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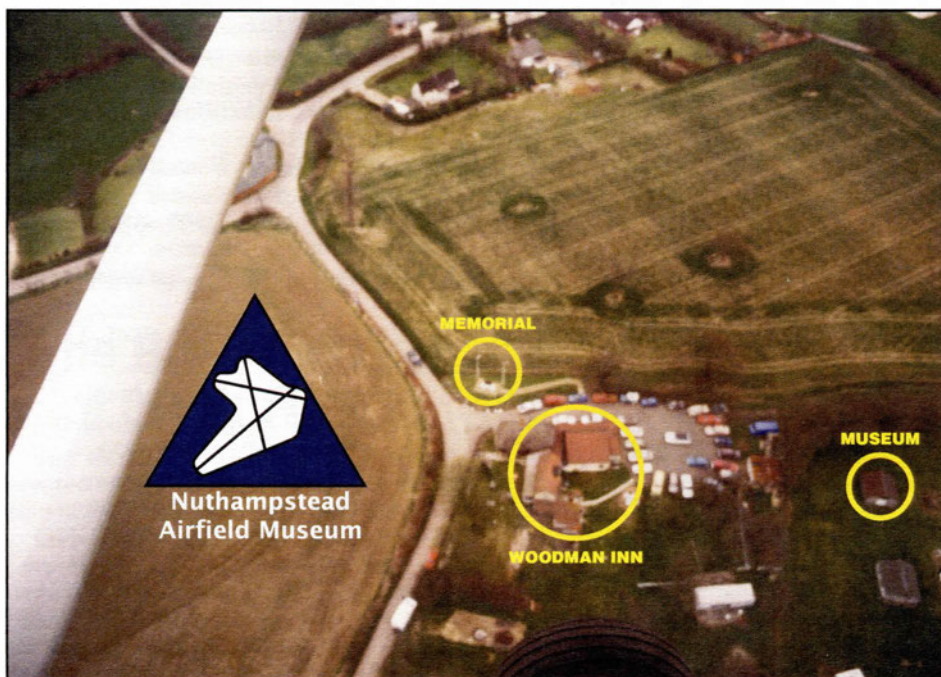
601



603



600



The American city that has become the Hallmark of family entertainment — Branson, Missouri — will welcome the veterans of the 398th Bomb Group Memorial Association (and their accompanying friends and loved ones) at the group's 28th annual reunion on —

September 7-8-9-10, 2011

Reunion chair Sharon Krause has lined up a very attractive "family oriented" program for non-business tours and entertainment. These will be in addition to the pair of banquets that will include the 40's "Wings of Swing Big Band" under the direction of Rick Seals. All the band members are former military musicians.

There will be a few in the audience who will remember the Glenn Miller band and its performance at Station 131 on October 2, 1944. It was Miller's next-to-the-last 8th AF performance before perishing in the Channel on his way to his band's Paris engagement.

Many 398th members will arrive at the reunion early, at least in time for the Wednesday night dinner show. (See the entire schedule on Page 4.)

There may well be some who will want to do a vacation while at Branson, home to some 77 theaters with live shows. And site of 37 hotels and motels. And many resorts, campgrounds, RV and trailers parks. And golf courses.

The 398th will be "at home" at the Radisson Branson Hotel, which should be contacted for reservations before August 8, 2011. (See Page 4 for information and Page 5 for Registration Form.)

Continued on Page 4

THIS AERIAL PHOTO, taken by Barry Tyler, provides a clear picture of three features of Nuthampstead and what was part of Station 131. Two circles highlight the Woodman Inn and the 398th Memorial. The third is a building that will become the Nuthampstead Airfield Museum.

The Museum Cometh

Contributors Push Toward Goal

There has been a veritable avalanche of emotional (and financial) support for the proposed Nuthampstead Airfield Museum since the proposal came forth only months ago.

The "financial" part has reached \$21,200, according to treasurer Mellisa Ledlow. The goal remains at \$30K, a figure that is now "within reach," according to president Marilyn Gibb-Rice, who is monitoring the project from her home in England.

Another impressive list of "Founder"

\$200 donations has been received, highlighted by such comments as "In Honor Of All The Men Of The 398th" from Barb Fish, who was the professional travel guide on nine England Tours; and pilot Bob Blacker, "in memory of the maintenance and supply men who kept us flying."

Any many more from friends and loved ones who chose to remember "in honor of" or "in memory of" some very special people in their lives.

There was, for instance, a designated
Continued on Page 2

Avalanche Of Museum Donors

(Continued from Page 1)

"600 Squadron No. 1 Crew" that was honored by Louise Lorenzo. Plus many other individuals and crews.

Thus, "the beat goes on" in quest of all the dollars needed to put a dream into action, which will be on property within

walking distance from the Woodman Inn. The air photo of Page 1 puts it all into perspective.

New List Of Museum Founder Members

JACQUELINE AUTEN in honor of William Eugene Auten.
SANDRA AVERHART in memory of William Harold Baker.
MELINDA BARGREEN in honor of Allen Ostrom.
MAURICE M. BERGER in honor of Maurice M. Berger.
MARGARET BREDIGER, in honor of Allen Ostrom.
TED BRASS, in memory of Ernest H. Brass, Jr.
BOB BLACKER, in memory of the Herb Boehme crew.
BOB BLACKER, in memory of the "Maintenance & Supply Men who kept us flying."
BOB BOWEN in memory of "Pop" Griffin & Joe Hall.
GLENN CURRIE & LINDA PARNELL in memory of Warren H. Currie
ROBERT & SHARLAIN CHAPMAN in honor of Allen Ostrom.
DOROTHY CROUCH, in honor of the original Willis Frazier crew.
ROB DIOVANNI in honor of all.
BARB & RICK FISH, in honor of "All the Men of the 398th."

