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

VOL. 28 NO. 3

FLAK NEWS

JULY 2013



"WAKE UP CALL"

By Artist Paul Rendel

The painting above entitled "Wake-Up Call" depicts a B-17 bomber of the 365th squadron, 305th Bomb Group (Triangle G) and a B-17 bomber of the 603rd squadron of the 398th Bomb Group (Triangle W) taking evasive actions to avoid a mid-air collision.

The painting is by Paul Rendel, a well-known aviation artist. Tom Creekmore of the 305th Bomb Group commissioned Mr. Rendel to paint the picture from a story he related to him which involved our own Lew Burke, and several other members of the 603rd Squadron, on a mission flown on April 19, 1945. Turn to Page 2 for Lew and Tom's full story of this hair-raising, near miss, event!

“Wake Up Call” - the story behind the painting Continued from Page 1...

By Tom Creekmore

Early in the morning of April 19, 1945, aircraft of the United States 8th Army Air Force were assembling into 12-plane formations and then into 36-plane formations. This was happening all over England before each bomb group joined the 1,000 or more aircraft leaving England to bomb targets in Germany. This assembly of the plane formations was a busy and tedious time for the pilots, but not so for the rest of the crew.

I was flying my 19th and last mission in my plane, XK B, and taking a nap in my radio room that morning as the pilots were assembling, when I became weightless and hit the ceiling. Immediately afterward, I hit the floor with a thump. This was repeated until I was able to grab the leg of my radio table and hold on until our B-17 resumed normal flight. Over the intercom, I soon learned that our 12-plane formation had flown into another 12-plane formation and it was up to each of the 24 flight crews to take whatever evasive action was necessary to save their airplanes along with their crews.



**THOMAS LEE CREEKMORE - Radio Operator
365th SQ, 305th BG
40th CBW (Combat Wing)**

About 25 years ago, I went to the National Archives in Washington, D. C., in hopes of finding out what squadron of aircraft we had tangled with. Our squadron leader, Major William J. Cook, reported the following on our return from the mission:

“At 7:44 a.m. at 5,000 feet over St. Albans, we flew together with a squadron from the 91st Bomb Group.”

I checked the 91st Bomb Group records and learned that the 91st did not fly any missions on April 19, 1945. Over the years, every lead I got turned up nothing.

In 1995, I received a letter from Bob Searfoss, the pilot who was flying deputy lead that day, and here is what he told me:

“Cook was asleep! Really. His co-pilot kept looking right! Never left; hence, the mess. Yes I was on Cook’s right wing and saw the airplanes COMING. In fact, radioed him as such, but no response!! He was asleep. Yes. I pulled out of the dive at 264 MPH and stripped lots of rivets under base of wing. We came close to ground, 50 feet or so.”

On March 29 of this year I got some information that the 398th Bomb Group had an encounter with another group of planes on April 19, 1945. It was another false lead as the mishap was later in the day and not in the early morning. About two years ago, I located Lew Burke, a veteran with whom I graduated from high school, and we have been e-mailing regularly. I knew that he flew as co-pilot in the 603rd squadron with the 8th Army Air Force’s 398th Bomb Group, so I asked him if he flew on April 19. When he told me he did, I asked him if he remembered the encounter with other airplanes early that morning. This is part of what he told me:

“I remember that my pilot was flying off of the right wing of the plane we were in formation with and [he] could not see the [other] formation that was at exactly the same altitude as ours. I grabbed the yoke of my plane, N7 B, at the last second and put most of my crew on the top of the fuselage as I dived to miss the plane coming straight at us.”

My high school friend, Lew, had the historian of the 398th BGMA send me the mission report for April 19. The report describes the aircraft (A/C) assembly routes of two Combat Wings (CBW)- the 1st and the 40th. Lew’s bomb group, the 398th, was in the 1st Wing; my bomb group, the 305th, was in the 40th Wing. In part, this is what is in the report.

“Assembly was made at Debden buncher at an altitude of 5,000 feet from 0703 to 0739 [hours]. Some difficulty was experienced on the Wing assembly. On the Wing assembly route in the vicinity of Ware [England] the Wing was flying slightly south of route and the 40th CBW was apparently flying north of their route, with the result, the A/C of this group became dispersed. Reassembly was made on course.”

Newt Moy, the lead pilot of Lew’s squadron, the 603rd, is living in Colorado. I have spoken with him several times recently. He recalls that the mishap was in cloudy conditions and bright sunlight. He had to peel off to the right to avoid other aircraft.

