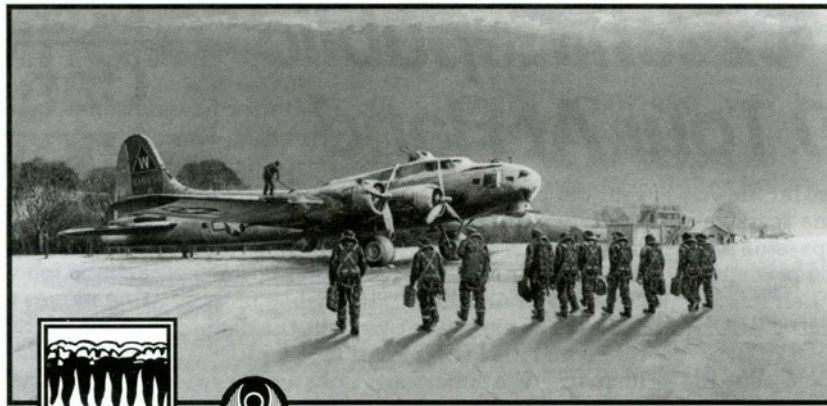




602



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

VOL. 14 NO. 4

FLAK NEWS

OCTOBER 1999

1999 Reunion:

“UPBEAT AND FRIENDLY”

It was slightly hot in Oklahoma in August, and the attendee numbers were slightly down from previous reunions, but the 16th annual 398th Bomb Group reunion at Oklahoma City August 25-28, 1999 must be described as “one of the best ever.”

“It sure was friendly,” said one member, to which chairman Dick Frazier responded, “naturally, we’re all friendly here in Oklahoma.” (Like the words in Home on the Range – “Where never is heard a discouraging word.”)

Upbeat and happy seemed to be the order of each day, and that despite dodging 95-100 degree heat while moving from the air-conditioned Marriott Hotel to the coaches to the Cowboy Hall of Fame to Kirkpatrick Center to the Shopping Mall, etc.

Several members opted to watch from the coaches as they remained parked near the runway of the Guthrie, OK airport. (It was hot in Guthrie, also). The rest couldn’t wait to walk up to the hanger and stand close to the P-51 Mustang while it fired up in preparation for a very special Fly Past especially for the 398th.

Frazier arranged this with owner-pilot Cal Burgess who, along with instructor pilot Matt Jackson, thrilled the pants off the former B-17 veterans with several on-the-deck passes of 300 MPH!

Witnessed from the comfort of the coaches or from the scorching runway, the lucky “Guthrie Tour” participants had their “fighter pilot” fantasies fulfilled.

(Continued on Page 4)



EVELYN COMSTOCK, whose late husband led the 398th Bomb Group for 20 years, admires a drawing of the proposed memorial to be erected at the 8th Air Force Heritage Museum, and to be dedicated when the 398th meets in reunion in Savannah, Georgia, September 20-23, 2000.

Fund Raising Project:

START YOUR ENGINES

“Time is running out! We have to get on with it.”

These were the words of Lou Stoffer as he addressed the reunion members at Oklahoma City last August. He was referring to the \$25,000 needed to be raised for the proposed 398th Bomb Group Memorial at the Mighty Eighth Museum at Savannah, GA.

To put wings to his appeal, Stoffer announced plans for a special fund-raising mailing “as soon as possible.”

“We want to say ‘thanks’ to the many members who responded to the initial announcement in the July FLAK NEWS. “But that was just a start. Now we need to hear from many, many more in order to meet our commitment with the memorial builders.”

Stoffer said the special mailing will go to all members on the 398th roster, both in the United States and 16 foreign countries.

Stoffer closed his appeal with these words – “Start your engines!”



THIS IS PART of the choir of 100 women who sang “White Cliffs of Dover” and “Let Me Call You Sweetheart” to their male counterparts at the 398th reunion in Oklahoma City. Their song leader was Dick Frazier and the organist was Phyllis Rahe. (The morning paper gave them rave reviews).

England, Czech Republic Year 2000 Tour At Hand

The tour that once seemed so far "down the road" is now upon us. The registration pace has picked up each passing day and before the year is out the predicted 100-plus members will have their names on the "YEAR 2000 ENGLAND-CZECH REPUBLIC TOUR" list.

As of press time some 54 had sent in their registration fee of \$300 to Barbara Fish. Final payment is due by February 28, 2000.

"Still-to-come" tour members are urged to contact Barbara as soon as possible so as to assist in proper planning for airline and hotel reservations. (1-800-423-5454) Not to mention that our UK Friends of the 398th need to know how many to expect for the Anstey Memorial Stained Glass Window dedication on June 11.

(And the Service of Remembrance at Station 131, the visit to the Cambridge American Military Cemetery, Duxford Air Museum, etc.)

Anstey church warden Sir Roger duBoulay, on whose shoulders has fallen the major task of preparing for the stained glass window installation, reports that the framework for the window itself has been put into condition to receive the new glass.

The glasswork is being made and assembled in the Reyntiens Glassworks in London.

"It has to be made precisely the right dimensions and these are not known until the repairs are made," he said. Variations on precise measurements inevitably creep into any work on an 800-

year old building."

The repairs to the window were organized by the Anstey PCC under the direction of Sir Roger and Mr. Peter Boston, the Church Architect. The Bishop of St. Albans has agreed to carry out the dedication and the PCC is inviting other VIP's including the American Ambassador to England, Philip Lader.

The Czech Republic portion of the tour will come at a time when the city of Pilsen will be in the midst of Year 2000 Celebrations. These will include a Knight's Tournament, Medieval Fair, Procession of Folklore Dancers and Musicians and more.

(Not to forget the world famous Pilsen Beer).

This is the "loading list" for the full tour as of press time -

Bill & Norma Carter; John & Rosemary Cosco; Bill & Fran Fisher; Mel Kessler & Gail Fisher; Bob & Elaine Knowles; Bill & Kathy McLaughlin; Ham & Mary Mero; Russ & Millie Reed; Chuck & Reva Sasse; Jeanne & Randy Stange; John & Maryanne Hobbs; Charles Hough; William R. Cole.

England Only - Bob & Jane Bowen; Bob & Elaine Hart; Joe & Rozanne Joseph; Jean Madlung, Randy Madlung, Nancy Zeller; Joe & Wiletta Mansell; Gertrude and Karen Anne Neff; Dottie Neuland; Elliott & Connie Novek; Ed & Bernice Soule; Lou & Betty Stoffer; Charles Sutton; John & Carolyn Pierce; Lowell Culver & JoAnn Eppel; Wally & Teedy Blackwell; Howard & Jane Traeder.

Air Crew Photos:

Can You Help UK Friends?

The photographers assigned to take air crew photos at Nuthampstead did their artistic job well, but not so well in putting names to faces.

This job has now been taken up by our UK Friends of the 398th, namely Geoff Rice and Les Dear. Geoff was at the Oklahoma City reunion and was moderately successful.

