program and that we plan to continue this very worthy endeavor, counting on Randy Stange's dedicated interviewing process. The next interviews will take place in Falls Church, VA next September. To contribute financially to Timeless Voices, send your check to 398th Bomb Group (Timeless Voices) c/o treasurer Marilyn Gibb-Rice, Fountain, CO 80817-1795.

– WALLY BLACKWELL, President

Where the battle rages there the loyalty of
the soldier is proven.

– MARTIN LUTHER

Tours

**Thursday, September 9, 11 AM – 3:30 PM –
MT. VERNON TOUR** –

The home of George and Martha Washington, on a high bluff overlooking the Potomac River 15 miles from the US Capitol. This visit will include coach transfers to and from the Marriott Hotel, entrance fees, tour of Mt. Vernon's Gardens and, of course, a great luncheon featuring a selection of three main courses plus President Washington's favorite – peanut soup. This tour will take place while the voting members of the 398th are holding their annual business meeting back at the hotel. The tour is priced at \$55.00 per person.

**Friday, September 10, 9 am – 4:30 PM –
WW II MEMORIAL AND UDVAR HAZY AIR & SPACE
CENTER** –

In one special day it will be possible to visit the new and spectacular World War II Memorial beneath the Washington Monument AND the Smithsonian's newest Air & Space Museum near Dulles Airport, the Udvar Hazy Center. Aircraft that has been hidden away for decades can now be seen at the gigantic center. Like the Enola Gay, Swoose, Stratoliner and dozens of others. Also the Wall of Honor, a permanent memorial with the names of those who have contributed to America's aviation history (maybe some from the 398th). Lunch on your own at a wide selection of eateries. Coach transfers to and from the Marriott Hotel – \$40.00 per person.

Saturday, September 11 –
PART I – National Spy Museum and Capital City Tour – 8:30 AM – 1:30 PM.
PART II – Arlington Cemetery – 2 pm – 5 PM (Not available as "Arlington only" tour.

A classic Washington DC doubleheader, starting with a visit to the fascinating National Spy Museum. Learn about Casanova, the kiss-and-tell lover who spied for both Paris and Venice by seducing his lovers into revealing what they know of their husbands' military plans. See American WACS and Russian KGB women in spy action. You can take on a secret identity and try to exit without getting caught. Can you do it? Later, a City Tour along Constitution Avenue to see the White House, US Capitol, Supreme Court and both Houses of Congress. Lunch on your own at Washington's beautiful Union Station. PART I ends at 1:30 PM and the coach returns to the Marriott Hotel. Cost of PART I is \$40.00

However, you may continue on for PART II at a total cost of \$70.00 – This includes a visit to Arlington National Cemetery to see the Tomb of the Unknown Soldier, Changing of the Guard, and the grave of President John F. Kennedy. Members also will have time to locate the grave sites of friends and loved ones, including former 398th president Bill Comstock. Coaches will return to the hotel at 5 PM.

(Only PART I can be ordered separately).

OFFICIAL REGISTRATION FORM

398th Bomb Group Memorial Association 21st Annual Reunion
 Falls Church, Virginia September 8-9-10-11, 2004

PLEASE RETURN NO LATER THEN JULY 30, 2004

NAME _____ WIFE _____ SQD. _____

ADDRESS _____ PHONE (_____) _____

CITY _____ STATE _____ ZIP+4 _____

E-MAIL ADDRESS _____

NAMES OF OTHERS IN PARTY, PLEASE PRINT FOR NAME TAGS.

Wednesday, September 8 –

Registration 9 AM to 4 PM Memory Room

Thursday, September 9 –

Registration	8:30 AM to 4 PM	Memory Room		
Board Officers Meeting	9 AM to 12 Noon	Boardroom		
Mt. Vernon Tour	11 AM to 3:30 PM	Via Coach	\$55.00 x _____	\$ _____
GROUP BUSINESS MEETING	2 PM To 4 PM	Ballroom		
No Host Bar	6 PM	Foyer		
Welcome Banquet (Table Reservation Required)	7 PM	Ballroom	\$46.00 x _____	\$ _____

Friday, September 10 –

Registration	8:30 AM to 4 PM	Memory Room		
WW II Memorial & Hazy, Smithsonian Tour	9 AM to 4 PM	Via Coach	\$40.00 x _____	\$ _____
Dinner On Your Own				

Saturday, September 11 –

Registration	8:30 AM to Noon	Memory Room		
PART I, DC TOUR – Spy Museum, Capitol Tour And Union Station	8:30 AM to 1:30 PM	Via Coach	\$40.00 x _____	\$ _____
PART II – (optional) – Arlington National Cemetery	2 PM to 5 PM	Via Coach	\$70.00 x _____	\$ _____
(You may select either PART I (only) or PART I & II together. The "Arlington Only" part is not available.)				
No Host Bar	6 PM	Foyer		
Farewell Banquet (Table Reservation Required)	7 PM	Ballroom	\$49.00 x _____	\$ _____

Registration Fee (per person, 2 maximum per family)	\$10.00 x _____	\$ _____
2004 Dues (if applicable)	\$20.00 x _____	\$ _____

TOTAL \$ _____

I/We will be staying at the Marriott Hotel Other _____

Please complete form, enclose check, and mail to:

Sharon Krause
 Plymouth, MI 48170-2870

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

From The President's Desk:

DOING A LITTLE REMEMBERING

By **WALLY BLACKWELL**
President, 398th Bomb Group Memorial Association

I believe it is time to recall how some of our members really did make a difference in our 398th Bomb Group Memorial Association's operation. I do this without fear of leaving anyone out because there always is another FLAK NEWS issue. So let's remember a few unique 398ers with a very special thanks.

WILLIAM COMSTOCK – Bill was the President of the Association from its inception in the early 1970's until he left us in 1996. He provided the inspiration and leadership for the many accomplishments we made during those busy years. We think of Bill being with us at successful annual reunions, return trips to the old base area, and visits to special 398th combat sites on the continent. Bill will always be remembered for his dedication to our 398th activities and the warm friendship he shared with everyone. We all miss not having him around.