Approximately 200 guys were flying with the two squadrons that day. Yet, there were no collisions or casualties, and all 24 crews completed their missions, because of the quick thinking and skillful maneuvers by pilots and co-pilots. The three veterans mentioned in this story –Lew Burke, Bob Searfoss, and Newt Moy– and myself, are the only veterans we know who are still living as of May 2013.

THE SAGA CONTINUES ON THE NEXT PAGE!

Lew Burke’s account of April 19, 1945....

FREAKY DOINGS IN WWII

FREAKY DOINGS IN WWII (With a friend like this, who needed the enemy?!)

By Lew Burke

Freaky things happened during the “Big War.” I am finding that a freaky thing happened to Mrs. Burke’s little boy Lew. Let’s see where do I start? Maybe like this:

I have for the past few months, been in email communication with a fellow whom I attended High School with in Arlington Virginia. Fact is we both Graduated in June of 1941 from Washington-Lee High School. I had not seen nor heard from this fellow again until a few months ago. I don’t know why we started emailing but probably I had come across his name because of some work I have done with the Alumni Association of the old school. We were both “paper boys” and at one time both delivered the Washington Star newspaper.

It turned out that Tom, the fellow’s name is Thomas Creekmore, and I were both in the 8th Air Force. We e-mailed about the usual things that two former friends would, other classmates, special classmates, Tom married a girl he was in love with in school, and some more recent activities. Gradually our communications turned to our 8th AF experiences. Tom was a radio operator in the 305th Bomb Group. I of course told him of my assignment as a co-pilot in the 398th BG. We discussed in general some of our missions as us old fogies do. I referred Tom to some info I had put together about my 29 missions.

The list with some remarks about my missions is part of some information I have been trying to write. It is about my childhood in Arlington, military assignments, and life for me after the war. I have been trying to do this because the young whippersnappers in my family have been urging me to. (I think they will be sorry they encouraged me when they read the finished work. Just as a sample of what they have encouraged, the title I have chosen is “The Life Trials and Turmoil’s of Lew Burke.”)

Tom and I have found that we flew in some of the same bombing efforts. This is where the freaky part comes in. We found that we both flew a mission on April 19th to bomb targets in Southeastern Germany having to do with the enemy transportation facilities. Not unusual until Tom related that he was in his radio room trying to take a nap as the Groups were forming up after take-off. Next thing Tom knew he was on the ceiling because his pilot had to take evasive action to avoid another Group passing from 9 O-clock to 3 O-clock through his formation. When he related this story, and the time and altitude, my memory kicked in and I told him it had to be our group. I remember that Joe Alwood was flying off the right wing of the plane we were in formation with and could not see the formation that was at exactly the same altitude as ours. I grabbed the yoke at the last second and put most of my crew on the top of the fuselage as I dived to miss the plane coming straight at us. Tom has been trying to find information about this near miss for years. Isn’t it odd that two old high school buddies nearly took each other out and never knew it until now? But wait, it gets better.

Tom had attended for one year a high school in Portsmouth Virginia. He knew for some reason that our Colonel Hunter had attended that high school. For years he tried to find more info on Hunter. Odd again that he found from Lee Anne (398th Historian) that that person was the CO of the 398th and that he is buried in Belgium.

It gets really freaky when it turns out that Tom and I left for the service from Arlington on the same day. Tom went to Camp Lee in Virginia, and I went to Miami Beach to start Cadet training. But wait there is more. POW’s were picked up and flown out of the POW camp at Barth Germany just after the war was over. I flew with the 398th and we landed about 11:00 A.M. Tom flew with the 305th and landed at Barth at Noon. We were on that field in Barth Germany at the same time picking up POW’s.

I am not going to talk to Tom any more. We might find we both did something at the same time that I *don’t* want to know about.



Above: 398th BG ‘Brandstatter crew’, Lew is kneeling 2nd from the right. Below: 305th BG Borowski crew, Tom is standing 2nd from the right. A close call for all April 19, 1945!



CALIFORNIA HERE WE COME!

For the 398th Bomb Group's 30th Annual Reunion September 4-5-6-7, 2013

ARE YOU READY TO HAVE A GREAT TIME?

Please join us for the 30th Annual 398th BGMA Reunion! We have a wonderful time planned for all. Tours include the Sacramento 'River City' Tour, the Coloma Sutter's Sawmill & Gold Bug Mine Tour, and for all of you wine lovers, an excursion to the Lodi wine country.