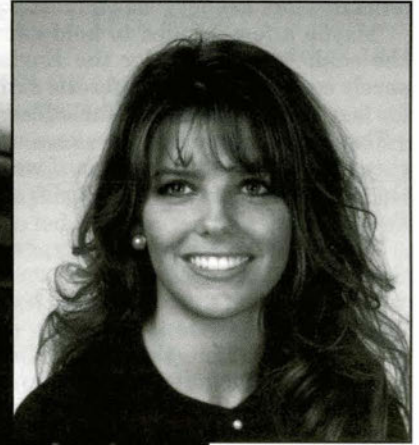
But there are still lots of empty spaces for names and they have called on FLAK NEWS for help. It is not possible to print all the photos, but hopefully someone "out there" can help if he recognizes the name of the pilot, the squadron and date of mission.

If there is a recognition, contact Rice or Dear (their addresses are in the new directory). They will send you the photo for identification. -

PILOT	SQUADRON	MISSION DATE
Aniello	603	29 Jan 45
Blythe	603	24 Feb 45
Davis, J.H.	601	28 July 45
Delancey	601	9 Oct 44
Delancey	601	15 Nov 44
Driscoll	602	20 July 44
Ellis	603	5 Mar 45
Godfrey	602	2 Feb 45
Hancock	602	9 Sept 44
Hill	601	11 Mar 45
Col. Hunter	Lead Crew	13 Aug 44
Hyndman	603	9 Oct 44
Jauregi	601	21 Apr 45
Johnson, J.	601	6 Aug 44
Jordan	603	16 Aug 44
Kaufman	603	19 July 44
Koeing	601	21 Feb 45
Lamiell	602	2 Feb 45
Landrum	601	12 Jan 45
Lassegard	603	16 Aug 44
Lehner	603	1 Aug 44
Linke	602	1 Aug 44
Loller	603	21 Apr 45
Mann	600	6 Aug 44
Markham	602	9 Oct 44
Maudsley	600	22 Mar 45
Menzel	600	20 July 44
Meyran	603	1 Aug 44
Millar	602	13 Apr 45
Nolan	600	22 Mar 45
Oden	603	22 Mar 45
Rice/Lowe	600	8 Aug 44
Riley	600	28 Sept 44
Rudrud	602	16 July 44
Rusk	602	26 Oct 44
Schott	600	5 Sept 44
Sleaman	603	19 July 44
Spitzer	603	2 Nov 44
Stoll	603	
Taylor	601	6 Aug 44
Van Opdorp	602	26 Oct 44
Woodmansee	600	10 Apr 45



THE MEMORIAL WINDOW project at Anstey is well under way. Witness the new framing structure recently installed which will house the stained glass windows. The completed window will be dedicated on June 11, 2000. (Photo by Jack Dimock)



STACY STALLCUP poses in front of the Aluminum Overcast as she prepares to “soak up” information for the paper she was preparing for her college history class. She is the granddaughter of Harold Stallcup, 398th secretary, and wife Nancy. Her college paper is gratefully printed in FLAK NEWS.

“No, I Am The Lucky One”: Third Generation B-17 Thoughts

**By Stacy Stallcup
State University of West Georgia, Carrollton, GA**

Who is to say that that third generation doesn't care or is not interested in the history of World War II? Some feel we have forgotten our heritage and the bravery of the men who fought to keep our nation safe for democracy. In a sense, this may be true. It does seem the youth of today only live for the moment and tend to forget the past. In my opinion, the history books we study in school can hardly compare to the stories told by the men and women who lived through this ordeal.

I am the granddaughter of two of these extraordinary people, Harold and Nancy Stallcup. For as long as I can remember they have told me stories about the turmoil and triumph of their generation that truly fascinates me. Now that I am older, I realize that the struggles they encountered are miles apart from the problems my generation feels unbearable. It amazes me that when my grandfather was the age I am now, he was flying B-17 bombers and traveling through countries I only hear about in geography class. My grandmother gave birth to twins and had to worry about supplying their next feeding, whereas I feel like a child myself. As hard as I try to imagine what it was like, nothing seems to compare to the stories I've heard, the museums I've toured and the history I've learned.

In college I had a history professor who believed the same as I do, that the best way to learn history is to interview the people who lived it. Which was exactly our assignment based on World War II. “Darn, another paper based on boring history that's long forgotten,” everyone in class seemed to mumble under his/her breath. I began immediately interviewing my grandparents about their experiences. When I turned on the recorder and my grandfather began to speak about the history I had only read about, only then did it start to become real and alive. I got goosebumps as he spoke about his troubles while in flight and how he didn't want to get close to anyone because you never knew if they would return the next day.

When the assignment was due the same class that had griped about the paper came in pleading to tell the class the stories of bravery each had collected from their heroic relatives who fought in the war. Our professor just smiled and said, “Now that they have your attention, let's talk history!”

But even when the class had ended, my fascination had not. My grandparents then took our family to Savannah, Georgia to visit and tour the 8th Air Force Heritage Museum. I felt awe and respect for the young men who fought as I went through a “Special Briefing” and then the actual mission itself. It almost felt exciting, sort of like an adventure, until you see the pictures of wounded soldiers and thousands of memorial sites dedicated to those who lost their lives. I remember reading a letter that had been written to a soldier's wife regretfully informing her of the heroic death her husband had faced and I glanced at all my grandparents thankful that God had spared my grandfather's life.

A couple of months later my grandmother gave me a call to inform me that a B-17 bomber in my grandfather's 398th group was “on display” at the local airport near my college and that if I had time I should go check it out. Even though I had to go alone I couldn't miss the opportunity to see and tour an actual plane like the one my grandfather flew for 30 missions. The “Aluminum Overcast” was even bigger than I had imagined, and as I got closer I noticed lots of little boys looking up fascinated by this gigantic piece of machinery. Of course, I stood out being a young college woman and as I walked up to buy a ticket all the older gentlemen asked why I was interested in touring this old plane. I smiled and told them of my grandfather and they replied, “He is a lucky man to have such a caring granddaughter.” As I entered the plane I thought to myself, “No, I am the lucky one.”

"UPBEAT AND FRIENDLY"

(Continued from Page 1)

The official count, according to Junice Frazier, the reunion's official "score keeper," was a most acceptable 276.

"Maybe a few decided to hold out for Savannah next year," she said, "or possibly for the England tour next summer. It surely couldn't have been for the summer heat in Oklahoma or for last spring's tornado," she added smilingly.

Three special reunion speakers were on hand to regale luncheon and dinner guests (four, if we include Willis Frazier, 601 Operations Officer who came to Oklahoma with his own Norden Bomb Sight).

Retired Lt. Gen. Richard Burpee was a popular speaker at the Tinker Air Force Base luncheon following a tour of the base. He masterfully "closed the gap" between the WW II veterans and today's jet airmen.

Dr. Bill Harrison, the orthopedic surgeon from Tulsa, OK, told of how he acquired ownership of the B-17 that is now the "flagship" of the EAA in Oshkosh, WI, and now flying with the colors of the 398th and called, "Aluminum Overcast."

Dr. Harrison's "adventure" with an ME-109 was a classic, resulting in a crash that might have taken his life. He saw the ME-109 in a slightly different light than WW II air gunners.