HARRY GRAY – Harry is a charter 398th member and was present to record the 1982 Nuthampstead Memorial dedication ceremony. He graciously made that video available for all of us to enjoy. Harry was the original 398th computer bug, and was into computers before the rest of us. For many years Harry kept the original membership records in his computer and manufactured the address labels for Allen to manually attach to his FLAK NEWS mailings. Thanks to Harry for bringing the 398th Memorial Association into the computer age.

DICK FRAZIER – Rev. James Duvall remembered how Dick was his church choir leader at Station 131. Last September at the Covington reunion, he was still at it, leading us in song at our banquets. Dick is remembered by our British friends as the one who directed the 398th veteran's special rendition of "America the Beautiful" at the St. George Anstey Church's 398th Memorial window dedication service. Dick's long 398th career and service includes being an active member as a Director on the 398th Board and running the very successful Oklahoma City reunion in 1999.

RALPH HALL – It is not just Ralph, It's Ralph and Marjorie, our original 398th dynamic duo. They served for more than twenty years as 398th Treasurer, dues collectors, bill payers, distributors of pertinent 398th information along with many other activities. Ralph was so proud that he had attended every 398th reunion until this past year. Ralph originally established the Nuthampstead Memorial Maintenance Fund, which was returned to his responsibility a few years ago. As we all know, the Memorial Maintenance Fund continues to prosper under his expert care.

EDWARD STEWART – To my knowledge Ed never got to a 398th reunion, mostly because of his combat related wounds. Real early on Ed began to solicit and record 398th individual member statistics. He established a data base for every 398er he could find. His record on each member included: squadron, duty, complete address, phone number, pilot and number of missions flown. Ed faithfully keep his data current and for all our use until 1997. Ed's data base was priceless and formed the cornerstone of Lee Anne Bradley's current global data base of 398th history.

Now that I have gotten started I know I have other stories to tell, more to come later.

Flowers From The Airfield At Ceremony

Continued from page 1

And what touches the hearts of all – the presentation of flowers at the Memorial by the area's school children. All the flowers collected from around the old airfield.

The Memorial arrangements will be made by Robert Dimsdale, who in 1988 made possible the transfer of the land under the Memorial to be deeded to the 398th Memorial Association. And most of the years since his brother Wilfrid has undertaken the maintenance responsibility of the monument and land. In addition to serving as Friends chairman.

The 2004 tour takes place from June 3 through June 15, and will be led for the eighth time by travel consultant Barbara Fish, along with tour coordinator Allen Ostrom, (his 11th) both of Seattle.

Before arriving at Nuthampstead, the tour party will journey to Portsmouth and an overnight hotel stay before embarking on a Channel ferry crossing for the Normandy river port of Ouistereham, near Caen.

The D-Day highlights begin almost immediately with a reception and dinner at Courseulles-sur-Mer, which just happens to be the closest city to the 398th bombing target at Juno Beach. A special presentation will be made to the mayor of the city.

(See Keith Anderson's excellent article on the D-Day and St. Lo missions starting on Page 6).

The next three days will be filled with visits to the D-Day activities at the American Cemetery, Omaha Beach, St. Mere Eglise, Arromanches, Pt. DuHoc, St. Lo and other names familiar with the history surrounding what General Eisenhower called, "The Great Crusade."

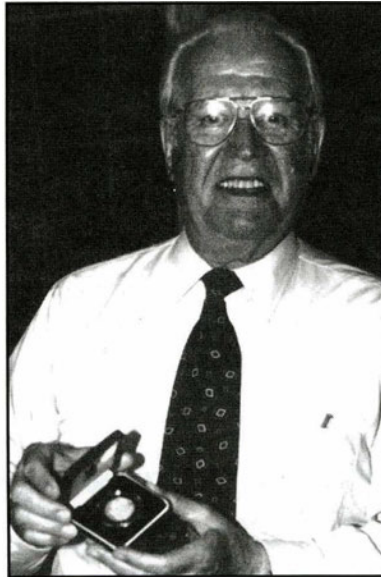
While most of the 398th men and women may be concerned with the aerial bombardment part of this history, one associate member, Jan Kolb of Prescott Valley, AZ, wants to see where her late father came ashore as an infantryman and fought the ground war until wounded at the famous battle of the Remagen Bridge on the Rhine.

The Normandy tour will end on June 8 with another Channel crossing back to Portsmouth and a dinner aboard the ferry.

All the veterans will receive a special badge commemorating their participation in the D-Day 60th Anniversary. This will take place at St. Lo on June 7.

A full five days of activities will be awaiting the tour group after their arrival at the Gonville Hotel in Cambridge on the evening of Thursday, June 10.

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BILL COMSTOCK

SCHOOL BOY REMEMBERS YANKS WHO CAME TO NUTHAMPSTEAD

BY ROY CASSON

Rushden, Northhamshire, England

At long last (I can't believe it has been 60 years) I have got around to doing what I should have done long ago.

Basically, it is a great, big “thank you” letter.

As a bye-the-bye, I am writing this in the Park Marina Hotel in Malta whilst on a holiday. Some 10 feet away is a group of British World War II Navy veterans who were stationed here back then. They are talking about those days, which is contributing to my own reminiscing mood.

Before the war in Nuthampstead and before the airfield was built, I was a young schoolboy living with my grandparents, Henry and Emily Chappel at the Chequers in Anstey. I was known as Roy Chappel in those days. (Hi Yvonne).

The quiet, contry roads were suddenly turned into chaos with trucks of all shapes and sizes, lumbering along and giving us kids a newfound source of fun, like jumping on the back and hanging off, much to the consternation of the drivers and other spoilsport grown-ups.

It soon transpired that something big was happening and when news got around that an airfield was being built just across the fields at Nuthampstead—WOW!