In addition to our tour line-up, there will be a buffet dinner available at the hotel Wednesday, and of course there will be the Welcome and Farewell dinners Thursday and Saturday nights. We have the added treat this year of a wonderful singing trio called "Sister Swing". If you love the sound of Big Band Swing, you will love these wonderful entertainers!

HOTEL RESERVATIONS: 1-866-258-5651

Now is the perfect time to call the Lions Gate Hotel for your reservations for the 398th BGMA Reunion. No mail-in reservations are required. Telephone the hotel at the above

toll free number or call 916-643-6222. Ask for the 398th Bomb Group room rate of \$92.00.

REGISTRATION FORMS REQUIRED BY AUGUST 6

Your completed Registration Form, found in the April issue of the FLAK NEWS, is due back to our Reunion Chair Ken Howard no later than August 6. For replacement forms contact Ken at Elmwood, IL 61529-9702. The Registration Form can also be printed from our website www.398th.org under the heading, 'Reunions and Tours'.

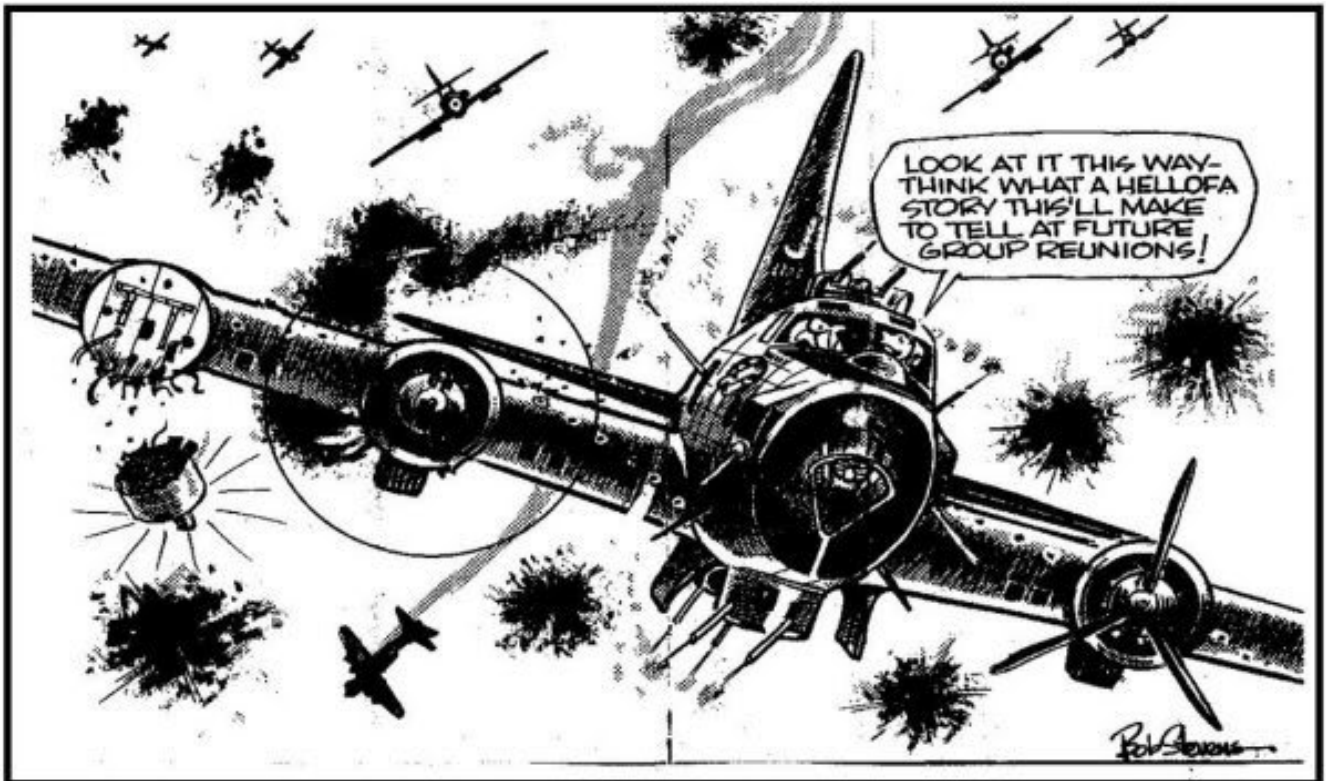
Go back in time and enjoy songs from the Big Band Era performed by

"SISTER SWING"

Saturday, September 7, 2013 – 7:00 PM – 10:00 PM
The FAREWELL DINNER at the hotel



Sister Swing is a fresh, exciting trio of singers who have captured the Big Band Swing era. The tunes of the Andrews Sisters, the Boswell Sisters, and Glen Miller bring back fond memories to those who experienced those years as well as new entertainment for the current wave of swing dancers, young and old.