FRANCES E. FISHER, in memory of Wilbur G. (Bill) Fisher.
JAY JOHNSTON, STEVE JOHNSTON, DEBORAH (JOHNSTON) DALEY & DOROTHY JOHNSTON, in honor of Theodore (TJ) Johnson.
GLENN & JEAN KNIGHT in memory of Albert (Bert) W. Knight.
LORENZO FAMILY, in memory of Leo Lorenzo.
LOUISE LORENZO, in honor of "Crew No. 1," 600 Squadron.
KATHY A. & DAVID M. LOSS in honor of 398th Bomb Group.
WALTER F. MORRIS, in memory of Herbert Helbig.
BECKY MORRISON, in memory of Russell Morrison.
CHARLIE & JAN MORRISON, in memory of Russell Morrison's 601 Squadron crew.
WILLIAM E. MARKHAM, in honor of William E. Markham.
JAUNICE POWELL, in honor of James Powell
ALLAN & PATTI POWERS in honor of Jesse E. Prugh.
THEO & BARBARA REGELLO in honor of Theophilo Regello.
EVELYN COMSTOCK RHODES in memory of William G. Comstock.
RAYMOND L. RICHMAN in honor of John C. Weibel.
HENRY J. RUDOW in honor of Henry J. Rudow
HENRY J. RUDOW in memory of Henry W. Rudow II.
GEORGE E. SCHATZ in memory of Kenneth Elwood.
IRENE SCHWAN, JAMES & ROBERT SCHWAN & NANCY KIBLER in memory of William J. Schwan
JANET SHEELY in memory of the Roy Sheely Crew.
CAROL ANNE SMITH, JAMES D. SMITH, Jr. & ANNE L. NEWLUN, in memory of Raymond J. Wallrath.
THE STAHLMAN FAMILY in memory of Philip H. Stahlman.
MARY SWED in memory of Morris F. Swed.
LILLIAN WHITAKER in honor of William Dean Whitaker.
BERNARD WHITE in memory of the William Meyran 603 crew.
PATRICIA F. WILL in memory of Ralph F. Will.
BECKY WOLTERMANN in memory of George N. Nash.

CORRECTIONS (From January Issue)
9416th AF RESERVE SQUADRON, Eugene, Oregon, in memory of Thomas E. Dougherty.
KATHLEEN, MICHAEL, BOB and PAUL BROWN in honor of Dale Brown.
DONALD M. CHRISTENSEN in honor of Donald R. Christensen.
KATHLEEN SHULTZ, in honor of Charles Y. Shultz.



Volunteering Opportunities For Locals

The Museum's objectives include involving the community and promoting the Museum through participation, so the Trustees are very keen to welcome new volunteers and members from the Herts community.

There is still a lot of work to do to get the museum up and running, so we are always happy to hear from anybody that would like to help the team. Our main concern at the moment is fund raising. If you feel you could help or know someone that can assist us with organizing fund raising events then please contact secretary Russ Abbey, FriendsSecretary@398th.org, or Marilyn Gibb-Rice, president@398th.org.

The museum at Bassingbourn (91st BG) is the only other dedicated museum in the 1st Combat wing. No other museum has "The Woodman" situated near it. There will be a security and alarm for the building as services are nearby.

We will open the same days as Bassingbourn and gain benefit from their visitors. We have permission to use the toilets in the pub.

Parking on Stocking Lane exists and overflow arrangements will be catered for Woodman needs and will benefit from reciprocal trading.

The Nuthampstead airfield can be accessed from the museum for walks.

There are a number of initiatives that can help sustain the Museum financially and these include (but are not necessarily limited to: Twilight tours, Guided Airfield tours, Annual Open events, etc. We will be able to hold special events such as dances and reunions. We will create our own quality merchandise to sell and promote.

We have a web site www.nam131.org.

\$200 Founder Member

"398th Bomb Group Memorial Association"
c/o Mellisa Ledlow, treasurer
Houston TX 77044-1112

Include "In Memory Of" or "In Honor Of"
(Tax Deductible)

FLAK NEWS

"Ike" Luncheon Group Funds Bound Volumes

Members of the Seattle-based "Ike Luncheon Club," being made aware of the 398th treasury shortfall, contributed \$500 for "Volume IV" of the FLAK NEWS' bound volumes destined for the Mighty Eighth Museum in Savannah, Georgia, the Eighth Library at Penn State University, Hertford Archives and Local Studies (HALS in England) and the FLAK NEWS office.

The volumes contain all the newsletters since 1986, with Volume IV to include the last four years through April 2011.

The "Ike" group includes Keith Anderson, Ted Johnston, Lou Stoffer, Fred Parker, Dr. Ken Peirce, Russ Reed, Allen Ostrom and Ike Alhadeff.

Ike, now 95, has hosted the Seattle luncheon group for several years. All except Peirce and FLAK NEWS editor Ostrom were with the 600th Squadron.

Peirce is chairman of the 398th "Memorial Committee," Ostrom was with the 603rd.

The Rise And Fall of 398th Funds

The old 398th "Memorial Fund" was created in 1982, a year after the dedication of the Memorial at Station 131.

Its purpose was to raise money for the perpetual care of the Memorial. The Fund came via the annual dues (\$5, \$10, \$20) appeal, plus designated funds. By 1988 the Fund had reached \$20K. Bob Wiggins added a personal \$20K and by 1997 it had reached \$51K.

By 2005 the Fund stood at \$100K, in great part due to the astute investing by the late treasurer Ralph Hall.

In 2007 the Memorial and land was given to the American Battle Monuments Commission, along with \$60K, thus placing all responsibility with the ABMC. This left the 398th with about \$40K which was placed in various savings and money accounts, and soon to be affected by the recession.

Since then the savings balances have fallen to the current \$36K.

It should be noted that there have been several "presidential discretionary" withdrawals on the "Memorial" account over the years, like memorial trees, plaques, membership roster printings, etc.

The operational, or checking account is now at (\$1,467.98), the third consecutive year it has ended with a deficit balance.

Final Days For 398th Newsletter?

This could well be your last issue of FLAK NEWS.

A stark comment, yes, but as treasurer Mellisa Ledlow revealed in looking at the 398th bank account —

"The annual \$20 dues do not produce enough to pay for FLAK NEWS." (See adjoining column.)

So it would appear that unless there is a major infusion of cash, the 25-year run of the popular 398th newsletter called FLAK NEWS might be nearing the end of the trail.

No major special contributions have been received since the \$20K given to the memorial fund by Bob Wiggins and the \$5K for Timeless Voices by Will Mayhall. Hence the shortage of "print money."

The declining membership rolls, as seen in the extensive Taps columns in January's FLAK NEWS, parallel the declining bank balance.

"Just not enough income to pay the production, printing and mailing cost," said Mellisa, "and I can't pay bills with money I don't have."

The financial problem will obviously be addressed at the reunion in Branson, Missouri, September 7-10.

"Southeast" Time For The Dues

Even while looking for "special" money to help the 398th treasury, it will be for those members living in the "Southeast" to do their share this quarter.

And they are the ones living in the following states —

North Carolina, South Carolina, Georgia, Florida, Mississippi, Alabama, Kentucky, Tennessee, Missouri, Arkansas, Louisiana, Oklahoma, Iowa, North Dakota, South Dakota, Kansas and Nebraska.

For now, the dues are \$20, and there should be the required dues envelope in the FLAK NEWS consigned to these 17 states (more states than the "Southeast").

Dues manager is Dawne Dougherty, Harrisburg, OR 97 446-9585. Send her your dues, address corrections, Taps notices, etc.

A Dues Reminder

There are "more than a few" who are behind in paying their \$20 (for now) dues, and they will soon be sent a gentle reminder by Director Lew Burke.