After a while we started to see some stranger men in funny uniforms who spoke funny. They, we discovered, were Americans from far across the sea where they had lots of brown skinned people who had feathers in their hair, rode horses without saddles, used bows and arrows and were chased by men called



ROY CASSON
10-year-Old At Anstey

“cowboys.” They wore funny hats, carried six-guns and looked after cows.

Well, the Americans (or Yanks, as we learned to call them although they called themselves GI's) didn't seem to be like any of those. They looked like normal men, even if they talked funny.

Actually, they were not normal. They were some of the nicest, friendliest, generous people who saw to it that us kids in the area had the most happiest of wars which compensated to some extent for those whose dads were perhaps away in the war.

From the time the Yank airfield construction engineers arrived probably in 1943, until the departure of the 398th in 1945, my life revolved around the Yanks. Would you believe, I never ever said, “got any gum, chum?”

I had many meals (chow) on the base in various places, even in the Officers' Mess, though they made me wash before I ate! What was this rationing thing our folks talked about? I never noticed any. I saw many films on the base, sometimes from the other side of the screen.

Frequently, I was given lifts in a truck (which I learned to say—not “lorry”). At a stage show I was pushed on the stage to assist a magician and learned to take the butt of jokes and to do the 5-ring trick. Another time Bob Hope was here and he referred to us kids on the side of the stage as looking like Bing Crosby's back yard!

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France To Welcome 398th Tour Group

“You can live your whole life, but would you appreciate freedom if you never saw Omaha Beach?”

“By 2013, only 1 Million of the 16 Million who served in World War II will still be living.”

“Soon all memory of the war will be secondhand, relegated to history's pages.”

“In June, Normandy's beaches will be flooded with pilgrims, some coming on bicycles and some on \$20,000 guided tours.”

These are some of the comments noted as many thousands of veterans and friends, including President Bush, will descend on Normandy for the 60th Anniversary of D-Day.

The 398th tour group will be there, as they were in 1986 when they became the very first post war 8th Air Force group to visit Omaha Beach and the D-Day sites. (Also on June 6, 1944)

A special reception at Courseulles sur Mer (Juno Beach) will welcome the group led by mayor Jean-Louis deMourgues. A plaque commemorating the part played by the 398th on D-Day 1944 will be presented to the city by president Wally Blackwell.

DeLancey Epic Flight Told In FLY PAST

The 398th Bomb Group has scored again in a major aviation magazine. Larry deLancey's miraculous flight from Cologne with the nose of his B-17 blown wide open has been published in the April Issue of FLY PAST magazine.

Written by FLAK NEWS editor Allen Ostrom and re-printed in the 398th history book, REMEMBRANCES, it appears in a three-page spread in FLY PAST, complete with nine photographs. The British magazine is considered one world's elite in covering World War II aviation.

The story was sought out and placed in FLY PAST by Bellevue, WA aviation buff Kent Austin Ramsey.



ROY CASSON
Today A Friend Of The 398th

THE BATTLE OF NORMANDY

Juno Beach Was D-Day Target

BY KEITH ANDERSON
Co-Pilot, 600th Squadron Douglas Crew

The upcoming tour to join the 60th anniversary commemoration of D-Day stirs memories of our 398th Bomb Group's introduction to combat a few weeks before that long anticipated pivotal point of World War II. We passed over fields with rows of tanks, trucks and artillery parked hub to hub that April day we flew into Nuthampstead on the final leg of our trans-Atlantic trip and while flying orientation and practice missions during the following two weeks of operational indoctrination.

Those sights and our welcome to the ETO by "Lord Haw-Haw" over German propaganda radio the evening of our arrival confirmed that we had transitioned from training to the real thing and that the war in Europe was about to enter its final phase. Winston Churchill had declared after the Battle of Britain that England had survived "the end of the beginning" and now we had arrived just in time for "the beginning of the end."

We flew our first mission on May 6th and 23 more during the next 30 days, including four to Berlin, and had become seasoned combat veterans. Many of our original crews had already completed 1/3 of their combat tour and four of them were missing in action – Brodin, O'Neal, Ingram, Thompson. Then, on the evening of June 5th we were summoned to briefing and advised that we were privileged to participate the next morning in the largest amphibious invasion in human history. That is the only mission I can recall that we were briefed the evening before take-off and then, after being sworn to secrecy, sent back to our huts for a few hours of sleep – probably due to the unusually early take-off scheduled for 0400. Another departure from the norm was that we flew seven individual six-plane squadron formations rather than our normal group combat box. Our target was the beach fronting Courseulles-sur-Mer (designated Juno Beach) and our mission was to detonate mines, destroy beach obstacles and create shell holes as cover for the assault troops.

We released our bombs about 30 minutes before the first wave of the 3rd Canadian Division landed. The much anticipated birds-eye view of this momentous and historic operation was frustrated by a nearly solid under cast which obscured all but fleeting hazy glimpses of ships below. It was a short

The seven flights of crews –

1. Douglas, Fritog, Rice, Ford, Searl, D. Lowe.
 2. Baker, Nelson, Ballard, Alhadeff, S. Reed, Elwood.
 3. Frazier, Hornshuh, Dalton, Genung, JH Davis, JA Davis.
 4. Lamb, Darner, Heintzelman, Hadjes, Fairbanks, Farnsworth.
 5. Dunlap, Driscoll, Richardson, F. Taylor, Cobb, Ryan.
 6. Ross, Roderick, Turner, Brown, Hough, Dollar.
 7. Hopkins, Farenthold, Engel, Cullinan, Scott, TK Foster.
-

mission by our standards and we had no opposition since the Luftwaffe was conspicuously absent and all of the German artillery was concentrated on the incoming landing craft. We were back at base by noon, glued to our radios for reports of progress from BBC and Armed Forces Radio. And, of course, there was the ever cordial "Lord Haw-Haw" telling us how delighted he was that the Wehrmacht was driving our armies back into the sea and proclaiming that the "D" in D-Day stands for Dunkirk, Dieppe, Death and Destruction". Despite his dire bravado (was he later reincarnated as "Baghdad Bob"?) the Battle of Normandy had successfully begun and the liberation of Western Europe was finally under way.