Cartoon "Reunion" by Bob Stevens used with kind permission from Barbara Stevens

A Message from the VP:

BY LEE ANNE BRADLEY

Vice-President, 398th Bomb Group Memorial Association

The 398th BGMA 30th Annual Reunion is drawing near and only a few short weeks remain to submit your completed registration form to our Reunion Chair Ken Howard.

Our Reunion is important. It is important in as much as we gather once a year to listen to the stories of WWII from our Veterans, and share in their memories of a time that most of us belonging to younger generations cannot even imagine. To be a part of the 8th Army Air Force during the early to mid 1940's and to 'do your duty' for our country was honorable, adventurous, and terrifying - all at the same time. Most were resigned to the fact that they may not return home. Many did not.

Yes we all have a great time at our Reunion, but we should not lose sight of the following very important reasons for attending. They are to listen and learn and never forget what our Veterans have sacrificed for us.

So please, do come to our Reunion and have fun but also, when you see one of our Veterans be sure to shake his hand and thank him for his service to our country all those years ago.

See you in September.

WANTED: HOME MOVIES!

The historians of the 398th BGMA are aware of home movies taken of the 398th Bomb Group while in training in the USA and at Station 131 in Nuthampstead, England.

Do any of you have movies in any format that you would like to share with the Group? We have the ability to convert these movies into DVD's and therefore share them with others and display on our website if you so choose.

Please contact Lee Anne Bradley at Historian@398th.org

We also accept any and all training, base and crew photographs!

The smiling face behind the camera at the right belongs to 398th base photographer Leo Wilcox. Say cheese!



MEMORIAL DAY AT MADINGLEY



Rod Finn, Chairman, Friends of the 398th BGMA
Photo by Harvey Ditchman

My name is Rod Finn and I'm your Chairman of Friends of the 398th BG Memorial Association. I've taken over this position as Russ Abbey your immediate past Chairman has had to 'stand aside' due to family circumstances and I would like to place on record now our thanks to Russ for his help and assistance over the last couple of years.

It was an honour and a privilege as Chairman to be able to attend with other 398th colleagues and take part in this year's annual Memorial Service at Madingley on a warm and sunny Monday, 27th May 2013, which marked the 70th anniversary of our American colleagues joining us in this conflict, in the U.K. in our fight against Nazi tyranny.

We were welcomed by Madingley's Master of Ceremonies Mr. Arthur Brookes who welcomed many guests; a few speeches were made to a very attentive and appreciative audience which included possibly as many as 20 WWII Veterans. At a given time I and other wreath bearers were called forward to lay our wreaths, a minute's silence followed before the firing of Volleys and 'TAPS' being played. This year at least 97 wreaths were laid from many organisations including various Bomb Groups from within the U.K. but mainly from The East of England.

Shortly afterwards 'Sally B' the U.K.'s only Flying Fortress was accompanied by a special formation of a Spitfire, Hurricane, a P-47G Thunderbolt, and 2 Mustangs one of which would provide 'top cover'. After Madingley the complete formation overflowed other important American bases in East Anglia including Bodney, Halesworth, Leiston, Debden and finally Duxford.

The fly-past concluded what was truly an emotional and moving service and one which I and others may hope to experience again.

MEMORIES OF OUR HERO

By

Kathy Odell and Barry Odell

Our Dad, Robert Odell was one of the most amazing and loving people we have ever known. Following his death on March 18, 2013, we received so many notes from people who remembered his kind manner and loving ways. Although they knew he was in the Army Air Corps during WWII, many never heard him speak of his experiences.

Dad didn't speak much about his war/military experiences when we were growing up, but he was proud and anxious to do so in the last few years of his life, most recently just days before his death. And though he never thought of himself as a hero, he is our hero. Dad spoke of his many missions over Germany in particular. His stories always reminded us of God's protection. He told us of one time when he put a flak jacket under his knees for comfort, and when they returned to the airfield, found that flak had blown a hole in the aircraft right there under his knees, but he was not injured. Another time he spoke of getting lost (did I mention he was the navigator) in fog, apparently flying past the airfield and was over the Atlantic before he knew it. They managed to turn around and get back safely. There was also a time when the crew was about to bail out as they thought they were hit when the plane started to nose-dive. The pilot managed to regain control and instructed everyone to stay on board. Dad pulled back one of his crew members as he was about to jump out, but that man was angry with Dad and never forgave him for not letting him jump, even though he would have ended up dead or a POW.