Financial Report

398TH BOMB GROUP
MEMORIAL ASSOCIATION

Income	
Membership Dues	10,500.00
Wells Fargo Investment Account	5,000.00
Timeless Voices	100.00
Memorial Donations	315.00
PX	100.00
Envelope Printing Refund	776.49
FONA	768.01
	<u>\$17,559.50</u>

Expenses	
Timeless Voices	1,275.00
Flak News	12,753.23
Misc. Postage & Delivery	592.83
Supplies	1,531.30
Telephone	39.03
Website maintenance	165.09
Envelope & Letterhead Printing	2,050.87
Reunion	455.13
Bank Fees	165.00
	<u>\$19,027.48</u>

Net Income **\$(1,467.98)**

Current Assets	
Checking/Savings	
Wells Fargo	
(formerly AG Edwards)	35,772.24
Chase Bank Checking	1,035.21
Total Checking/Savings	<u>\$36,807.45</u>
Total Current Assets	\$35,339.47
TOTAL ASSETS	\$35,339.47

Liabilities & Equity	
Equity	
Opening Bal Equity	2,506.19
Retained Earnings	34,301.26
Net Income	(1,467.98)
Total Equity	<u>\$35,339.47</u>
TOTAL LIABILITY & EQUITY	\$35,339.47

A Pilot Alert

There is an organization of Air Corps/Air Force veterans called, "Pilot Classes of World War II," and they are still looking for members.

Contact Stan Yost, Fort Myers, FL 33908-5816. As Lew Burke says, "Let's Keep 'Em Flying."

Were You There?

Ephrata, WA	March 1943
Blythe, CA	April 1943
Spokane, WA	May 1943
Rapid City, ND	June 1943
Nuthampstead, UK	April 1944
Drew Field, FL	June 1945

The Branson Reunion

September 7-8-9-10, 2011

REUNION FACTS TOURS

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

HEADQUARTERS HOTEL —
Radisson Hotel Branson, 120 S Wildwood Dr, Branson, MO 65616. Telephone 417-335-5767. Web site www.radisson.com.

HOTEL RESERVATIONS —
Toll free 1-888-566-5290. Identify as “398th Bomb Group” for special room rate of \$99.00. “Leisure Suite” rates are \$145.00. *Reservations for special rates must be made by August 8, 2011.*

LOCAL AIRPORT —
Branson (BKG) is serviced by AirTran Airways with direct flights from Atlanta and connections via many other airlines. Branson is also serviced by Frontier Airlines direct from Denver. Plus many other airlines.

SPRINGFIELD AIRPORT —
Branson is also reached via Springfield, Missouri, (SGF) 50 miles to the north.

GROUND SERVICE —
Branson is serviced on the ground by Branson Grayline (shuttle, limousine, taxi). Reservations 1-800-237-4466.

REGISTRATION —
Use the Official Registration Form on page 5 or download it from www.398th.org. Fill in completely, tabulate the cost, enclose the required check, and then mail to Sharon Krause. Sharon will audit the form, then return a copy by return mail.

BANQUETS —
Remember, the Welcome Banquet at the Radisson Hotel on Thursday evening, September 8, and Farewell Banquet on Saturday, September 10, will begin with cocktail hours at 6:00 PM. The banquets begin at 7:00 PM. Table number reservations must be made at Registration time.

BRANSON

Continued from Page 1

For those who wish independent vacation information, they may contact the Chamber of Commerce at PO Box 1897, Branson, MO 65615-1897. Or Branson Tourism Center at 1-866-279-1187. Or one’s individual travel consultant.

Branson hosts many special veterans activities throughout the year. All the varied organizations are represented in the city.

The “End of World War II” will have been celebrated on September 2, the week before the arrival of the 398th.

For the members who have “wedding” in mind, the area is well-known for its wedding facilities, be it a quiet affair or something requiring an “eco-adventure.”

Branson is reached by driving south on US Highway 65 from Springfield, Missouri, plus other local roads and highways.

WEDNESDAY, September 7, 2011 — 5:45 PM to 10:30 PM

A dinner show at the Hughes Brothers Theatre featuring SIX, an all-brother act known on two continents for their “seamless rhythmic percussion, toe-tapping bass and intertwining vocals.” Coach departs hotel at 5:45 PM.



THURSDAY, September 8, 2011 — 9:00 AM to 2:30 PM



A guided tour of Branson, its “old town,” shopping and “show” palaces, and a special visit to the “College of the Ozarks,” a centuries old Presbyterian college known for its Nursing School, Law School, Handbell Choir and accent on the sacrifices of U.S. veterans. Coach departs at 9:00 AM.

FRIDAY, September 9, 2011 — 10:45 AM to 3:00 PM

A luncheon cruise on the Showboat Branson Belle. Journey past the lush Ozark Mountains on Table Rock Lake. The tour features a Comedy Cruise, a lighthearted, family-friendly brand of laugh-out-loud humor complete with a world-class comedian, a master of ceremonies, audience participation and a live band playing tunes that will liven spirits. Depart hotel at 10:45 AM.



SATURDAY, September 10, 2011 — 11:00 AM to 2:00 PM



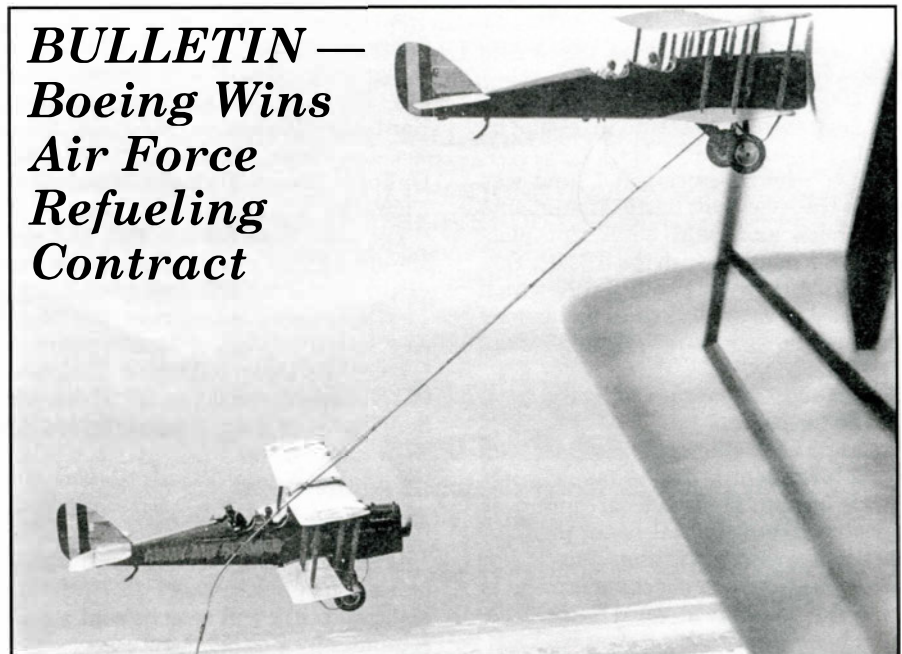
It’s the Todd Oliver Lunch Show at the Jim Stafford Theater. It features a “Picnic Lunch” prior to seeing and hearing the nationally known comedian Todd Oliver and his Friends, who just happen to be some amazing talking dogs. There’s audience participation and

outrageous comedy. Coach departs the hotel at 11:00 AM.