We were players in the great epoch even though our role that day, in truth, was minor and not particularly hazardous. It should not be overlooked, however, that the invasion would not have been possible had not the preceding months of air offensive, at great cost, eliminated the Luftwaffe as a factor in the German defenses and severely depleted the resources and impaired the mobility of their armies.

The three airborne divisions, six infantry division and one armored division which landed on D-Day soon achieved all their major objectives and united to form a solid front but progress thereafter fell increasingly behind schedule. The difficulty of offensive



KEITH ANDERSON

Keith Anderson, who contributed this column on the D-Day and St. Lo missions, was co-pilot for Gene Douglas in the 600th Squadron until Douglas was shot down while flying as group Air Commander on a mission to Misburg in November 1944.

Anderson then completed his tour as first pilot, returning home to do a stateside tour as a P-51 pilot before discharge. He retired from the insurance business and is currently preparing a new boat for a commercial fishing venture in Alaska.

He is also a director in the 398th Bomb Group Memorial Association.

operations in the hedgerow country in the American western sector of the front had been underestimated. Conversely, the British eastern sector was more open and there the Germans had concentrated most of their Panzer divisions so the resistance was formidable. Unusually bad weather, which had forced a one day postponement of D-Day to begin with, continued to delay the invasion timetable for weeks thereafter. All Allied supplies had to be landed on the beaches and through two partially completed prefabricated Mulberry harbors (ingenious arrangements of sunken concrete structures serving as breakwaters and anchor points for floating jetties) but a four-day gale commencing June 19th nearly demolished

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THE 398TH WAS THERE

St. Lo And “Cobra” Decisive Missions

Continued from page 6

the harbors and ran more than 700 ships and landing craft aground.

By early July Allied forces were nowhere more than 15 miles inland, occupying only one-fifth of the area anticipated in the original battle plan. Nearly one million men, comprising 27 divisions, had been landed with another 15 divisions waiting in England but no room to deploy them in the cramped beachhead. Air commanders had been promised 27 airfields but only 19 were operational and finding space for take off and landing without risking mid-air collisions was becoming increasingly difficult. More than 60,000 casualties had been sustained in achieving this modest advance and fear of a stalemated front was emerging.

General Montgomery, initially in command of all Allied ground forces in Normandy, called a conference on July 10th with his two subordinates, General Bradley commanding the First US Army and General Dempsey commanding the Second British Army, to develop a plan to decisively break out from the Normandy beachhead. They conceived a two-prong offensive – Operation “Goodwood” by the British and Operation “Cobra” by the Americans – both to be preceded by saturation bombing using heavy and medium bombers. “Goodwood” was scheduled for July 18th with “Cobra” set to begin the following day.

Operation “Goodwood” was begun as planned with medium and heavy bombers from RAF Bomber Command, medium bombers from the Ninth Air Force, and all but one B-24 group from the Eighth Air Force participating and the forward German zone was penetrated successfully. Allied intelligence had underestimated the depth and strength of enemy defenses, however, and the advance soon bogged down with heavy British tank casualties. Torrential rain on July 20th brought that offensive to a halt.

A prerequisite to Operation “Cobra” was the capture of St. Lo but this was not accomplished until July 19th and then the rain on the 20th caused that offensive to be further delayed. The target was the Panzer Lehr Division. General Bradley, himself, designated the boundary of the carpet bomb rectangle three and a half miles wide and a mile and a half deep on the south side of a road running east-west from St. Lo. He wanted a lateral bomb run parallel to the road and a safety

Ernie Pyle Report:

“A Monstrous Fury of Noise”

“Their march across the sky was slow and studied. I’ve never known a storm, or a machine, or any resolve of man that had about it an aura of such ghastly relentlessness. You had the feeling that even if God appeared beseechingly before them in the sky with palms outward to persuade them back they would not have within them the power to turn from their irresistible course.

“Then the bombs came. They began ahead of us as the crackle of popcorn and almost instantly swelled into a monstrous fury of noise that seemed surely to destroy all the world ahead of us.

“By now everything was an indescribable cauldron of sounds. Individual noises did not exist. The thundering of the motors in the sky and the roar of bombs ahead filled all the space for noise on earth.”

– ERNIE PYLE

zone of no more than 1,000 yards between the road and his ground forces so they could move in rapidly after the bombardment.

He flew to England to present this plan to Air Chief Marshall Leigh-Mallory, who was in command of all air operations for the invasion. The Eighth Air Force operations staff wanted a 3,000 yard safety zone and perpendicular bomb run to minimize exposure to anti-aircraft fire (we were to be at one half our normal bombing altitude) and to avoid converging the bomber stream on the narrow dimension of the rectangle. Bradley was at first adamant that his plan be followed but a compromise was finally reached on a north-south bomb run and a 1,200 yard safety zone with heavy bombers striking no closer than 1,250 yards and fighter-bombers covering the difference and with front line ground forces well dug in. Bradley was advised that he could expect about 3% short drops due to bomb sight or bomb rack malfunctions and agreed that he could accept the resulting casualties.

Weather began clearing on July 23rd so Leigh-Mallory set the “Cobra”

bombardment to begin at 1300 on July 24th and flew to Normandy to witness the operation. He found the sky overcast with very poor visibility so decided to postpone the bombing until the following day but his message reached England only a few minutes before the first of 1,600 bombers arrived over the target area. The first 500 found visibility so limited that they could not release their bombs and only 35 of the second wave dropped theirs after making three runs to identify the target. More than 300 bombers in the third wave were able to drop their loads before the recall order was received. The 398th dispatched four individual squadron formations of 13 aircraft each that day as part of the third wave.