Don Gaddo, presented an emotional speech called, "Reflections of Greatness," drawing on his knowledge of WW II air war history that included the loss of his cousin, a 398th navigator with the 602nd Squadron (see "Quotable Quotes").

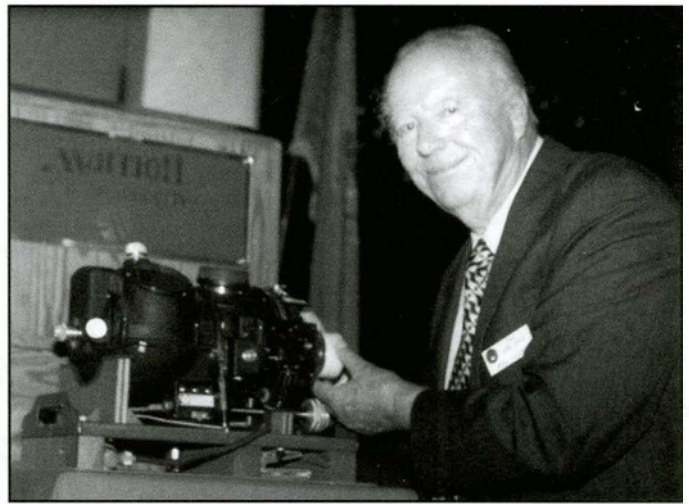
The tour to Guthrie also included a visit to the world's largest Scottish Rite Temple (and on that day, the world's hottest). Lots of room, lots of gorgeous furnishings, huge organ and beautiful piano.

The piano attracted Burl Beam, who at one time shared a B-17 cockpit with Dick Frazier. Invited to try the keys, Beam stepped forward and entertained his tour group with some classy fingering (not necessarily learned on B-17 throttles).

Ralph Hall and wife Marjorie were honored by president Wally Blackwell and wife Teedy for their many years of service to the 398th treasury. Ralph still serves as Monument Fund chairman and happily announced that the Fund enjoys a balance of \$64,595!



DICK AND JUNICE FRAZIER show off the crystal vase they received from Wally & Teedy Blackwell for having led the reunion at Oklahoma City. Junice also shows off the Purple Heart the ladies gave her as result of injuries sustained in a fall prior to the meeting.



WILLIS FRAZIER poses with his prized Norden bomb sight following his presentation at the Oklahoma City reunion. Willis, a 601 Squadron operations officer, gave a remarkable dissertation on the bomb sight, even describing bombardiers of his day as "debonair."

For the umpteenth consecutive year, the 602 Herb Boehme crew had the most members in attendance (6). He was joined by Bob Blacker, Bob Knowles, James Yip, Bob Rowland and Phil Sorenson. The 602nd also took honors for having the most members at Oklahoma City (according to an un-audited presidential account).

There were three men attending who were lone survivors from their respective crews – Bill Hamor of the 602 Connolly crew; Selmer Haakenson of the 603 Christensen crew; and Fred Gonzales of the Col. Frank P. Hunter, Jr., 603 lead crew.

At the group business meeting, all current officers were re-elected by acclamation –

Wally Blackwell, president; Ted Johnston, vice president; Harold Stallcup, secretary; Marilyn Gibb, treasurer; Dick Frazier, Lou Stoffer, Dale Brown and Keith Anderson, Board of Directors; George Hilliard, unit contact; James Haas, dues manager; Dallas Ebest, historian; Ralph Hall, W.A. McLaughlin and Al Turney, Monument Fund; and Allen Ostrom, Public Relations.

VP Johnston conducted a brief portion of the meeting to announce a 398th By-Laws change. It was proposed and accepted that the 398th Association have only three categories of membership –

1. VETERAN – (a) A veteran who was on active duty with the 398th. (b) A spouse or widow of a 398th veteran. (c) Blood relative of a 398th veteran. All three will be dues paying and have voting privileges.

2. ASSOCIATE – A person who has no formal relationship with the 398th or its personnel but is interested in its heritage and future. This category will be dues paying but have no voting privileges and will not be eligible to serve on Board positions.

Another non-dues paying, non-voting category (HONORARY) will be retained. This is reserved for Board appointed members who in the eyes of President, have been supportive to the 398th and have brought credit to the Association.

Jerry Monagin was given the assignment by president Blackwell to scan the roster and make a determination on who qualified as "veteran" and who qualifies as "associate".

The 398th roster contains over 2,000 names and not all are accompanied by a designation. The urgency on this was dictated by a 1997 revision of the Internal Revenue Code.

Monagin, along with VP Johnston, will utilize the new 1999 roster along with Ed Stewart's roster which contains most (not all) of the members' squadron, duties, telephone, crew affiliation and missions flown. Also to be used will be dues manager Jim Haas' records.

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“REFLECTIONS OF GREATNESS”

Quotable Quotes From Don Gaddo, Guest Speaker At The 16th Annual 398th Reunion

“The B-17 was the most beautiful airplane I ever saw.”

“Isn’t it wonderful that our government would spend so much money to honor my son, the son of a coal miner?”

“I have come to believe that some of you are embarrassed to talk about the cause you fought for.”

“You and your generation did more to spread democracy than any generation before you.”

“As I looked at the photograph of my cousin’s B-17 crew I could feel the eyes of time looking back at me.”

“What lies behind you and what lies ahead of you are tiny matters as compared to what lies within you.”

“What kept you going? Where did you find your courage? From where did you find your strength?”

“During those war years you had within you the will to sacrifice, to give of yourself, and the will to succeed.”

“For those of you who waited at home, you had within you the will to endure.”

“You learned in the Army Air Forces the virtue of solid organization, teamwork and the value of individual inventiveness and responsibility.”

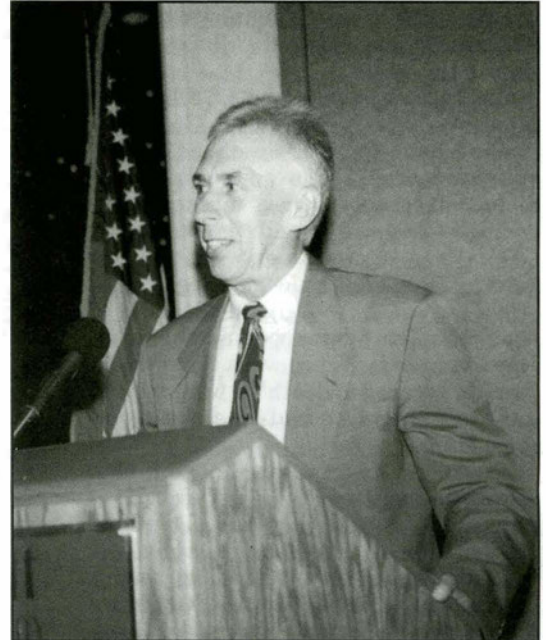
“You had seen enough war, you wanted peace; you had seen the evils of dictatorship, you wanted freedom. You entrusted this freedom to our generation and we and those who follow must be forever vigilant to protect it.”

“The college students were awe struck when they heard what it was like to be in the air war over Europe, and to learn that these duties were carried out by young people like themselves.”

“Take a part of what is inside you and give it to your family, your sons, your daughters, your grandchildren so they may never forget what you experienced.”