See Page 5 for event prices.

BULLETIN —

Boeing Wins Air Force Refueling Contract



OFFICIAL REGISTRATION FORM

398th Bomb Group Memorial Association 28th Annual Reunion
Branson, Missouri, September 7-8-9-10, 2011

This form can be
downloaded, filled
in and printed from
www.398th.org.

PLEASE RETURN NO LATER THAN AUGUST 8, 2011

NAME _____ WIFE _____ SQUADRON _____

ADDRESS _____ PHONE (_____) _____

CITY _____ STATE _____ ZIP+4 _____

E-MAIL ADDRESS _____

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

WEDNESDAY, September 7 —

Registration 9:00 AM to 4:00 PM Memory Room
"SIX" Dinner & Show 5:45 PM to 10:30 PM Via coach \$64.00 x _____ \$ _____

THURSDAY, September 8 —

Registration 8:00 AM to 4:00 PM Memory Room
City Tour, College of the Ozarks, 9:00 AM to 2:30 PM Via coach \$25.00 x _____ \$ _____
Old Downtown (Lunch & shopping on your own.)
Board Officers Meeting 9:00 AM to 12:00 PM
GROUP BUSINESS MEETING 2:00 PM to 4:00 PM
No Host Bar 6:00 PM to 7:00 PM
Welcome Banquet 7:00 PM \$35.00 x _____ \$ _____
(Table reservations required.)

FRIDAY, September 9 —

Registration 9:00 AM to 4:00 PM Memory Room
Showboat Branson Belle 10:45 AM to 3:00 PM Via coach \$60.00 x _____ \$ _____
Lunch and Show
Complimentary Happy Hour 6:00 PM to 8:00 PM
Light appetizers, domestic beer and wine.

SATURDAY, September 10 —

Registration 10:00 AM to 4:00 PM Memory Room
Todd Oliver Lunch Show 11:00 AM to 2:00 PM Via coach \$58.00 x _____ \$ _____
No Host Bar 6:00 PM to 7:00 PM
Farewell Banquet 7:00 PM \$45.00 x _____ \$ _____
(Table reservations required)

The Wings of Swing Big Band, a 13-piece group, will perform.

Registration Fee per person \$10.00, two or more persons \$20.00 (max) \$ _____

2010 Dues (if applicable) \$20.00 x _____ \$ _____

Branson Airport (BKG) is just minutes from the hotel. Springfield Airport (SGF) is 55 miles away and, unless you plan on renting a car, is a very expensive taxi ride to Branson.

TOTAL \$ _____

NOTE: Radisson Branson Hotel reservations must be made by August 8, 2011.

I/We will be staying at the: Radisson Branson Hotel

Other _____

Please check all that apply:

398th Veteran

Widow

Relative

Associate

Please complete form, enclose check, and mail to:

**398th Bomb Group Reunion
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.

Station 131 — Nuthampstead 1944-45

Back To England... And More

The 2012 tour will be called, "Nuthampstead and Beyond."

Co-leaders Ken Howard and Anne Collins have pulled together no less than three tour options so as to give prospective "Back to England" travellers a chance to vote on "Where to go."

And that choice will be made at the 2011 reunion at Branson in September.

"Count Me In"

It didn't take Chuck Saase long to make up his mind about another England Tour. "Sign me up," he said.