Crews of the four “Cobra” squadrons –

1. Dunlap/Walker, Boehme, Ross, Hough, Cobb, Clark, Roderick, Driscoll, Ryan, Woodson, Rudrud, Dollar, Rudow.
2. Cullinan/Scott, Dwyer, Stoll, Kaufman, Latson, Sleamon, Durtschi, Spitzer, Howden, Novak, Farenthold, Lassegard, Fisher.
3. Markley/Douglas, Ford, Bestervelt, Baker, Chase, Wheeler, Menzel, DB Lowe, Searl, Slavin/Pappas, Elwood, S. Reed, Fritog.
4. Lamb/Frazier, JH Lowe, Dalton, Hornshuh, Heintzeman, McCarty, Weekley, Weirney, JA Davis, Binger, F. Taylor, Farenthold, Fairbanks.

The first two squadrons found very poor visibility and severe prop wash but were able to make visual runs with good results through opportune breaks in the cloud cover. The lead aircraft of the third squadron had an accidental release on one bomb rack and the rest of the squadron dropped on this release. The lead, at that time unaware of the premature release, continued the run and dropped its remaining bombs on target. The fourth squadron located the target through a break in the clouds but not in time for the bombardier to make a run and the recall order was finally received before a second attempt could be made. No battle damage was sustained by any of our aircraft because well-coordinated American artillery and fighter-bombers soon put out of action any German anti-aircraft batteries which opened fire.

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St. Lo Breakthrough: Most Decisive Of War

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The saturation bombing was rescheduled for 1100 on July 25th with a special weather plane sent out to check visibility in the early morning. Remarkably, surprise was not lost. The Panzer Lehr Division commander was sure that the first bombing singled a major offensive but his losses were relatively light (fewer than 25% of the heavy bombers had dropped and the fighter-bomber, medium bomber and artillery bombardment phases of the operation were stood down in time) and, when American troops failed to push across the road, he assumed that his own retaliatory artillery fire had turned it back. He congratulated his troops for repulsing the attack and moved more of them into the rectangular target area!

This time the operation went as scheduled with 550 fighter-bombers opening the curtain with 200 tons of

Panzer Division Devastated By Bombardment

bombs and napalm. They were followed by 400 medium bombers with another 650 tons of bombs and then by 1,500 heavy bombers dropping 3,300 tons. All the while American artillery was intensifying the bombardment with 125,000 rounds.

Our group again provided four individual squadron formations in trail with thirteen aircraft in each. The mission was flown as briefed with the exception that bombing altitude was lowered to 11,500 feet due to clouds and visibility. Bomb patterns were reported as good and on target and again no flak or enemy fighters were observed in the area. The squadron assignments were essentially the same as the previous day.

The bombardment achieved the desired result. More than 1,000 men of the Panzer Lehr Division were killed and the survivors stunned and deafened. The division commander later reported that his front lines looked like the face of the moon and at least 70% of his troops were out of action – dead, wounded, crazed or stunned senseless.

Three battalion command posts simply vanished, along with an entire parachute regiment. Only a dozen tanks remained operable. This was not without cost however. One hundred thirty six

American troops were killed by bombs dropping short on the two missions and another 621 wounded. Among the victims was Lt. General McNair – the highest ranking Allied officer killed in Europe. He was standing on an open knoll with his staff observing the bombardment, contrary to orders that all troops be dug in. Bradley was furious and claimed that he had been “coerced” into agreeing to the north-south bomb run with the planes coming in over the heads of his troops.

The ground attack got under way with three infantry division moving forward to create a gap for an armored division and a motorized infantry division to roll south and fight their way through to open country. General Patton had been waiting impatiently in the wings to assume command of the Third US Army on August 1st but was now given two armored divisions beforehand to lead the way to the crucial road junction at Avranches – 30 miles south at the base of the Cotentin Peninsula. His troops captured the town two days later and Patton passed four divisions through the junction within 24 hours and on the roads toward central France. The crucial breakout had been achieved. General Bradley later described Operation “Cobra” as “the most decisive battle of our war in western Europe”.

British and Canadian forces were still stalled south of Caen so General Montgomery ordered the First Canadian Army to open an offensive southward toward Falaise. This began with Operation “Totalize” on the night of August 7th. The Eighth Air Force dispatched 681 B-17's the following day to support this attack, including 36 aircraft from the 398th – flying this time in the normal combat box. The mission again was at medium altitude but this time the bomb run was south-north over the heads of enemy troops (predominantly tanks and artillery) and, to make matters worse, a strong north wind aloft made for an agonizingly long run. Anti-aircraft fire was intense and accurate from before the IP was reached until the French coast on the way out. Nearly every plane in the group received battle damage. Two were shot down, Baker and Blackwell. Bombing results for the group were rated poor. August 8, 1944 was not a good day!

To make matters worse and despite the south-north bomb run, 25 Canadian soldiers were killed and another 131 wounded by errant bombs. The offensive

Kansas, Ohio, Delaware & Maryland: Four States Missed In Dues Mailing

Members from four states – Ohio, Kansas, Maryland and Delaware – were deprived of contributing to the 398th Bomb Group Dues program either this year or last.

A mailing glitch left Delaware and Maryland off last January's Dues inserts system.

And last April, 2003, members from Kansas received no dues reminders. The same for Ohio in July, 2003.

These four states represent over 200 members, suggesting a potential loss of some \$4,000 in dues. At least one member has seen fit to report this oversight and has responded with his \$20 dues mailed directly to Dues Manager Jim Haas, Perry, IA 50220-0163.

Other members from these four states are invited to “catch up” and mail their dues directly to Haas.

Meanwhile, the “as usual” dues program for this April, includes the following states –

<i>North Carolina</i>	<i>South Carolina</i>
<i>Georgia</i>	<i>Florida</i>
<i>Mississippi</i>	<i>Alabama</i>
<i>Kentucky</i>	<i>Tennessee</i>
<i>Missouri</i>	<i>Arkansas</i>
<i>Louisiana</i>	<i>Oklahoma</i>
<i>South Dakota</i>	<i>North Dakota</i>
<i>Iowa</i>	<i>Nebraska</i>
<i>Kansas</i>	

The Editor apologies.