“Never allow your story to be forgotten.”

“You were young and strong then. You must be proud to have been so severely tested and found yourself adequate.”



Don Gaddo

Audio Tape Available on Don Gaddo’s Speech at Oklahoma City

An audio tape of Don Gaddo’s “Reflections of Greatness” speech to the 398th Bomb Group at Oklahoma City is available at a cost of \$6.00 postpaid. Contact historian Dallas Ebest with your order.

Memories of Hamburg Still Linger

BY WESLEY MUDGE
Radio Operator, Hornshuh Crew
601st Squadron

The Flak looked heavy as it usually did over the large German cities. Another time when we could say, “the Flak was so thick that you could have gotten out and walked on it.” We were aware of 450 anti-aircraft guns surrounding our target.

There was only one Flak suit in the nose that day so Andy and Willy, our navigator and our bombardier, decided to share it by kneeling on it over the target, which later proved to have saved their lives.

The bomb run was at 28,500’ at 165 miles per hour.

Some have facetiously asked, “Were you ever scared?” We were taught by old-fashioned school teachers (not too many radicals then), with hand over our heart, to make a commitment written by Francis Bellamy: “I pledge allegiance to the flag of the United States of America...” and later we had the privilege to prove it. There were times when “we were scared to death!” – but we *loved our country* and we had an *awesome respect for Betsy’s Battle Flag*, and we were *proud to be Americans*. (Does all this sound old-fashioned today?) Our self-respect was stronger than our cowardice! We would have been ashamed to have not been there and we would have been a disgrace to our loved ones for whom we fought. It was the only thing to do back then.

Some flyers carried their childhood teddy bear for luck.

I was raised “in the Faith” and although I had drifted from it, I still had the best “crutch” of all:

When in trouble I would recall an old faith hymn, like: “Be not dismayed what-e’er betide, God will take care of you, beneath His wings of love abide, God will take care of you”. Upon arriving home my Dad was curious to know if I had been in trouble: which proved to be around the time of the Hamburg Mission.

The most honest member of our crew, no doubt, was Smitty, our tail gunner, who used to pray, “Lord, I’m in trouble – I can’t promise you anything but I ask you to please get me through this one”.

The bomb run, as usual, seemed to last forever. The bombardier was in control of every movement of the plane with his Norden bombsight for “precision” bombing. There was no deviation in spite of the accuracy of the anti-aircraft guns and/or Focke-Wulfs and Messerschmitts. About 60 of these enemy fighters on one mission hit our group, in spite of the Flak. It seemed like all the power of Hades was attacking us at once.

“Because It Has Never Been Told”

Just about everyone who flew the skies over Germany in World War II has had the desire to write HIS story. Wesley Mudge, radio operator on the 601 Merwyn Hornshuh crew took 54 years to do his and it appears in this issue of FLAK NEWS.

Actually, Mudge wrote his “war story” for his church’s Memorial Day program in Hemet, California. The story tells about a mission to Hamburg, Germany on June 20, 1944. The crew –

Merwin Hornshuh	Pilot
Houston Russell	Co-pilot
Earl Anderson	Navigator
Mathew Wilson	Bombardier
Elmer Lawson	Engineer-Gunner
Wesley Mudge	Radio operator
Althom Schirtz	Ball Turret
Wendell Weisend	Waist Gunner
Edwin Garrett	Waist Gunner
William Schmidt	Tail Gunner

MISSION NO. 35 Hamburg, Germany

June 20, 1944

LEAD GROUP (600)

DAILY			
Rohrer			
Fritog		JD Lowe	
Ford			
Searl		Nelson	
Chase		Woodson	
Reed	Brown	Dollar	Cobb
Richardson	Roderick	Driscoll	Ryan

LOW GROUP (601)

ARLIN			
Dalton		Griffin	
Heintzelman			
JA Davis		JH Davis	
Hornshuh		Latson	
Darner	Falkenbach	WF Scott	Engel
Lassegard		Novak	
Sleaman	Howden	Farenthold	DL Foster

HIGH GROUP (601)

Kreuger			
TK Foster		Davidson	
Binger			
Wierney		Fairbanks	
Taylor		Rice	
Zimmerman	Godwin	Lovelace	Slavin

Immediately after bombs away our beautiful Silver “Sortie” had sustained three direct hits. The nose turret was completely destroyed – there were 32 holes in the nose section; 3 of our 4 engines had been knocked out – many of the cockpit instruments were inoperative; and the oxygen system was badly damaged. Some of us were turning blue from lack of oxygen. We immediately were forced out of the formation and we were dropping at least 1,500 feet per minute. The Flak gunners were calibrating our changing altitude and shooting at us and were getting close.

One of these Hamburg gunners, Hans Dose, showed up as a German exchange student while I was in college. There was never a semblance of animosity between us – in fact, Hans was one of the finest young men that I have ever met. One of our local papers ran a feature story about us: “Former foes, now friends”. Wars are fought over the diversities in ideologies – it’s a shame that men have to be killed – *but some ideologies must be stopped*.

Andy gave Hornshuh, our pilot, a series of compass readings for “evasive action” from the Flak guns. The pilots got a second engine running but we were still dropping.

We “limped” toward the North Sea. The German E-boat personnel saw our plight and started from their dock to rescue us (take us prisoners of war) in the water.

We were still dropping – if we were to make it back via our plane to Nuthampstead, England, our home base, we had to drastically lighten our load. Hornshuh was back in the waist directing this and proved himself to be a real leader by his life or death decisions – for which he later received the Distinguished Flying Cross.

Our waist gunner, Weisend, was bleeding from Flak wounds, but refused help, knowing that we had to concentrate our attention on getting our wounded plane home. His attitude was: “I *may* die from Flak wounds, but I *will* die if you don’t get me back”. I later saw him kiss his Purple Heart Medal – more excited over that than his Distinguished Flying Cross, which was issued at the same time.

Some today might say, “How Sissy”. No! There were no sissies there! Every mother’s son, who flew, was a volunteer! You’re confused with a different war, when some Americans proved themselves sissies and cowards. While some brave men fought too many others refused to, or ran off to Canada.

In 1984, at the 10th Reunion of the Eighth Air Force Historical Society someone was “hazing” Gen. Curtis LeMay over his lack of power as Chief of Staff during the Vietnamese War. I heard this great

(Continued on Page 7)

He Met German Flak Gunner In US College

(Continued from Page 6)

man, whose aeronautical genius and strategy had helped to win WW II in Europe and the Pacific, reply, "I had more power as a Group and a Wing Commander in WW II, than as Chief of Staff during the Vietnamese War. *Johnson and McNamara were running that war; and furthermore, that war could have been over in two weeks, anytime*". Yet our leaders and their civilian advisors prolonged it for years while thousands of American young men needlessly died. Yes, WW II was not only a different war but a different era. *We believed in winning wars – and did!*

A "liberal" excusing the passive to radical actions of the left wing youth, once defied me by stating: "These young men of today have a lot more knowledge than you did". Yes, how true – but ours necessitated immediate action:

Kaiser Wilhelm said, "Me and 'Got' will kick the world!" Adolf Hitler said, "I am 'Got'". He made some of us boys real mad. We took the Norden bombsight and a few 50 caliber machine guns and "knocked the fire out of him!"