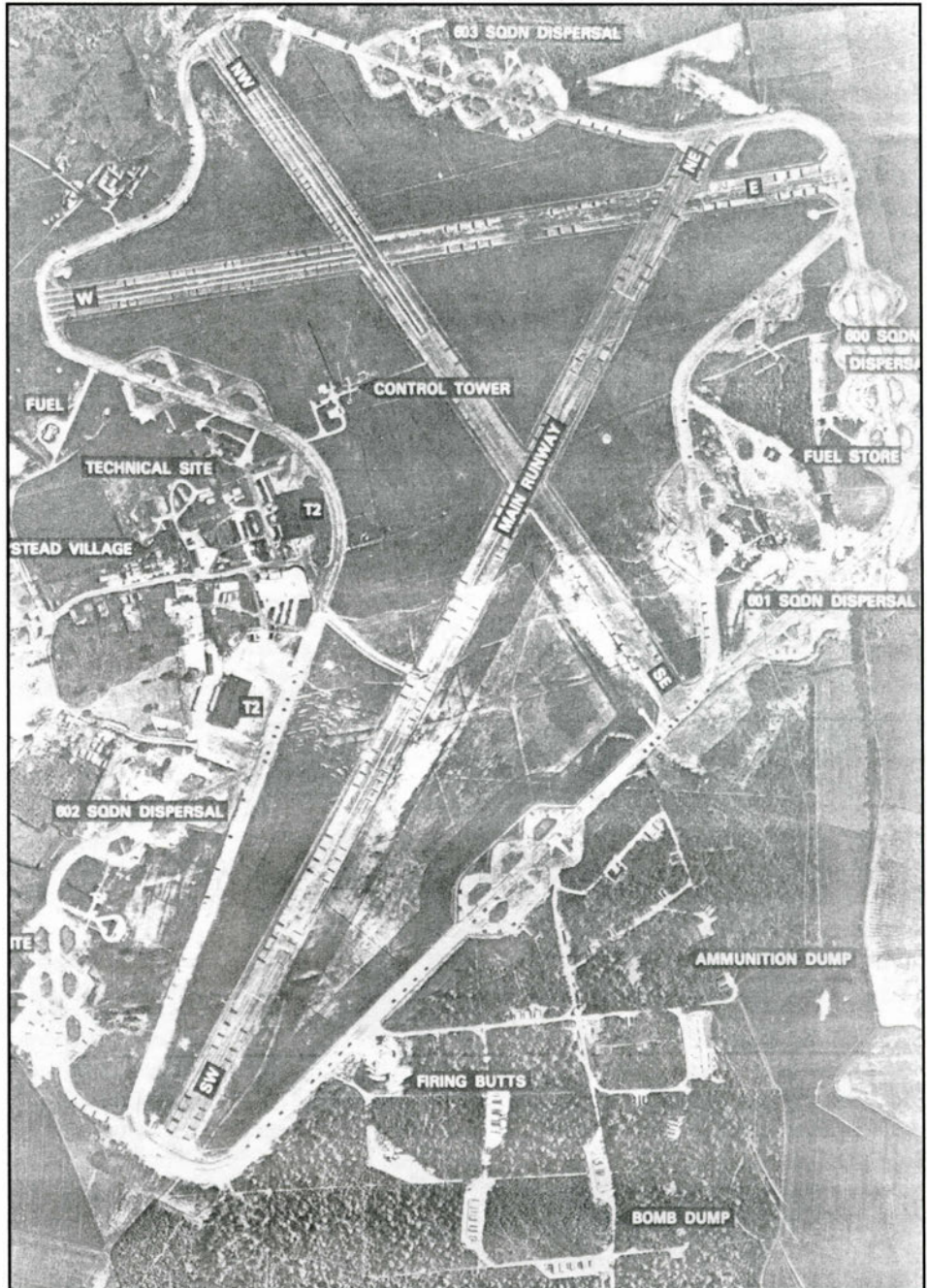
The three Tour Options are —

No. 1 — June 14-21. Eight day coach tour to include London, Cambridge, York and Edinburgh, finishing with three days at Nuthampstead. Estimated cost \$3652.

No. 2 — June 14-23. Ten day coach tour to include London, Cambridge, Paris, Normandy and Versailles, starting at Nuthampstead. Estimated cost \$3740.

No. 3 — June 7-18. Eleven day coach tour to include London, Bath, Brecon Beacons, Llandudno, Wales, Edinburgh, York and Cambridge, finishing at Nuthampstead. Estimated cost \$4435.

Serious input today may well encourage the leaders to settle on a final tour decision come September.



Fly The Fort

April 29- May 1
May 3-4
May 6-8
May 10-11
May 13-15
May 17-18
May 20-22
May 25-30
June 2-5
June 9-12
June 14-15
June 17-19

Watsonville, CA
Concord, CA
Hayward, CA
Sacramento, CA
Napa, CA
Redding, CA
Portland, OR
Seattle, WA
Spokane, WA
Denver, CO
Ankeny, IA
Madison, WI

Wartime Airfield — Afterwards

Where once the bombers went in waves, now waves the barley, and the concrete cross borne by the land, is long gone back to grain.

Around the hangar and it's track an old wind grieves, a missing 'F' for Fox and 'C' for Charlie, laments through the tower which stands open home for rats and rain.

Where once were housed the bombed up planes, now a warehouse, quiet commerce indifferent to the past, plies daily trade.

And among the derelict remains of billets, where once were roused and dragged from dreams, by the RT's callous crackle, the flying fighting men, move ghosts unaid.

Where was a runway is a road, and passing cars startle an occasional hare, cloud shadows hurtle like ghosts of low-flying planes, but the strains of windsong and larksong, are the loudest sounds there.

— TED YAXLEY

Did They Really Do All That?

Men of Gray Became Young Again On Return To Nuthampstead

BY TONY CLARK

Langley Lower Green, England

(Written in 1992; he passed away in 2009)

It is often said, "Time heals all wounds" ... and memories of good times outweigh the bad. So 50 years on (1992) how could any of these grey haired men of faltering step, once been the combatants of the sky? Then, so far from home with their very life in jeopardy, these airborne warriors had faced the foe and delivered a mortal blow carrying the war deep into the enemy vitals. Then to return to base at Nuthampstead scarred or shattered but glad to hear the welcome sound of tyre squeal on familiar concrete. Were these those men? Look deep into those eyes ... Oh, yes, it is them, returned!

And what of Station 131, Nuthampstead, 50 years on? The woods and fields have returned, little outcrops of concrete and strips of runway remain. On an early, misty morning in November, quietly stand where once the runways stretched in all directions. Are you sure that you cannot hear the sound of youthful conversation mingled with the smell of exhaust and fuel? The full throated roar of four 1200-hp Cyclones rising to a crescendo as a fully-laden B-17 lifts off the runway. The imagination plays tricks with us all but to these men it is as real as if 50 years had not happened and they were back



TONY CLARK

here — Nuthampstead.

Behind all those flying men were those who serviced both men and machine, those who directed and protected, fed and watered. But what of them? In quiet corners of the base, overgrown and weed-choked, lay nondescript rusty pieces of tin, steel and corroded aluminum, both of the air war. Who knows what part it played? All those men left a year of their life here. But what a year! Packed into it was every single human emotion, a momentous year, never to be repeated or forgotten.

So, local people remember, older people are grateful and young people look on in wonder and say —

"Did they really do all that?"

www.398th.org

Boeing History Coming Down

The Fortresses were manufactured at three locations, but most came from "Plant II" in Seattle, which is now being demolished after a 75-year history that included the B-17, B-29, B-47, B-50, B-52, K-97 and 737.

Sixteen-a-day came out of the giant doors in 1944, ready to be flown (most by WASPS) to staging areas around the

OZZIE RECALLS EARLY DESIGN

The other week I came across the notebook where I composed the little poem on the 398th memorial — "Their wings of silver ..." It really made me think back to those hectic days when I first started designing the memorial. The 398th Association had come up with a design that we could not actually manufacture, as it was to be made of concrete.

The late Herman Hager, a truly great friend, agreed to let me get to work on a more practical alternative. I sat down on Sunday and sketched and sketched until I got the design right. It just "came from the heart."

Then I took the sketches, along with suggested dimensions,

to the stonemasons at Bishops Stortford. I really trusted these guys. They were true craftsmen and I just knew they would not let me down. We agreed on sensible proportions in the dimensions, discussed materials and arrived at a ball park estimate. I left feeling very confident.

Then I rung Vic Jenkins and he took the rough drawings too a draughtsman he knew at his place of work. He drew professional plans which I then sent to Ed Arbuthnot of the 398th Association. Once we got the green light, I went back to the masons and gave them a firm order. I then contacted the American Battlefields Monuments Commission and passed a copy of all drawings to them for their approval.

This was the first airfield memorial in the U.K. to ever be submitted in this way. I was granted full, official approval to go ahead.

That was just the start of one of the most stressful yet immensely enjoyable years in my life.

— OZZIE OSBORN



VIC JENKINS

Another Mission — In Memories



It's an old, deserted 8th AF building ... covered in moss, creepers and the bricks slowly crumbling as they lose their fight with Mother Nature ... window frames rusting, mostly without glass and the wind producing a quiet moaning as it passes through impeded ... there is a peace here, accompanied by an almost palpable feeling of the building's past history ... it's the old Combat Mess, where the young air crew members gathered in the early hours for breakfast before taking off to briefing ... and another mission.