Barry Odell, Kathy Odell, Robert Odell "Pops", Matt Odell, Gene Odell. Taking Pops for a ride on the B-17 "Nine O Nine"

Dad spoke of the many planes he saw get shot down and how many crews lost crewmembers. He prayed for God's protection and was grateful his prayers were answered. His crew had the same members throughout their mission, something that was rare as many crews had to work with replacements when crewmembers were injured or killed.

He was thrilled to go on a ride in a refurbished B-17 offered by the Collings Foundation in the fall of 2008. We were truly blessed to share that experience with him, as he told about his duties as a navigator on a B-17. In September 2010 he was able to enjoy the Honor Flight to Washington DC to see the World War II Memorial. His pride in his country and support of all military members was evident throughout his life.

We will miss our hero, a humble and loving man.

T.A. BROWN'S CREW 602nd SQ

Photo Date: July 8, 1944

Back Row (viewer's left to right):

S/Sgt. D.M. Skinner, Waist Gunner
2nd Lt. K.L. Thomas, Co-Pilot
1st Lt. T.A. Brown, Pilot
2nd Lt. R. Odell, Navigator
T/Sgt. W.A. Carson, Engineer

Front Row (viewer's left to right):

S/Sgt. E. Blevins, Tail Gunner
S/Sgt. C.D. Herzog, Ball Turret
T/Sgt. E.D. Cude, Radio Op.
2nd Lt. G. Heitanen, Bombardier

Note:

S/Sgt. D.M. Skinner, Waist Gunner
and S/Sgt. E. Blevins, Tail Gunner
are thought to be placed correctly, but
might be reversed.

**IF ANYONE CAN POSITIVELY
IDENTIFY THESE TWO MEN PLEASE
CONTACT GEOFF RICE!
(contact info on Page 9)**



THE STATION 131 RED CROSS STAFF

"VOLUNTEER FOR VICTORY"



Back Row (left to right): Mrs. Whyman, Mrs. Danes, Mrs. Ivy Chappell

Middle Row (left to right): George Matchach (Driver), Dora, Mrs. Rose Chapman, Mrs. Maggie Copeland, Joan Hayne, Stella Ryder, Dorothy Pinnock, Rose Fish, Peggy (?) Barley, Mrs. Mary Cattley, **Betty ??**, George Willis, Lily Chappell, George Burr.

Front Row (left to right): Dolly Cattley, Nina, Olive Chapman, Jean, Captain John Swertman, Martha (and her dog Henry), Miss Merlin, **unknown nurse ??**, Jessie Ford

Do you recognize the unknown nurse? Contact Geoff Rice! (contact info on Page 9)



In the April 2013 issue of the FLAK NEWS we published a letter written by Jamie Chappell, grandson of Lily Chappell who was a Red Cross nurse during WWII.

The photo at the top of this page of the American Red Cross staff was taken at the base hospital in Nuthampstead, and we thought it would be fun to print this photo as a follow-up to Jamie's letter.