We of WW II were not perfect. We do not hold ourselves up as examples and we did many things that we are ashamed of, but no one ever had any reason to accuse us of treason against our beloved USA.

No, we were not looking for *Purple Hearts*. We did not want one – too many were given posthumously.

Hornshuh ordered that all excess equipment (anything that was loose) be jettisoned – including all of our 50 caliber machine guns. The only radio "unit" that was left was the one that I was using. We had to lose more weight or ditch! The ball turret had to go!

Shirtz, the ball turret gunner, had put a wrench in the plane before the mission. Not much mechanical work was required on a combat mission and it was hardly ever necessary that one jettison a ball turret. This wrench, too, helped to save our lives. Three bolts were removed that held the ball turret in place; but the fourth wouldn't budge – it required a "persuader". A landing gear bar extension was disassembled for leverage to break the fourth bolt. It still required more persuasion! It was decided that while a gunner was pulling on the lever bar to break the bolt, (another gunner and Hornshuh were hanging on to the gunner with the lever bar), Russ would dive the plane slightly and then pull up abruptly causing the ball turret to release from its own weight and inertia. This action was carried out twice but to no avail. Hornshuh reasoned, "I don't want to ditch without the ball turret in place – or we'll all drown. We will try one more time". We did. The 1,200 lb. turret

released and we stopped dropping. Thank God!

In retrospect, I have more respect for the ball turret gunner than any other position on the B-17. Riding in that cramped position, beneath the plane – sometimes for six hours – he deserved a medal just for doing it!

During this "drama" across the North Sea a lone P-51 pilot (thank God for our "little friends") stayed with us for as long as he could. He finally had to leave us and dipped his wings to bid us adieu. Some of us later, by coincidence, got acquainted with him in a London night club. Still later, in civilian life, I saw him again at Holms Bear Creek Orchards, Oregon. He was a crop dusting pilot for one of the owners' sons of that establishment. If my memory is correct, I had the privilege of thanking him for his protection and he thanked me for my contribution in the B-17. Sometimes, life is worthwhile!

We finally made it to England, but to add insult to injury we were hit by one of the worst hailstorms that we had ever experienced. It sounded as if the elements were even defying us – but we were grateful to be nearing our home base.

That "second engine" blew up on the runway. We also ran out of fuel and had to be towed to our station.

Our plane had sustained 249 holes (ground crew count). Thank God for the ground crew who made it possible for us to fly every mission.

There had been an explosion below the radio room at the time we were hit over

Hamburg, raising the floor. I stood up for a moment to attach my parachute. When I sat back down I noticed a hole in the fuselage covering, about chest high and another on the floor almost below my desk chair. I wondered, "did the shrapnel come through while I stood up?" which was unlikely, because I had stood up because we had been hit. It was either a miracle or a very close encounter!

There was a hole on either side of the cockpit. Hornshuh and Russ later ran a string from the entry hole to the exit hole. There was no way that the shrapnel should have missed either one of them.

My Dad and I never did figure out exactly the time correlation between my close encounter with the grim reaper and his heavy burden for my well-being, when he had been awakened in the night, but will forever be grateful that I had a country preacher Dad praying for me while in the worst place I could have been during WW II – the skies of Europe!

Rejoice with me – I was not one of the casualties and I have had a very good life.

My lovely lady and I were granted the privilege and have experienced the joy of raising our six little "For-Get-Me-Nots"! but ...

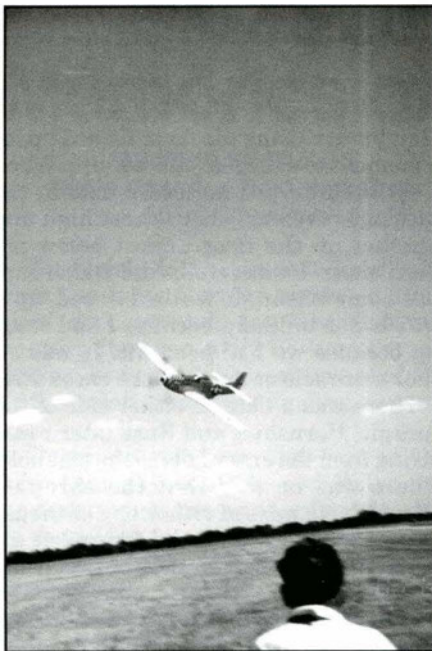
How about those young men who never had the opportunity to ask the dearest girl in the world the question, "Will you marry me?" And who never experienced the ecstasy of their precious little child whisper in their ear, and say, "Daddy, I love you most of all in the whole world."

That's why we, for a few minutes, once a year on Memorial Day, pay homage to those who gave their all.

Flak-Kampfabzeichen der Luftwaffe

The German Anti-Aircraft War Badge was instituted on January 10, 1940. It was awarded on a point basis, with 16 points being the necessary requisite to be awarded a badge. Flak batteries successfully downing an aircraft were awarded 4 points when the action was without the support of other batteries, and 2 points when it was a joint effort. Searchlight and sound detection crews were eligible for the award as well, being awarded 1 point for each first detection. Eligibility requirements were modified as the war progressed, and the badge was awarded for participation in five air defense actions, even if no attacking aircraft were destroyed. In addition, the award could be given for any single act of bravery or merit in the course of air defense. The Battery Commanders were authorized to receive the award, once half the battery had already received the distinction of being awarded a badge.





A THRILLER — This P-51 thrilled members at the Oklahoma City reunion in August with a 300-MPH Fly Past at the Guthrie, Oklahoma, Airport. (The head belongs to James Yip. Photo by Bob Blacker.)



BILL STARK & HARRY OVERBAUGH

Hello Again

Bill Stark was the bombardier and Harry Overbaugh the waist gunner on the Paul Coville crew of the 602nd.

On April 25, 1945 Stark flew on the Pilsen mission as lead bombardier with another crew (Gaillard Pryor). Stark came home as scheduled, but Overbaugh and his Coville crew went down on what was to become The Last Mission.

At the Oklahoma City reunion last August Stark and Overbaugh shook hands and compared notes for the first time in 54 years. They also had been separated by a continent, Overbaugh being from Pennsylvania and Stark from California.

Among the intriguing "show & tell" items exhibited at the reunion was the "D-Ring" Overbaugh used to pop his chute when he exited the Coville B-17. (See Page 12)

That's called a "half century keepsake."