Everything Went Blue And Orange:

Anstey Sunday Morning

BY JEAN MUSTOE
Royston, England

Early that Sunday morning everything went blue and orange. As children, we were hustled under the stairs. Our parents knew the plane would be loaded with bombs. As the plane was going over, it seemed to be off course, farther to the left than the others.

The first thing it hit was the walnut tree at the back of the milk farm. Then



JEAN MUSTOE

it ploughed its way through the trees behind the church, to end up a burning and exploding wreck.

The force of the impact was such that

From Out Of The Past:

History Of The Tower Log

The 398th control tower staff was under the control of Maj. Heyward M. Braddock, commanding officer of the 325th Station Complement Squadron. They logged every movement that took place on the airside of Station 131. The tower logs were handwritten and very few survived.

When the 398th had all but abandoned the station in late May 1945, an open day was held for the local residents even as many of the 398 B-17's were flying home via RAF Valley in Anglesey, North Wales.

A young girl went up to the top of the tower with her friends and they found it deserted. The log was lying on a table, and she slipped it underneath her jumper and then took it home as a souvenir.

The girl eventually married, emigrated to South Africa and set up home in Durban. She came back to Nuthampstead

Jean Mustoe wrote this story several years ago while still living in Anstey, where as a small girl she was witness to the 603 lead B-17 takeoff crash beside St. George's Church. Ten airmen were killed.

the bombs pitched forward into the moat. This probably saved the church and surrounding houses from a terrible blasting.

From the area around the moat one can still see the route the plane took through the trees.

The emergency services were soon at the scene. The moat had to be pumped out to help recover the bombs. There were no civilians allowed at the scene and armed guards were put on duty. Some people say there were limbs and clothing and even some jewelry hanging from the trees.

There were bullets strewn about a long way from the wreckage, even as far as Anstey Hall in the region of the small mound.

Only One

I am only one,
But I am one.
I cannot do everything,
But I can do something.
And because I cannot do everything,
I will not refuse to do the something
that I can do.

— Edward Everett Hale

30 years later and visited Tony Clark, whom she asked permission to drive up to what remained of the old airfield.

They got into conversation and he told her about Malcolm Osborn and Vic Jenkins. Hearing that she said —

“Oh, I have got something they would be really interested in. I will mail them the old tower log I found there in 1945.” A few weeks later it duly arrived at Clark's home at Langley Lower Green.

Barry Tyler then come on board and he made three copies of it, giving one to Osborn. He loaned his copy to Ken Wilson, who transcribed it on an early word processor. The original remains with Ozzie.

BOMBARDIER TO PILOT —
“Left a little.”
“Right a little.”
“Can you go back a little?”



BUCKINGHAM PALACE

18th March 2011

Dear Mr. Ostrom,

The Queen wishes me to write and thank you for your letter, and for forwarding the latest edition of FLAK NEWS.

Her Majesty much appreciates your kind thought in sending her these newsletters, and is interested to hear about recent activities and events arranged by the 398th Bomb Group Association.

I am to thank you once again for writing as you did.

Yours sincerely,
Susan Hussey

Lady-in-Waiting

Mr A Ostrom

Hell From Heaven Board Saved From Bonfire



A round, wooden hand-painted board once hung on the outside end wall of the 398th Station Headquarters building.

It is believed to be the only one of its type still in existence.

The old Headquarters site is now Caylers Farm and the WW II Nissen/Quonset hut has been replaced by a modern barn.

The 398th Bombardment Group (Heavy) insignia painted on the board represents “Hell from Heaven.” It was once the round lid of a huge tub of aviation spirit gum used as an adhesive on the fabric covered surfaces of the B-17G.

The board was saved from a bonfire in the yard of Caylers Farm in the 1960's by Martin Barker, and then stored in one of the old huts still remaining on the Headquarters site.

In 1973 Barker and his father, Tony, presented the board as a personal gift to Malcolm Osborn, who, along with his close friend Vic Jenkins, was researching the history of the old airbase and the groups and units which had served there 1943-1945.

600 Maple N8
601 Neway 30
602 Enclasp K8
603 Adorn N7

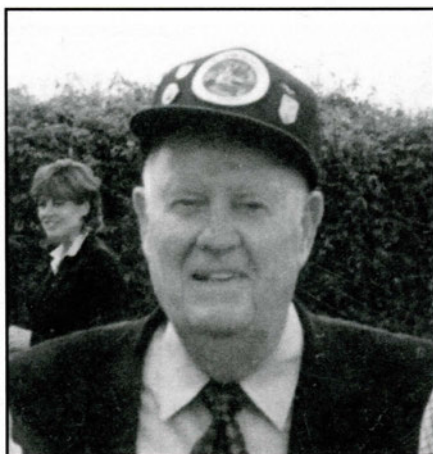
The Hills & Valleys Of 131 Come Back To Life Again

BY WALLY BLACKWELL

As far as I know, no 398er has ever bothered to discuss in any detail the “hills and valleys” of the airfield. It hit me right away when I first showed up in 1986. I have pondered about it every time I spent time “out there” on the field. Of course, the ground was dirt bare everywhere then, and thus there wasn’t the reference point of trees to give more of a comparison of the different heights.

The most probable for me is the area where the point now is! From 1986 on, I had trouble visualizing that the T-1 hangar and the huge concrete apron, all the activity there, and taxi way in front of it that was so much lower than the field, like the control tower area.

Of course, Tony Barker dug some for the pond, but it makes sense that it was



WALLY BLACKWELL

always low. Tony and I spent quite a bit of time talking about the history of the field. He says the field, being the highest point in all directions, is the source of three major rivers in England. They are fed by six in the area — Cam, Flit, Hiz, Rib, Ivel and Ash.

There was a moat, more east-west, across the middle of the field, thus the lower area. The runway by the flag pole had a real hill in it as it crossed the east-west runway. The northwest end of that runway, that is now gone, really went down. I used it just once for a local flight and it scared the hell out of me. Of course they never took off the other way on that runway because of the bomb dump.

The 602 area seems much lower than I remembered. I did remember how the 601 area went down to the turn up to the 600 area. That lower end is where Tony Clark said you can still hear the engines running on a quiet sunny day! Jean Mustoe told me that once in a while, early in the morning, on a real foggy cold misty day,

Blackwell And The Old Days

Wally Blackwell served the 398th Association in a number of capacities, including president. He also took part on a number of tours back to England and the Continent. He took extra post-tour time to “research” the base and try to remember how it was “back then.”

His “Wally Tours” were a highlight for the Nuthampstead visitors, regaling them with what he had learned from longtime residents ... and from his own solo bicycle trips around the base.

On this occasion, Wally recalls the “hills and valleys” of the airfield, and how they affected the takeoffs and landings, including himself, a pilot in the 601st.