Correction:

For those of you who have been saving your FLAK NEWS, please note that the October 2003 issue should have been labeled Vol. 18 No. 4 (not No. 3).
—EDITOR

bogged down three days later only half way to Falaise but a new offensive succeeded in reaching that objective on August 17th.

The liberation of Paris on August 25th marked the end of the Battle of Normandy. Most of the original crews were by then either missing in action or on their way to new assignments after completing their combat tours. Our formations were becoming increasingly manned by a new generation of replacement crews.

School Boy Remembers B-17 Anstey Crash

Continued from page 5

On a couple of occasions, when the weather was particularly bad on the base, I slept overnight in the beds that belonged to aircrew on a night raid. Needless to say, I came home with lots of goodies.

If ever there was an excuse to give us kids a party, they would put one on, with transport to and from home. More goodies, again!

One of the most frequent questions I was asked was, "do you have a big sister?" I had to answer that I didn't but that I had an aunt who was about 20 and that we lived at the Chequers Pub in Anstey. I don't know how much extra business I brought in to the pub but thanks to Aunt Betsy I got a few extra goodies from the Yanks.

A good friend to us was a guy called, "Pops." He was a cook and on one occasion he gave me a quart jug of ice cream to take home. I'm afraid only a pint made it home.

Any cuts and scratches I got I would go to the base hospital to get fixed up and whilst there I usually had a chat with some of the patients.

For a while, I was "in" with Battle Headquarters, who seemed to be in control of various gun emplacements around the base and I used to go around and say "hello" to the men. At times, I was encouraged by the guys at BHQ to answer the phone and pretend I was a girl.

I used to spend hours on the side of the southwest end of the runway watching the planes going out on raids and coming back all battered and weary. How some of them made it back in their condition amazed me and some just barely made it only to crash land.

Just across the field from Anstey was the 602 Squadron and I used to spend time with them, watching the planes being loaded with bombs and crew and then seeing them take off. Other times watching them come back, taxi in, the crews coming out, sometimes needing an ambulance, looking tired but still having time to give that little kid a candy bar.

One of the greatest experiences of my life was one time—probably the ground crew chief—took me on board one of those planes that had just come back. He told me to sit in the cockpit, flick this switch, press that button, pump that thing and, low and behold, I became probably the only 10-year-old in the world to start the engines of a B-17!

One of the fun things we did (and you may find this hard to believe) we used to find live flares and ammunition as used in the planes, not rifles and pistols, and take the ends off the cannon shells, remove the detonators, place on the ground and throw rocks until they

explode. The smaller calibre we would knock heads from the base, pour out the gun powder or whatever it was, light a match and watch it go "POOF". We got to know the color codes of these and avoided the tracers.

The flares, I recall, we lit a small fire, emptied the case and threw the contents into the fire. Remember, we hadn't even reached teen-age!

One of the not-fun happenings was the B-17 crash just behind the church at Anstey. I was in bed at the time and rudely awakened by a big bang, followed by the crack of exploding ammunition. I rushed to the window and there, just a few hundred yards away, above the treetops were the flickering lights of flames showing through the thick smoke in the region of the church.

Shortly after, someone came through the village warning everyone to stay clear of the windows. A plane had crashed, fully laden with bombs which may explode! So, of course, I had to go and look. I was soon as near as I could get, which was on the road. What greeted me was what appeared to be great chaos, with fire engines, ambulances and other vehicles milling about and people all over the place.

Later, when I got onto the mound (illegally, or not) I recovered a parachute which probably became some girl's underwear. I kept the parachute cords for a long time.

One or two more recollections—

At certain times of the day, bugle calls came over the tannoy system, some of which caused all the personnel outside to stand to attention until it stopped. So little me stood at attention as well though not knowing why.

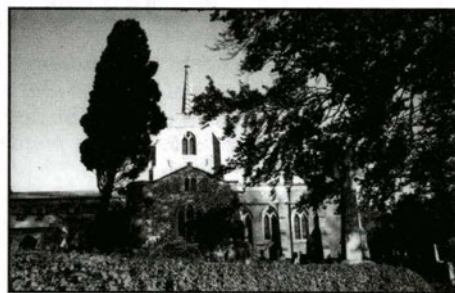
One or two guys had pet monkeys, but I was brought up on Camels, Lucky Strike, Coke (the drinking kind), and assorted candy.

My experiences made me want to be a waist gunner in the RAF when I grew up. I didn't make it, or air crew, but I did make the RAF and served for 14 years.

For those that didn't know, the base eventually became part displaced persons camp, part POW camp (one of whom used to borrow my bike) and part bomb dump.

Finally, the runways were dug up and used in the building of the M-1 Motorway. So Station 131 is still out there!

I believe the 2004 "One Last Look" tour will be the last one and I hope to be at the Woodman Inn, Anstey Church and the Chequers. In my mind, I will be a young kid in short pants and all the veterans will be dressed in khaki and sporting fresh, young faces. All, of course, speaking in those funny accents.



ANSTEY PRAYER

We come here today to honor the ten young men who perished so very near to this church many long years ago.

Theirs was not a case of dramatic death in the skies while engaging the enemy in high altitude, storied combat. Their lives were sacrificed before they gained 100 feet of altitude. It seemed so sad.

But then, it was not for us to set the time and place. Our task was to prepare to meet the enemy and set out on that task with confidence, skill and determination.

These 10 young men did not choose to die here. Nor would they have chosen to die at 30,000 feet. God chose the time and place.

So now, in this place of God, so near to where they breathed their last on this earth, we come to remember. And to honor.

— ALLEN OSTROM, St. George's Church, 1992

Killed in Action, October 15, 1944 –
Charles Khourie, Bill Meyran, Bill Vanderlick, John Baker, Carlton Moore, Bill Tull, George Barton, Charles Kennedy, Victor Petrauskas, Melvin Brown.

Early 398th History Book Now Available

Responding to widespread interest, president Wally Blackwell has made available 25 soft cover, spiral copies (over 200 pages) of the 398th history book distributed following deactivation at Drew Field, Florida in 1946.