E-mail Addresses for Members, Friends

American Center, Czech Republic	amcenter@mbox.vol.cz
Keith Anderson, Issaquah, WA	
Ardennes American Cemetery, Belgium	thompsonh@cybernet.be
Lou Baffaro, Raleigh, NC	
John M. Baker, Mustang, OK	
Phyllis A. Berry, Colorado Springs, CO	
Cleo Bickford, Cypress, TX	
Wally Blackwell, Rockville, MD	
Dale Brown, Colorado Springs, CO	
Charles Busbee, Dallas, TX	
Bill Clack, Plano, TX	
Bill Costanzo, Newport News, VA	
Lowell Culver, Plano, TX	
Les Dear, England	
Wilfrid Dimsdale, England	
Jane Dixon, Irving, TX	
Wayne Doerstler, Lancaster, PA	
Tom Dougherty, Harrisburg, OR	
Rev. James Duvall, Loveland, CO	j
Dallas Ebest, San Antonio, TX	
Bill Engle, Colorado Springs, CO	
Wilbur (Bill) Fisher, Mesa, AZ	
Harold Flynt, Jacksonville, FL	
Clarence Franks, Colorado Springs, CO	
J.R. (Dick) Frazier, Oklahoma City, OK	
Marilyn Gibb, Hudson, FL	
Fred Gonzales, Evanston, IL	
George Graham, St. Clair Shores, MI	
Bob Hart, Wilmington, OH	
George Hershberger, Springfield, MO	
George M. Hilliard, West Chester, OH	
George R. Hilliard, Cincinnati, OH (Contact Officer)	
Esta Mae Hunter, Sheridan, IN	
Imperial War Museum, Duxford, England	106250.1736@compuserve.com
Dr. Aaron Kuptsow, Philadelphia, PA	
Marvin Laufer, Buffalo, NY	
Jack Lee, Covina, CA	
Scott Lieving, Fairmont, WV	
Cate Ludlum, New York, NY	
Joel Mansel, Humble, TX	
Bill Markley, Riverside, CA	
Eileen Moore, Kent, WA	
National Archives, College Park, MD	inquire@nara.gov
Steve Pena, Basingbourn, England	
Howard Pinner, Black Mountain, NC	
Lynn Prather, Maryville, MO	l
Russ Reed, Port Ludlow, WA	
Paul Roderick, Palm City, FL	
Ray Rovinsky, Wilkes-Barre, PA	
Mike Ryan, Fort Washington, MD	
Sally B B-17, England	sallyb@b-17preservation.demon.co.uk
Milton Sharpe, Marietta, GA	
Bruce A. Slasienski, Geneva, Switzerland	
Randy Stange, Fullerton, CA	
Diane Susek, York, PA	
Phil Swan, Orlando, FL	
David Swift, Los Angeles, CA	
Roy Test, Baldwin Park, CA	
Howard Traeder, West Allis, WI	
Paul Wagner, Albuquerque, NM	
Hal Weekley, Mableton, GA	
J.Herb Wilson, Carlisle, PA	
June Wilson, Carlisle, PA	
Jan Zdiarsky, Czech Republic	

B-17 Related Web Sites On The Internet

398th Bomb Group, Cincinnati, OH	
B-17 Combat Crewmen & Wingmen, South Gate, CA	www.b-17combatcrewmen.org
B-17 Vet, South Gate, CA	www.i-networks.com/memories
B-24 Liberator	www.b24liberator.org
EAA (Aluminum Overcast), Oshkosh, WI	www.eaa.org
Mighty 8th Museum, Savannah, GA	www.mighty8thmuseum.com
Veterans Archives	www.vets.org
Veterans of Foreign Wars	www.vfw.org

Letters, Letters

"I thought the brilliant color on the front and back of the 1999 Roster demonstrated again that those in the 398th make special efforts to keep us active and interested. Thank you.

George Schatz, Highland Park, IL 60035-5207

"I flew on the B-17, "Aluminum Overcast," on May 5 and loved it! I don't know how you guys moved about the plane with all your gear on. Thanks to the 398th for restoring and painting her."

Mary Wiley, Charlotte, NC 28269-2107

"I am donating \$20 in honor and memory of my dear friend, Lt. Francis C. Farenthold, my pilot in the 603rd Squadron."

C.C. (Mac) McCoy, Framers Branch, TX 75234-3817

"Is there a 398th Bomb Group patch that I can put on my flight jacket?"

Philip V. Baker, N Dartmouth, MA 02747-3413

Editor's note: See Joe Joseph's PX list on page 11.

"Thought I would let you know that I am still in the land of the living and doing OK. Marguerite has had a bad case of osteoporosis and now walks with a cane. My speech is about the same but my walking isn't so good. I am more observant of others so they won't run into me. I know the meeting in Anstey will be one to remember. I will not be able to attend, but I will send a Memorial message. Thanks for the new roster. The cover is outstanding."

Rev. James Duvall, Loveland, CO 80538-9948

"Thanks for the 1999 398th Roster. It is very nice and looks great. I hope to attend your stained glass dedication next year in England. Cheers."

Jack Rude, 493rd Bomb Group Unit Contact (Debach, England), Amarillo, TX 79109-2109

"Please tell the folks going to England and the continent next year that our PX has many items that make great and lasting gifts to our friends over there. Order early!"

Joe Joseph, PX Officer, New Smyrna Beach, FL 32168-6168

"How can I purchase a print of that wonderful photo of Aluminum Overcast that was on the back cover of the 1999 Membership Roster?"

Eldon Severson, Bradenton, FL 34203-7258

Editor's note: See Joe Joseph's PX list on Page 11.

"My sincere thanks to the men and women of the 398th Bomb Group for allowing me to take part in your Oklahoma City reunion. You were, and continue to be a cornerstone of strength of which this Nation of ours continues to cherish.

"I enjoyed myself beyond words. The entire group was extremely gracious. I will always remember their warmth and kind words. Being with you made my heart soar."

Don Gaddo, Chapel Hill, NC 27514-3622

"I must write you and tell you how much I enjoy reading FLAK NEWS. I read every bit and then my grandsons love reading all the happenings during the war flights, etc.

"At the moment we are watching the Anstey Church window being prepared for next year. I only pray that God will allow me to be there when the window service takes place.

"I was born in Anstey, christened and married there. I worked in the choir and Sunday School and was organist for 40 years. My late husband and I ran the dances every week at Anstey School which you boys attended. We are all looking forward to seeing you next June."

Eunice Fox, Saffron Walden, Essex, CB11 4SF, England.

HEADQUARTERS AAF STATION 131

APO 557 U.S. Army

22 October, 1944

**SUBJECT: COMPLETION OF 100TH MISSION
TO: ALL MEMBERS OF STATION 131**

Today (October 22, 1944) marks the completion of the 398th Group's 100th operational mission in a period of less than six months. Capt. Gene L. Douglas, 600th Sq. Operations Officer led today's mission. He also led the Group's first mission with Col. Frank P. Hunter, Jr., Commanding Officer. Since May 6, 1944 our planes have bombed targets in GERMANY, FRANCE, BELGIUM, HOLLAND, POLAND, CZECHOSLOVAKIA and LUXEMBOURG. The major targets include: BERLIN (5 times); MUNICH (5 times); COLOGNE (5 times); LUDWIGSHAFEN (4 times); HAMBURG (2 times); KIEL (2 times) and PEENEAUENDE (2 times).

The Group led the First Division six times:

1. LEIPZIG, Germany - led by Brig. Gen. William M. Gross, Wing Commander and Capt. Douglas.
2. MELUN, France - led by Col. Hunter.
3. MAGDEBURG, Germany - also led by Col. Hunter.
4. LUDWIGSHAFEN, Germany - led by Lt. Col. Robert K. Simeral, Deputy Gp. Commander.
5. COLOGNE, Germany - also led by Lt. Col. Simeral.
6. LUDWIGSHAFEN, Germany - led by Major Bruce Daily, Group Operations Officer.