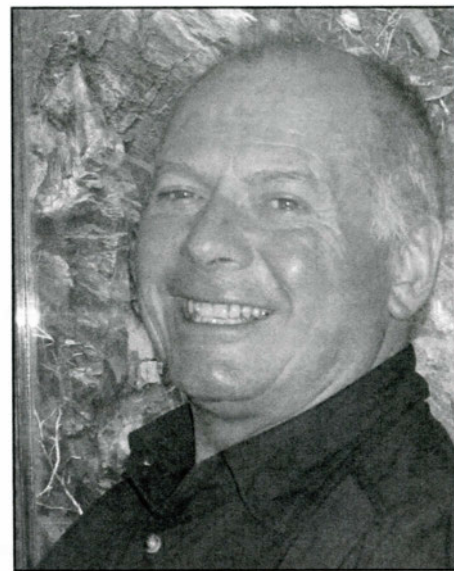
He wrote this story some years before his passing in 2009.

a B-17 is seen faintly, approaching the runway by the bomb dump. I had Peggy watch for it when she used to drive her milk wagon across the field! But she never reported seeing it.

The 601 area where the trees are that fronted on the now missing short cut over to the upper end of the 600 area was lower also. That is where my “Kentucky Colonel” sat. I don’t really ever remember taking off on a mission toward Anstey, always the other way, which made sense. However, I am sure that the 603 bunch despaired, having to taxi, one way, by the control tower area, or the other way through the 600 and 601 areas to go on a mission. One long taxi!

The way we taxied the B-17 was a bit fast, and a few accidents did happen as we know. I have only lately realized how many accidents and incidents did happen, coming out of web page research, Markley running off the runway, etc. I remember, and am very proud that I never had any accidents, problems, or whatever, except leaving a plane in France. Another marvel was how they maneuvered all those vehicles on the narrow roads! I swear that I remembered the Anstey road by the monument was at least 50 feet wide. Of course they ran up the banks, I guess. Now, with the year of cultivating, they have pushed all the roads back narrow. I remember riding with Wilfrid on that road, asking him why the curves by the 601 officer hut area, and he saying that the road was more than 300 years old and probably went around trees, etc.

Just some thoughts on a Sunday afternoon.



MALCOLM (OZZIE) OSBORN

Standing Alone And Reminiscing On Station 131

It was a gorgeous summer’s day, cloudy in parts with bright sunshine most of the time, with a warm southerly breeze rustling the trees. Perfect, just perfect.

I stood at the end of the grass airstrip, where it peters out into a field of barley. Concrete remains of the main 05/23 runway beneath my feet, wind literally kissing the tops of the barley on both sides of me, making that soft rustling sound that is so amazingly relaxing. Suddenly, I could almost hear Vic Jenkins’ voice, my closest friend for all those years.

If it was like that for me, what on earth must all those veterans have felt when they returned these past years? When you stand alone like that, which in our busy lives is such a rare experience these days, you can suddenly feel emotions and feelings that surprise you with their intensity.

The view from half-way down 05/23 looking toward Anstey is so beautiful, so peaceful. But it was this same runway, on a Sunday morning 67 years ago, from which the 603 crew took off ... and crashed with a loss of 10 lives. I went half-way down the perimeter track to where the path leads down to The Woodman, past the 478th Sub-Depot hangar site where the Glenn Miller Orchestra played all those years ago. Then off the base and up to the last portion of full width runway. It seems to me that 131 and the 398th have shared two lives together — that momentous period of the war, then the peaceful years that followed. Once again it is all starting to fade away.

*Old men forget; yet all shall be forgot
But he'll remember with advantages
What feats he did that day.*

— OZZIE

Many Trees Planted By 398th

The 398th Memorial at Nuthampstead was dedicated in 1982, with president Bill Comstock leading a tour group of 66 members from the U.S., and welcomed by some 300 English Friends.

But it was not until 1986 that a pair of trees were planted and dedicated in front of the Memorial.

Willis Frazier had the honor of dedicating a maple tree on behalf of the 398th, while Malcolm Osborn represented the Friends with an aspen.

Another tree was planted in Neuss, Germany, in 1988, with 47 members taking part in the ceremony. It was arranged by Manfred König of Dusseldorf (across the river from Neuss). The U.S. group included Maria Hunter, whose husband perished in the Neuss mission, and Federico Gonzales, the pilot and lone survivor of the 10 member crew.



BILL COMSTOCK

Each tour member contributed a ceremonial shovel of dirt as the tree was planted in the city's Freizeitpark.

Four years later — 1992 — the 398th planted yet another memorial tree in the center of a well-known German city — Merseburg.

This time the ceremonial honors went to Dick Frazier, with a translation assist from Insa Kipping.

“It Was Absolutely Right”

DEDICATION HONORED 398TH KILLED IN ACTION

The stained glass window at St. George's Church, Anstey, honoring the men who gave their lives during 8th Air Force action in World War II, was dedicated on June 11, 2000, by the Right Reverend Christopher Herbert, Lord Bishop of St. Albans.

This is part of his message, delivered from the church's ancient pulpit —

“It is absolutely right that we are here today to give thanks for those who have gone before us; to try in our own way to do something for society and freedom; to try through art and music; through prayer and silence; to draw close to God.

“But in the end, all of the vast and liberating and infinite things we have tried to express will find their summation and in their focus in one Man, sweat stained, alone, walking the narrow path.

“For it is in following Him, and receiving from Him the gift of wounded salvation, that we shall be taken by the grace of God into Heaven.

“And there, all the polarities of war and

peace, of suffering and of joy, of beauty and of honor, will be taken up into Him, resolved and made whole.

“It is this narrow path of Christ that will lead each one of us, by God's grace, into eternity. And for that promise we can only whisper our heartfelt Alleluias.”

“A highway shall be there and it shall be called the Holy Way.”

— Isaiah 35:8

Crew Chief Dreyer Donated 398th Map

The 398th Memorial Commemorative Map that presently hangs in the Woodman Inn was donated by Chuck Dreyer, 602 crew chief and a leader in developing the memorial. He said —

“The map shall remain the property of the 398th BGMA regardless of where it is kept, and displayed as how to best protect and to preserve it for posterity.”

Quotable Quotes

“I can see no practical military use for the aeroplane.”

— Orville Wright

“Man will never set foot on the moon.”

— Sir Harold Spencer Jones

“Americans can make cars and refrigerators, but not airplanes.”

— Herman Goering

“When in doubt, mumble; when in trouble, delegate.”

RAF Staff College

Comstock, A Leader's Leader

In remembering Station 131 it would be difficult to leave out Bill Comstock, the first 398th president, and those he enlisted to form the initial group and later to lead in the establishment of the Memorial, plus many other endeavors in the 20 years he served as president.