That early book, a hard cover and essentially produced by the late Col. Earl Berryhill, contains many historical features, photos, maps and statistics.

The copies carry a price of \$20, including mailing, and may be ordered from Blackwell at Rockville, D 20850-3067.

They will also be made available at the Falls Church, Virginia reunion September 8-11, 2004.

A Son Remembers His Father:

An Air Force Legacy

"Reflecting on my life at the Academy, I've realized that during all the stress, during all the long days, during all the joys and sorrows, my father has been with me. A man I never knew, who died before I could understand, now stares out at me from the bookshelf in my room. But he is more than a picture or a pile of dusty medals now, more than vague memories and heroic stories. He is a part of me.

"I came to the Academy to make my father proud of his only son. To try to regain his lost glory by creating my own. To try to share his life because he could never share mine. To try to be the best I could be. Because he would have wanted it that way".

These words were written in 1981 by Air Force Academy C2C Michael C. Ryan for an "English 350" class, for which Ryan received an "A".

In 1945, Flight Officer Michael O. Ryan of the 602nd, an navigator on the Arthur Shirk crew, was one of six men who successfully bailed out from their stricken B-17 on a mission to Krailburg. Four were killed.

Ryan returned home after the war and had just begun to raise his family, including his only son, when he died much too young. He is buried at Arlington.

Last month 398th president Wally Blackwell received the following E-mail –

"I'm still in Europe where I'm currently working as our US Military Representative to the European Union in Brussels, Belgium.

"I hope to see you all this summer in England, and also when you visit Normandy for the D-Day anniversary.

"By the way, Well Done on the 398th Web Site".

– Michael C. Ryan, COLONEL, USAF

Fly the Fortress!

Busy 'Overcast Days

The Aluminum Overcast's Spring/Summer flight schedule will include three dozen cities scattered throughout the Southwest, West Coast, Rockies and Mid-West.

It will be called, "2004 B-17 Salute To Veterans Tour."

As usual, "Flight Experiences" will be available at all the listed airports at a price of \$395. Ground tours will cost \$6.

Reservations may be made by calling 1-800-359-6217.

Following is the Spring/Summer schedule –

April 9-11	Oklahoma City, OK	June 22-23	Caldwell, ID
April 13-14	Amarillo, TX	June 25-27	Salt Lake City, UT
April 16-18	Albuquerque, NM	June 29-30	Grand Junction, CO
April 20-21	Phoenix, AZ	July 2-4	Denver, CO
April 23-25	Palm Springs, CA	July 6-7	Cheyenne, WY
April 27-28	San Bernadino, CA	July 9-11	Rapid City, SD
April 30/May 2	Long Beach, CA	July 13-14	Sioux Falls, SD
May 4-5	Lancaster, CA	July 16-18	Minneapolis, MN
May 7-9	Van Nuys, CA	July 20-21	Duluth, MN
May 11-12	Edwards AFB, CA	July 23-25	Wausau, WI
May 14-16	Santa Barbara, CA	(July 27-Aug. 2	Air Venture)
May 18-19	Watsonville, CA	Aug. 6-8	Pontiac, MI
May 21-23	Hayward, CA	Aug. 10-11	Valparaiso, OH
May 25-26	Santa Rosa, CA	Aug. 20-22	Fort Wayne, OH
May 28-30	Sacramento, CA	Aug. 24-25	Akron, OH
June 1	Eugene, OR	Aug. 27-29	Ohio State U., OH
June 4-6	Seattle, WA	Aug. 31/Sept 1	Dayton, OH
June 15-16	Spokane, WA	Sept. 3-5	Indianapolis, IN
June 18-20	Portland, OR	Sept. 7-8	Knoxville, TN

THE TOUR

Continued from page 4

The following day, June 11, there will be a visit to the American Military Cemetery at nearby Madingly, highlighted by a wreath presentation in memory of the 398th men killed in action. Also to Duxford's Imperial War Museum and the beautiful American Air Museum in Britain with its vast array of World War II aircraft including the B-17's Mary Alice and Sally B.

Later that evening a no host reception for the Friends of the 398th at the hotel.

It will be "Nuthampstead Day" on Friday, June 12, with its Memorial Service, airplane rides, Wally's Tour of the old base, and, of course, a Ploughman's Lunch and refreshments at the Woodman Inn.

On Sunday, June 13 a Thanksgiving Service at St. George's Church at Anstey, lead by Rev. Carol Kimberley and Rev. Drew. And time to view the magnificent stained glass window bearing the names of every 398th man killed in action in 1944-45. It was dedicated in 2000 in the presence of the Duke of Gloucester and the Bishop of St. Albans and a large contingent of British citizens and visiting Americans.

Messages from both the Duke and the Bishop can be expected at the service.

And then, at nearby High Hall Farm, an afternoon of remembrances in speech, song and music offered by both the host Friends and visiting Yanks.

For those still wanting to tour on Monday, June 14, a visit to HALS (Hertfordshire Archives and Local Studies) in Hertford to view the many books, catalogs, photos and other material donated by the 398th in recent years. Also, a stop at the Woodman on the way back to Cambridge for the Farewell Dinner.

At various points during these "tour days" there may be members of the "fourth estate" on hand to photograph and interview our members. A team from both Stars and Strips in England and from the Air Force magazine, AIRMAN, San Antonio, TX. Will be traveling with the tour in both England and France.

The 2004 England/Normandy Tour loading list –

William Dean; Dr. Ken Peirce; James & Jaunice Powell; Jeanne Stange; Karen & Steve Clements; Manuel & Linda Ray; Mary & Cate Ludlam; Keith Anderson; David Mills; Bill Markham; Russ & Millie Reed; Gertrude Neff, Karen Neff, Trudie Kirkland; Dr. Robert Kraft; Ann Collins; Barbara Yates; David & Elizabeth Jordan; James & Millie Hill; Lee Anne Bradley; Dawne Dougherty; Ruthanna Doerstler; Wally & Teedy Blackwell; John & Rosemary Cosco; Bob & Jane Bowen; Jan Kolb; Rick & Barbara Fish (tour escort) and Allen Ostrom (tour coordinator.)