The number of operational sorties (number of planes flown over enemy territory for the 100 missions total 3,165, including 758 for 600th Sq.; 810 for 601st Sq.; 763 for 602nd Sq.; and 829 for 603rd Sq.

Total number of bombs dropped: 51,191 (approximately)

Total weight of bombs dropped: 7,163 tons (approx.) or 14,326,000 pounds.

Total flying hours: 25,018 (which includes 21,380 operational hours and 3,638 training hours - approx.)

Total fuel for operational and training missions: 5,390,589 gallons (approx.)

The first combat man to complete his tour of duty was T/Sgt. John W. Ely, 602nd Sq. The first crew to finish was that of 1st Lt. James B. Dollar, 602nd Sq.

The following crew chiefs have maintained more than 50 missions on their respective B17's without a mechanical abortion.

600th Sq. - None

601st Sq. - M/Sgt. Francis J. Issenmann - 60 missions.

M/Sgt. Willis G. Cook - 54 missions.

M/Sgt. Willard K. Paulsen - 54 missions.

M/Sgt. Edwin M. Wallace - 54 missions.

602nd Sq. - M/Sgt. Henry A Huesman - 56 missions.

S/Sgt. Warren H. Currie - 55 missions.

Sgt. Charles E. Church - 55 missions.

Sgt. Joseph S. Hohman - 51 missions.

603rd Sq. - S/Sgt. Arthur T. Kneuer - 58 missions

M/Sgt. Maurice M. Schallert - 53 missions.

M/Sgt. Earl J. Southwick - 53 missions.

PLAN AHEAD

**17th Annual 398th Bomb Group Reunion
And Memorial Dedication**

September 20-23, 2000

RIVERFRONT MARRIOTT HOTEL

Savannah, Georgia

Combat Mess Memories

Ray Rovinsky went on to a long career as a mechanical engineer and college professor, but for a brief time in his youth he served as a "gopher" in the 398th Bomb Group Combat Mess at Station 131. In this article, Rovinsky shares his memories about his days in the Nuthampstead Mess Hall.

BY RAY ROVINSKY
Wilkes-Barre, Pennsylvania

Food preparation is next. Our crew was broken up into 4 sections. Two sections worked the graveyard shift which started at 6:00 pm and ended at 6:30 am the next morning. The other shift alternated with them. These were the guys who fed before a mission. The other 2 sections started at 6:00 am and worked till 1:00 pm. Then they were off duty till 12:00 noon the next day and worked till 6:30 pm. Note that all shifts overlapped so that somebody was always minding the store.

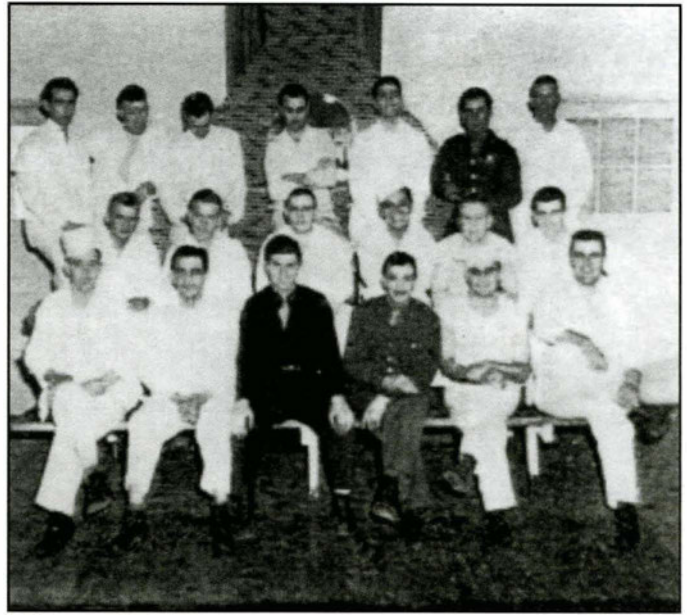
The cooks did the actual cooking and the rest of us did just about anything and every thing. Whoever needed help got it and after the routine was established, it ran with very little supervision. Given the number of guys in the crew, they worked very well together with practically no friction. I could truthfully say they were the best group that I ever worked with.

Each shift had a leader who was referred to as first cook. My boss was Nick Palmieri who was from Brooklyn. The other day shift leader was Augie Martone who came from Manhattan. Ernie Reeves from Oklahoma led one of the night shift sections but I can't recall who the other leader was. And there was Paul Cifrese who was our mess sgt. Paul was just about the best person to get along with. He treated everyone the same and I give him all the credit for such a great crew.

Will Bogard was the baker. He worked one night shift and was then off 2 nights. The first cook would assign 1 or 2 men to help him and he'd make the pie or cake that would be served the next evening meal. Willy did a great job. The peach pie he made was fantastic.

As I said before, the menu was planned and sent to us from Quartermaster although we didn't have to follow it to the letter. When we had baked ham for instance, the mess sgt. and cooks could make the sauce according to ingredients on hand. I remember all my days in service that potatoes were NOT served at a meal and that number is zero. We always had one or two vegetables in the meal, these were always canned. Same problem as milk. Potatoes were served boiled, mashed, baked, au gratin, scalloped, home fries (at breakfast although that was a no no. You see we tried to make you guys a little happy at times).

Nick was a bit of a maverick and sometimes concocted some special sauces to go along with different meats. One time he made a great Italian tomato sauce to go along with roast beef. Everyone loved it but somebody squealed on him and he caught hell for it. Things like that didn't bother Nick. He ignored them and went right back to doing it again. I remember one time when they made ice cream off base as a special occasion treat. It wasn't great but it was a treat. We got beef, hamburger, pork chops, ham, chicken, canned corn beef, but I can't recall ever getting Spam. That was always found in K and C rations. The meats were usually served baked because feeding 12 to 14 hundred people at one meal was impossible to prepare any other way with the equipment available. We had the ovens but not the burner surfaces. Oh, I forgot bacon, we got a lot of that. It was sliced by hand, boiled to remove most of the grease and finish fried. Most of the food preparation was done by the night shifts because they didn't have that many to serve. They took care of the line crew who worked on the planes preparing them for the next day's mission. And the flight crews when they were briefed for early takeoff.



HERE ARE the men cooked and baked for the Combat Mess. Identified in the front row are Mess Officer George Rusinek and mess Sergeant Paul Cifrese.

They run the potatoes through the peelers which were washing machines with a rough interior that ground the skins off. They got the meats ready for the ovens, sliced bread, opened cans, and prepared breakfast so that we just served it when we came in. After breakfast, we cleaned up and the cooks started cooking the noon day meal. The afternoon shift came in to serve the noon meal, then cleaned up, cooked the evening meal and served it. The night shift came in a 6:00 pm, finished the clean up and the cycle started all over again.

REUNION

(Continued from Page 4)

Among the many letters received by Jim & Junice Frazier for chairing a most successful reunion in Oklahoma City included this one —

"Please do something special for Phyllis Rahe, who played that wonderful organ during our two banquets. She played all the right numbers for our crowd and gave the programs a classic 40's generation flavor."