The “early” leaders like George Hilliard, Harry Gray, Jack Davis, Chuck Dreyer, Mike Holmberg and others were there in 1967 for the formation of the very first 398th Bomb Group Memorial Association.

And also men like Ed Arbuthnot, Bill Jones, Herman Hager, Dick Frazier and Bill Ganz came on to gather the funds for the Memorial. It was Ganz who chaired the collection effort, tabulated by treasurer Davis.

There were 171 individual names on the Memorial contributors' list, with many coming via “in memory of” a friend killed in combat. The Memorial campaign was carried on over a period of four years from 1977-1981 and dedicated in 1982.

Comstock later led the way in creating a pair of memorials at the Air Force Academy and at Wright Patterson AFB; two separate campaigns to refurbish the Aluminum Overcast; the Tall Pole flag program at Station 131; and “Flowers for the Living,” honoring current members for work he called, “Well done.”

Comstock, although not considered an “orator,” still managed to have the “right words to say,” as he represented the 398th at functions in both the U.S. and the Continent.

Inviolable & Eternal

Sleep peacefully you friendly dead,
held deep in Cambridge clay:
the years have covered you
in shrouds of Autumn gold,
and anniversaries
paid for with your lives.

Decades of sun and rain
have mellowed pale stone markers
where you lay;
and when the lark sings over you,
and starling respectively seek out
branches in the night,
then you,
plucked from the sky
and bequeathed to this
patch of ground,
are fragments of the English earth:
inviolable and eternal.

— George Kerridge, London

BRIEF-things

The Smithsonian Institution produced a colorful 2011 calendar featuring all the "greatest aircraft," but not a single mention of the B-17 (it was printed in China) ... our www.398th.org webmaster, **Dave Jordan**, received a "well done" from **Pat Keeley** of the 8th AFHS ... the P-38's are seldom mentioned in FLAK NEWS (55th FG) but let's not forget the 38 young men who perished in that fighter while at Station 131 ... speaking of 131 reminds that **Wilfrid Dimsdale**, our 398th Director in England (Meesden Bury) will be at the reunion in Branson to remind us all how English should be spoken ... "Hell From Heaven" is supposed to mean the wrath brought upon the enemy, but it was also the same Hell that descended on Anstey (Page 8) ... the FLAK NEWS editor, after 75 years of golf, donated his equipment to the Seattle Kids Links program (he and **Charles Sutton** once played golf at Royston, borrowing clubs from **Robert Dimsdale**) ... considering the gravity of the 398th financial condition, it would seem likely that many "Letters to the President" will be forthcoming; and for those letters, writers may find the addresses, phones and e-mail addresses of all the officers in the October 2010 FLAK NEWS ... just like home, the 398th must look carefully when it spends "savings" money to pay for "every day" operations ... there has been a deficit the past three years in operations, thanks primarily to the major decreases in annual dues (remember the five Taps pages) ... the old 131 airfield has seen car racing and a shooting range, to which has been added the Siberian dog racing



IT WAS HAT DAY IN ENGLAND, 1996

Evelyn Comstock Rhodes, Françoise Dimsdale, Elaine Tyler

activities of the folks who will own the property on which the new Museum will be located ... maybe the 2012 England Tour will include a Siberian show ... the 401st Bomb Group people bemoan the fact that "dozens" of their newsletters, "Poop From The Group," are returned by the Post Office for lack of forwarding addresses ... thanks to **Lee Ann Bradley**, who does the mailing list, and **Dawne Dougherty**, the Dues Manager, and the Editor, FLAK NEWS has trimmed this problem to only a few each quarter ... (the 401st is still in business, however, because they ASK for funds) ... a B-24 Liberator from the 461st in Italy, shot down over the Adriatic during WW II, was found recently by a team of Scuba Divers ... an 8th B-24 group, the 446th, saw fit to print the entire 398th article, "It Was A Fortress Coming Home," in their quarterly newsletter last fall ... no, **Lee Anne**, the refueling planes on Page 4 are not Boeing 767's, but a couple of old time Havilands who gave refueling a try with a garden hose back in the 30's ...

BRANSON
REUNION
September 7-8-9-10

398th Bomb Group PX

This form can be downloaded and filled in from www.398th.org.

ORDER FORM (The Second Generation)

QTY	ITEM	UNIT COST	TOTAL
CLOTHING			
___	T-Shirt, black, "398th BG Flying Fortress"	\$12.00	___
___	T-Shirt, navy, with B-17 front view	\$12.00	___
___	T-Shirt, gray, with with logo on back	\$12.00	___
___	T-Shirt, white, with Triangle W on front, Clearing & Colder on back	\$15.00	___
___	Denim Shirt, long sleeve, 398th logo (S, M, L, XL, XXL, please indicate size ___)	\$28.00	___
___	Men's Golf Shirt, light blue, embroidered Triangle W, 60% cotton, 40% poly mesh (S, M, L, XL, please indicate size ___)	\$25.00	___
___	Men's Golf Shirt, navy blue, embroidered Triangle W, 65% poly, 35% cotton (S, M, L, XL, XXXL, please indicate size ___)	\$25.00	___
CAPS			
___	Black, with logo (indicate 600, 601, 602, 603)	\$8.00	___
JEWELRY			
___	Squadron lapel pins (indicate 600, 601, 602, 603)	\$6.00	___
___	Group lapel pin (Hell From Heaven)	\$6.00	___
___	Group pin (blue with B-17)	\$6.00	___
___	8th Air Force pin	\$6.00	___
LOGOS			
___	Squadron Patch 3" (indicate 600, 601, 602, 603)	\$6.00	___
___	B-17 Jacket Patch, 4"x3"	\$6.00	___
___	8th Air Force Patch	\$6.00	___
___	Group Patch (Hell From Heaven), 2 1/2"x3"	\$6.00	___
BOOKS (books include postage/handling)			
___	<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>Hell From Heaven</i> (Streitfeld)	\$19.95	___
___	<i>WW II Odyssey</i> (Frankhouser)	\$19.00	___
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" (includes list of comrades Killed in Action)	\$10.00	___
___	<i>Sunset at Nuthampstead</i> , 8"x10"	\$7.00	___
MISCELLANEOUS			
___	Bumper Sticker (red, white & blue)	\$3.00	___
___	Blue Ballpoint Pen (398th imprint)	\$5.00	___
___	License Plate Frame (398th imprint)	\$5.00	___
___	Book Marker	\$5.00	___
___	Tote Bag, 20"x15", (black with logo) ON SALE!	\$3.00	___
___	2011 Station 131 Nuthampstead Airfield Museum Calendar (postage included) ON SALE!	\$8.00	___
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 \$5.00, \$6.00 if order over \$20.00 \$ _____

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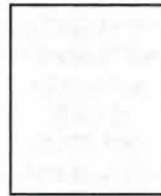
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