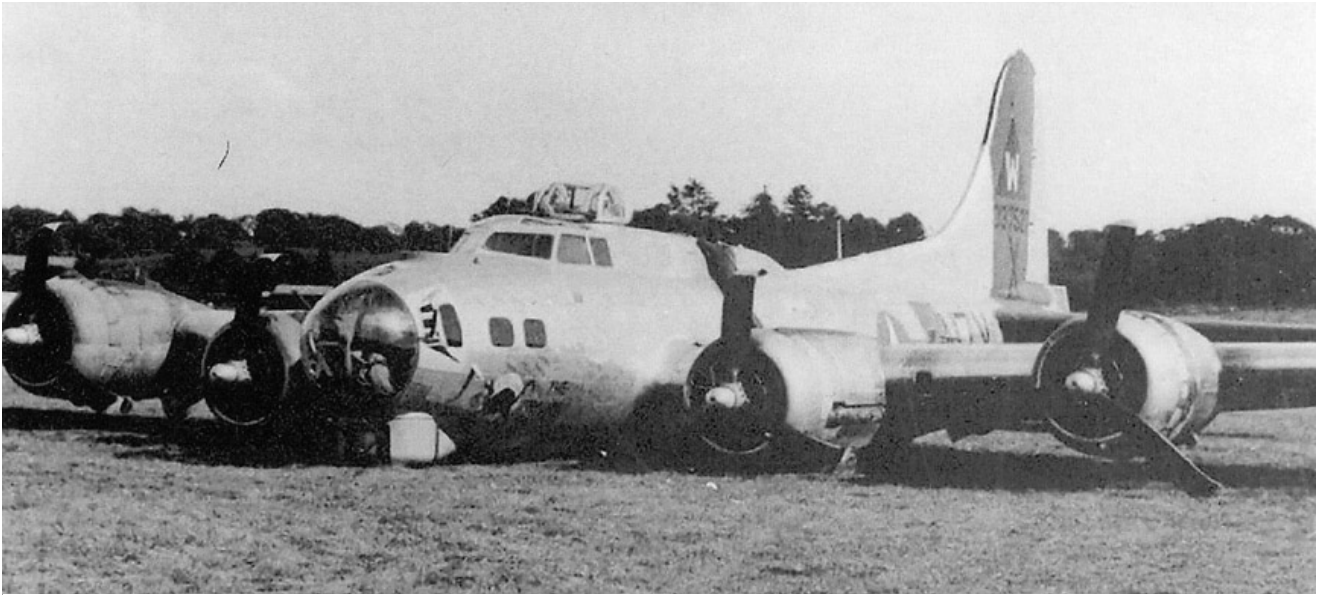
This photo is one of many from the Vic Jenkins photo collection donated to the Nuthampstead Air Field museum by Yvonne Jenkins. Fortunately most of the identifications were written on the back of the photo.

Jamie's Grandmother Lily is pictured, second from the right in the middle row. His Great Aunt Ivy is standing on the far right in the back row. Yvonne's mother, Dorothy Pinnock, was also a nurse at Nuthampstead and she too is pictured in the photo. She is seventh from the left in the middle row.

Photo donations to the museum and Identifications are thanks to Yvonne Jenkins, Brian Bardwell, and Jamie Chappell and his Uncle Roy.



REMEMBERING THE CRASH OF “THE PROWLER”



B-17 43-37527 X “The Prowler” crashed on July 6, 1944 at RAF Penshurst, Kent, England on return from a mission to Cauche D’Ecques, France.



THE SLEAMAN Crew – 603rd SQ – July 19, 1944

Back Row: S/Sgt. Vern Kling – Gunner, S/Sgt. L.S. Weber – Gunner, T/Sgt. G. Iroio – Radio, T/Sgt. E.B. Davis – Engineer, S/Sgt. Harley L. Roark, Ball Turret.

Front Row: 2nd Lt. J.R. Haas – Bombardier, 2nd Lt. J.E. Allare – Navigator, 1st Lt. H.J. Sleaman – Pilot, 2nd Lt. L.H. Waring – Co-Pilot.

Missing from Photo: R.A. Adkins

This crew photo was taken 13 days after “The Prowler” crash. Sleaman, Waring and Davis stayed with the aircraft while the rest of the crew - Allare, Haas, Davis, Lorjo Gennaro (radio op that day), Kling, Weber, Roark and Adkins - bailed out over England.

May 20, 2013

My Name is Nick Kensett and I am the landlord of The Spotted Dog pub in Penshurst, Kent, England.

On the sixth of July 1944 the Flying Fortress known as “The Prowler” of the 603rd Bombardment Squadron crash landed at Penshurst Airfield returning from a raid on St Omer, France. Eight of the eleven crew bailed out before the crash landing and as far as I am aware, all survived with one broken ankle the only injury!

The ground and aircrew from the airfield frequented my pub as well as the Bat and Ball pub in Leigh during the war and I have a picture of “The Prowler” [see above] on the wall in The Spotted Dog along with a brief account from a local resident of the time.

If any of your members are ever in Kent it would be excellent if they were to call in and sample some real ale as the bomber and fighter boys would have done back in the day, and maybe give me some more information about “The Prowler” and her crew.



The Spotted Dog pub in Penshurst, Kent

In the never ending pursuit of crew identification we present...

DO YOU KNOW THESE MEN?



Taylor's Crew 601st SQ.