BRIEF things

She was 85 when she passed away last January, and had served St. George's Church at Anstey as singer/organist for almost half those years; **Eunice Fox** will be missed as the "One Last Look" tour group visits the old base in June. . . bombardier **Pete Special's** son is quite proud of his dad, witness the 603 "Pegleg Pete" tattoo he had etched on his right shoulder. . . and from the same **Warren Johnson** crew, co-pilot **Stan Lucy** thought he was back on the Merseburg bomb run when last year's earthquake hit his hometown of Paso Robles, California. . . for the benefit of the bean counters, this is the 76th issue of FLAK NEWS edited since 1986 (without the benefit of a computer, fax or E-mail). . . the Taps list has grown as expected, but sadly, far too many names are missing for non-payment of dues. . . The last Air Force chief **Hap Arnold** was a 1930's advocate of "rocket assist" takeoffs, which explains his interest in Richard Holub's "RATO" of a B-17 at Nuthampstead in 1945 (**Doolittle** and **Spatz** kept **Arnold** advised of the successful takeoff from Gypsy Farm). . . a Cal Tech graduate, AAF Captain **Homer Boushey** made a single rocket assist takeoff in a small civilian airplane in 1941, earning form himself and others in the project as members of the "Suicide Club" (good thing **Holub** didn't hear of this when he took off with 12 rockets under the wings of the Fortress). . . the French love their fireworks, and this will be evidenced during the many celebrations before and during the "D-Day Plus 60" activities in the cities of Normandy. . . the England/Normandy tour guide, **Pär Nilhammer** (a Swede) says he will greet the 398th travelers as "friends," rather than "customers," having met many of them previously in 2000. . . not only should our veterans keep current in their 398th dues, there are 375 members in our "umbrella" group, the 8th Air Force Historical Society, who should also check on their status. . . obituaries of two 398th men were printed in one issue of the Dayton, Ohio newspaper in January - 603 co-pilot **Bob Hart** and 601 gunner **Jack Hunter**. . . several "add ons" to the January Taps list have come in, including notice that **Ralph Greenwalt's** ball turret gunner, **Jessie Clament**, had died of a heart attack in 1946!. . . part of the old **Tony Clark** Langley Lawn farm at Nuthampstead, now operated by his sons, will reverberate from the din of Rally School car racing on part of the old wheat farm (does it sound like the B-17's taking off in the early morning of 1944, **Tony**?) **General Eisenhower** concluded his famous "Great Crusade" remarks to the D-Day Allied Expeditionary Force with these words - "Let us all beseech the blessing of Almighty God upon this great and noble undertaking". . . looking at 1944 WW II numbers, we find that there were nearly 3,000 gunnery trainees at Kingman, AFB, Arizona at any one period, plus 175 pilots (mostly B-17), 11 medical officers, 10 dental officers and one veterinarian. . . the Stars & Stripes reporter who will travel with the 398th on the England/Normandy tour, **Ron Jensen**, is the same writer who covered the 398th tour party in the Czech Republic in 1995; the other writer who will be on the tour, **T/Sgt. Orville Dejarlais**, says his Air Force magazine, AIRMAN, prints 100,000 issues each month for world-wide distribution. . . prexy **Blackwell's** mother died in her sleep on March 18 at the age of 105. . . did you know that more P-47's were built (15,660) than any other fighter in WW II? More than a few of these went down during those horrific air battles over Holland, and the Dutch have uncovered the wreckage of most of them. . . our resident historian, **George Schatz**, recommends the book, "EISENHOWER: A Soldier's Life," in which the general includes some pages on the St. Lo mission, the same mission described so well by our own **Keith Anderson** on Pages 6-7-8 in this issue of FLAK NEWS . . . note that there will be no "traditional" dinner cruise at the Falls Church reunion, thanks to some "spectacular" price quotations for such an event.

398th Bomb Group PX

Please circle squadron, size and/or color choices.

Qty.	CLOTHING	Cost	Total
___	Cap - Fits All Sizes	\$8.00 ea	___
___	600, 601, 602, 603, Group		
___	Jackets - Navy, B-17 on Front	\$25.00 ea	___
___	S, M, L, XL, XXL		
___	T-Shirts - B-17 on Front	\$10.00 ea	___
___	Navy - White - S, M, L, XL, XXL		
___	Sweat Shirts - B-17 on Front	\$15.00 ea	___
___	Navy - White - S, M, L, XL, XXL		
___	Golf Shirts - Group Logo on Front	\$20.00 ea	___
___	Navy or White - S, M, L, XL, XXL		
___	Turtle Neck Shirt - B-17 on Collar	\$20.00 ea	___
___	White, Black, Navy - S, M, L, XL		
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	\$15.00 ea	___
___	CD Flak News	\$15.00 ea	___
___	Video Anstey Window Dedication	\$10.00 ea	___
___	Video Return to Station 131 Memorial	\$10.00 ea	___
___	And Anstey Window Dedication		
___	(CD-ROM) Statistical History of 398 th B.G.	\$30.00 set	___
___	Set of 2		
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	\$4.00 ea	___
___	With list of 398 th Fallen Comrades		
___	Photo (Control Tower) Station 131	\$2.00 ea	___
___	Photo (398 th Memorial) Nuthumpstead	\$2.00 ea	___
___	Photo (8x10 Aluminum Overcast)	\$2.00 ea	___
___	Print (11x17) "Clearing & Colder"	\$10.00 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	___
___	License Plate Holder (398 th B.G.)	\$2.00 ea	___
___	Round Coaster with B-17 Aluminum Overcast in color	\$5.00 ea	___

Cost Of Items Ordered \$ _____
Delivery And Handling Add \$4.00
Or \$5.00 if Order is Over \$20.00 \$ _____

Total \$ _____

Name _____
Address _____
City _____ **State** _____ **ZIP** _____
Telephone _____

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

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