Righto! That was "Phyl and her Toe-Tappin' Organ," as she is known all around OKC. The wife of Max Rahe, 602 pilot.

Save Our 398th Records

The first 10 years of FLAK NEWS, in a bound volume, is currently on the shelf at the 8th AF Heritage Museum library in Savannah. The second volume is still to be compiled.

And there are three bound volumes of 398th historical records, plus more to come in the days ahead. Which prompts an encouragement to all members who are holding historical air war documents —

A Save Our Records campaign has been instituted by president Wally Blackwell, aligning with the successful transition of "Jack's Books" to CD Rom.

Historian Dallas Ebest requests that you contact him with information on what you wish to contribute. Ebest will evaluate the material and arrange for delivery. All accepted material will be microfilmed and then copied on computer readable disk.

Contact Dallas at San Antonio, TX 78213-1561.

BRIEF-things

The PX chairman, **Joe Joseph**, has aligned with the FLAK NEWS editor as a fellow "computer illiterate" ... but **Joe** still gets the merchandise out and the editor commiserates with "those" people by printing their e-mail addresses (see Page 8) ... can you imagine the problems the Anstey workmen are encountering as the remodel the 800-year-old church for the new stained glass window? ... the Oklahoma City tour operator wondered "why are we stopping here?" as the coaches pulled onto the Guthrie Airport; the answer came in the form of a 300 MPH fly past by a P-51 Mustang ... **Jeff Holstead** was looking for anyone at OKC who knew his 398th pilot father when he encountered **Keith Anderson**, who flew many missions with him ... and **Scott Lieving** was looking for someone who knew about his uncle, **Dallas Hawkins**; **Jim Haas** gave him a bombardier's eye view of the **Hawkins'** plane demise over Lechfeld ... **Don Gaddo's** cousin, **Joseph Doglio**, also was on the same B-17 ... the pretty blonde who spoke at the OKC reunion, **Nancy Cotter**, will be among the registration leaders at the Savannah reunion next year, assisting chair person **Marilyn Gibb** ... the new roster brought forth many good comments from as far away as Holland and Czech Republic ... those who receive dues notices this quarter are asked to note their status (Veteran or Associate) and also note that no receipt will be sent unless asked for (this to lighten the dues manager's burden) ... our nation loses 1,000 WW II vets per day, creating obvious manpower shortages for the American Legion and VFW ... among the folks in Pilsen looking for the 398th visit next year is **Vladislav Kratky**, director of the Skoda Museum; he is anxious to get one of the new CD's on "Jack's Books." ... the FLAK NEWS editor's wife, **Geg**, wishes to say thanks to all the 398th folks who sent greetings during her recent heart surgery (all is well) ... note to all you 398th book writers - be sure the 8th AF Heritage Museum Library gets a copy before our 2000 reunion ... sometimes gremlins pop up in FLAK NEWS, like calling **Ralph Hall** a "Shiner" instead of "Shriner" (sorry, **Rolf**) ... our B-24 friends are delighted to know that one of their Liberators will be displayed at the American Air Museum at Duxford, England; the restoration project will take two years to complete ... the "next generation" is also seen in Holland, where **Henry Kwik** has yielded his "BULLETIN AIR WAR" duties to younger folks after 25 years of chronicling WW II air crashes in his homeland ... here is an "early warning alert" for the September 2000 reunion in Savannah: send in your Marriott Hotel reservation as soon as possible (it will be in the April FLAK NEWS) ... bombardiers (and others) are invited to ask **Willis Frazier** for a copy of his wonderful OKC talk on the Norden bomb sight (his address is in the new roster) ... the annual FLAK NEWS Taps List will be published in January; if you know of a deceased veteran whose name has not appeared on a previous Taps, please advise the editor ... after the recent Atlantic hurricane, the city of Savannah, Georgia, reported a grand total of 2 inches of rain and no damage (let us all keep a positive attitude for next September's reunion) ... if you can possibly help our UK Friends with air crew photo ID, please do so ... **Barbara Fish** took her family on a tour to Europe and reports that it did not begin to compare to the "personal and exciting" 398th tours to England and the continent ... **Evelyn Comstock** echoed the sentiments of many of us when she told the OKC banquet audience, "it makes me so proud to know that **Bill & I** were involved in the Greatest Generation and the 398th Bomb Group" ... if you ever get up New Hampshire way, find a place called "Sugar Hill" and a family museum called "Sugar Hill Sampler"; among their memorabilia is a display featuring the 398th career of **Paul Rich, Jr.**, of the 603rd, killed in action over Merseburg on Nov. 21, 1944 (one of six B-17's to go down that day) ...

398th Bomb Group PX

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 - M, L, XL, XXL	\$20.00 ea	___
___	Turtle Neck Shirt - B-17 on Collar White - S, M, L, XL	\$20.00 ea	___
___	Children's T- Shirts (White) 6-8, 10-12, B-17 on Front	\$8.00 ea	___
___	Children's Sweatshirts (Blue or White) M, L - B-17 on Front	\$10.00 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	___
___	Bolo Ties - Group Logo	\$4.00 ea	___
LOGO PATCHES			
___	Squadron Patches - 600, 601, 602, 603	\$6.00 ea	___
___	Group Patch ("Hell from Heaven")	\$6.00 ea	___
___	Jacket Patch - Rectangle B-17	\$4.00 ea	___
MISCELLANEOUS ITEMS			
___	Folding Umbrellas Red with White B-17	\$18.00 ea	___
___	Note Paper with B-17 (Packet of 12)	\$4.00 pkt	___
___	Tote bag, Navy with White B-17	\$7.00 ea	___
___	Beach Towel White with Black B-17	\$18.00 ea	___
___	Golf Towel, White w/Black B-17	\$7.00 ea	___
___	9" Plate with B-17 (398th B.G. colors)	\$15.00 ea	___
___	Christmas Ornament with B-17	\$6.00 ea	___
___	Coffee Mug with B-17	\$7.00 ea	___
___	Ceramic Magnet with B-17	\$3.00 ea	___
___	Playing Cards with B-17 Single Deck	\$7.00 ea	___
___	Double Deck	\$12.00 ea	___
___	Photo (Control Tower) Station 131	\$2.00 ea	___
___	Photo (398th Memorial) Post Card	\$2.00 ea	___
___	Photo (8X10 Aluminum Overcast)	\$2.00 ea	___
___	Bumper Sticker (398th Bomb Group)	\$1.00 ea	___
___	License Plate Holder (398th B.G.)	\$2.00 ea	___

Cost Of Items Ordered \$ _____
 Delivery And Handing Add \$3.00,
 or \$4.00 if Order is Over \$20.00. \$ _____

Total \$ _____

Name _____

Address _____

City _____ State _____ ZIP _____

Make checks payable to 398th Bomb Group Association PX (US funds).
 Mail to: Joe Joseph
 New Smyrna Beach, FL 32168-6168



REMEMBER THIS FROM A HALF-CENTURY AGO?
This is Harry Overbaugh's chest pack "D-Ring".