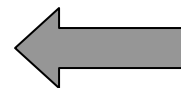
Photo date August 6, 1944

Back Row (viewer's left to right):

Unknown man A
Unknown man B
Unknown man C
Unknown man D

Front Row (viewer's left to right):

Unknown man 1
Sgt. Robert Biedrzycki, Ball Turret
Unknown man 3
Sgt. Milton Checket, Radio Op.
Unknown man 5



Do you recognize the unknown men? Contact Geoff Rice!

Unknown crew 603rd SQ.

Photo date probably 1944

Back Row (viewer's left to right):

Unknown man A
Unknown man B
Unknown man C
Sgt. Albert Aleksyn, Gunner
Unknown man E
Unknown man F

Front Row (viewer's left to right):

Unknown man 1
Unknown man 2
Unknown man 3
Unknown man 4



DO YOU RECOGNIZE ANY OF THE MEN IN THIS PHOTO?



CAN YOU IDENTIFY THESE MEN?

If so, please contact **Geoff Rice** ASAP!

E-Mail: crewpictures@398th.org

BRIEF - things

Have you paid your 2013 Annual Dues? To those of you who have, our heartfelt thanks, but a few of you might have forgotten that 398th BGMA annual dues for ALL members are now due every January. If you have not paid your 2013 dues, please do so ASAP! Don't forfeit your membership to the best Bomb Group organization out there and risk interruption of your FLAK NEWS delivery! Mail your dues, \$20 annual or \$100 Lifetime, to our Dues Manager **Dawne Dougherty**, Harrisburg, OR 97446-9585... We hope to see all of you in September at this year's 398th BGMA Annual Reunion being held in Sacramento, CA... Moving? Please remember to notify us of your new address. Send address changes to **Lee Anne Bradley** - E-mail: lee601st@yahoo.com



"I just wanted to touch base with you folks and tell you how incredibly moving for me it is to view your webpage, especially the "Identified Crew Photos" section. Seeing the faces of all those young 2Lts., Sgts and even the young squadron staff fliers makes me realize how proud all of us in SAC should be to have followed in your footsteps.

In November of 1967, I was a member of the very first B-52D crew to complete 100 combat missions over Vietnam, albeit in a much safer environment and higher altitude than all of you had to fly through. I grieve almost daily for our country, for the literally millions of my predecessors who have put themselves collectively "in harm's way" for almost 400 years for this sometimes uncaring, dumbed-down, ignorant and unappreciative citizenry.

I recently finished reading Bob Morgan's book about the Memphis Belle, the most surprising part to me was just how disillusioned he was with the demeanor of the American populace after he returned to the States to conduct the Belle's nationwide war bond drive. So disillusioned in fact, that he volunteered to go back on active duty in the Pacific and flew another 25 missions off of Tinian and Saipan over Japan as a B-29 AC. I was only a kid at the end of WWII, but I remember vividly the many wonderful reunion scenes I witnessed in Grand Central Terminal as returning sailors and soldiers met their loved ones again. To me, it was just sooo much more positive and wonderful to be an American back then.

After years of living every other week on alert during the Cold War, then going every other 6 months to "nam," our crews also experienced the downside of America, if one came back through either California or the East Coast. Fortunately, I returned each time to either bases in Georgia or Mississippi, and we were welcomed home warmly.

Again, seeing the brave, youthful faces of the 398th fliers makes me so proud to have been on the same team, regardless of what our citizenry thinks of us. I can only imagine what all of you went through, and I think you'd be proud of how we succeeded you the now USAF. God bless all of you who are still alive to tell the heroic tales of your service to our nation. I will never forget any of you."

**Derek H. Detjen, Major, USAF (Ret)
Evans (NW Augusta), GA**

398th Bomb Group PX

ORDER FORM

(The Second Generation)

QTY	ITEM	UNIT COST	TOTAL
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CLOTHING

All shirts select size:

___ S ___ M ___ L ___ XL ___ XXL

___	T-Shirt, black, "398th BG Flying Fortress"	\$15.00	___
___	T-Shirt, navy, with B-17 front view	\$15.00	___
___	T-Shirt, white, with Triangle W on front, Clearing & Colder on back	\$15.00	___
___	T-Shirt, white, with Group logo on front, Squadron logo on back select: ___600 ___601 ___602 ___603	\$25.00	___
___	Men's Denim Shirt, long sleeve, 398th logo	\$25.00	___
___	Men's Golf Shirt, blue, embroidered TriangleW	\$25.00	___

CAPS

___	Black, with Squadron logo select: ___600 ___601 ___602 ___603	\$15.00	___
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LAPEL PINS

___	Squadron pin select: ___600 ___601 ___602 ___603	\$6.00	___
___	Group pin Hell From Heaven	\$6.00	___
___	Group pin blue with B-17	\$6.00	___
___	8th Air Force pin	\$6.00	___

PATCHES

___	Squadron Patch 3" select: ___600 ___601 ___602 ___603	\$6.00	___
___	B-17 Jacket Patch, 4"x3"	\$6.00	___
___	8th Air Force Patch, 3"	\$6.00	___
___	Group Patch Hell From Heaven, 2 1/2"x3"	\$6.00	___

BOOKS (books include postage)

___	<i>Fortresses Over Nuthampstead</i> (Bishop)	\$30.00	___
___	<i>398th History</i> (1946, photo copy)	\$20.00	___
___	<i>Remembrances</i> (Ostrom, 1989, photo copy)	\$30.00	___
___	<i>The Last Mission</i> (Mazur) – audio CD's	\$30.00	___

PHOTOGRAPHS & PRINTS

___	<i>Clearing & Colder</i> , 14"x19"	\$30.00	___
___	<i>Clearing & Colder</i> , 14"x17", on canvas	\$40.00	___
___	<i>Anstey Stained Glass Window</i> booklet, 11"x17"	\$10.00	___
___	<i>Sunset at Nuthampstead</i> , 8"x10"	\$7.00	___

MISCELLANEOUS

___	Bumper Sticker (red, white & black)	\$3.00	___
___	50 Caliber Bullet Pen (Group Logo)	\$40.00	___
___	Blue Ballpoint Pen (398th imprint)	\$5.00	___
___	Challenge Coin (B-17)	\$20.00	___
___	Coaster (Clearing & Colder imprint)	\$5.00	___
___	Earrings – clip (Group Logo)	\$10.00	___
___	Earrings – pierced (Group Logo)	\$10.00	___

TIMELESS VOICES DVD's (DVD's include postage/handling)

Member \$17.00 ea., Non-member \$22.00 ea. For information and titles, visit the "Timeless Voices" section at www.398th.org

Cost of Items ordered \$ _____

Postage/handling add \$7.00, \$9.00 if order over \$20.00 \$ _____

Payment in US funds to "398th Bomb Group PX" Total \$ _____

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone & E-Mail _____

Mail completed order form and check to:
Carolyn Widmann, Noblesville, IN 46062-7150

NUTHAMPSTEAD AIRFIELD MUSEUM

News from the Trustees

Donations

In the April issue of the FLAK NEWS we reported that many interesting items have been donated to The Museum by our generous 398th BGMA members. We thought you would like to see a few examples of these wonderful artifacts.



Left: This A14 Oxygen Mask is one of several items Ruthanna Doerstler donated from her late husband Wayne's collection of memorabilia. Tech. Sgt. Wayne Doerstler was Engineer / Top Turret Gunner with the 602nd R.A. Griffin crew.



Above: 'Souvenirs' brought back by Capt. Gene L. Douglas, 600th SQ Pilot, from his POW days at Stalag Luft 1. Great items donated by family members Richard & Irma Schwieteman!



Does Anyone Remember This Young Man?

Above is one of many photos which George Hentschel donated to The Museum from his collection. It was taken at the 601st SQ dispersal outside one of the tents that the ground crew lived in. It's possible that the young man would have been living in the Langley area which would have been within easy walking distance.

**Note the sign on the tent; "PENNSOTA" with silhouettes of the states of Pennsylvania and Minnesota, most certainly the states where the tent occupants hailed from. Also note the 'deluxe' astrodome window, the envy of the neighborhood!*

Please contact Geoff Rice if you recognize the lad above. Geoff's contact info is on page 9.



Construction Update

Ground preparation is finally underway for building 'two' of the Nuthampstead Airfield Museum. The photo at the left shows Museum Trustee Harvey Ditchman at the helm of his mighty digger. Thanks to the incredibly wet spring this year, Nuthampstead is truly living up to its WWII nickname of "Mudhampstead"! Hmmm. Nice weather if you're a duck.

398th BOMB GROUP FLAK NEWS

FLAK NEWS

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USA



Memorial Day Flyover at Madingley Cemetery

Those attending the memorial service at Madingley were treated to a sight rarely seen these days; a flyover by a P47 Thunderbolt, a P51 Mustang, the B-17 'Sally B', a Hurricane, and a Spitfire. There was one other P51 Mustang but it is not shown in the photo above taken by Harvey Ditchman. *Complete story on Page 5*