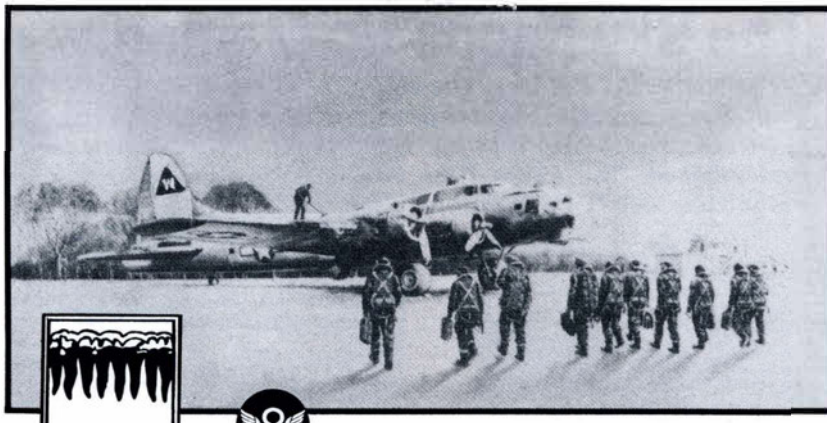




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398TH BOMB. GROUP MEMORIAL ASSOCIATION • 8TH AIR FORCE • 1ST AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 2 NO. 1

FLAK NEWS

FEBRUARY 1987

## Wiggins To Lead 1988 Reunion In Richmond

Robert Wiggins, Jr., who flew as a navigator/bombardier on the Matthews crew of the 600th, has been named chairman for the 398th reunion in Richmond, Virginia next year.

A native of Richmond, Wiggins will supervise the group's activities in this land of early American history during the meeting dates of September 21-24, 1988.

The reunion will include a visit to colonial Williamsburg, and is expected to attract a large number of members who live on the east coast.

Wiggins, a retired banker, will be assisted by Wes Bagan, also of Richmond, who was a ball turret gunner on the Godfrey crew of the 602nd. He is a retired public school administrator.

## Maria Hunter Will Be At San Antonio!

Mrs. Maria Hunter, widow of the 398th Bomb Group commanding officer, Col. Frank P. Hunter, Jr., has advised FLAK NEWS that she will attend the group's upcoming reunion in San Antonio.

"Your account of the 'cockpit drama' forced me to unlock the door I locked tight 42 years ago," she wrote. "I will be with you all in July and I hope my two daughters and grandson will be able to be there, also."

Great news for the many folks who knew and loved the colonel.

## Trip To England Will Be Discussed

More than a few members have been asking about a 398th tour to England, possibly in May of 1988. This will be discussed at San Antonio. Previous trips were made in 1982 to dedicate the memorial, and again in 1986.

## Group's First DFC

The first DFC awarded to a 398th member went to Lt. Thompson Highfill, who crash-landed his crippled B-17 near Rapid City in 1943.



THE ALAMO AT SAN ANTONIO  
Like the B-17 Fortress, A Symbol of Freedom

## Next Reunion: San Antonio in July

The Texas city of San Antonio boasts of a population of over 800,000, a figure that will be increased substantially as the forces of the 398th Bomb Group Memorial Association descend on the historic and lovely community on July 22-25, 1987.

Our host and hostess will be Dallas and Geneva Ebest—he of 603 crew chief fame and more recently service manager for a large San Antonio Chevrolet agency.

Our reunion hotel will be the Marriott Riverwalk, located in the heart of the city's focal point: a scenic path bordering on the San Antonio River.

All this plus the Alamo and other historical sights.

And a visit to Lackland Air Force Base to witness a graduation ceremony; lunch at the Officer's Club; a look at World War II aircraft, including a B-17; a Western picnic; and much more!

Registration blanks will appear in the May issue of FLAK NEWS, along with hotel reservation forms.

Now, however, is the time to begin lining up transportation. The reunion committee is encouraging members to call their favorite travel agency to seek out the best fares and schedules.

The first day, July 22, will be devoted to early bird registration, officers' meeting, golf tournament and video film showings. Complete schedule information will appear in the May issue of FLAK NEWS.

Y'all Come!



# The Sky Keeps No Memories

The battle is long over. The skies are clean, the contrails gone. But still in the backroads of our minds remain the reruns of missions flown, friends lost, adventures remembered. The 398th flew 195 missions, suffered 549 casualties, lost 70 B-17 aircraft.



## MAY 1944

1. 6 Sottevast
2. 7 Berlin
3. 8 Berlin
4. 9 St. Dizier
5. 11 Sarreguemines
6. 12 Lutzknedorf
7. 13 Politz
8. 19 \*Berlin
9. 20 Villacoublay
10. 22 Kiel
11. 23 Saarbrücken
12. 24 \*Berlin
13. 25 Nancy/Essey
14. 27 Ludwigshafen
15. 28 Ruhland
16. 29 Posen
17. 30 \*Dessau
18. 31 Mulhouse

## JUNE 1944

19. 2 Boulogne
20. 2 Paliseau
21. 3 Manihen
22. 3 Manihen
23. 4 Hardelet
24. 5 Trouville
25. 6 Courseulles
26. 6 Caen
27. 7 Kerlin-Bastard
28. 8 Tours
29. 10 Le Touquet
30. 12 Lille-Nord
31. 13 Beauvais
32. 15 Bordeaux
33. 18 \*Hamburg
34. 19 Cazaux
35. 20 Hamburg
36. 21 \*Berlin
37. 22 La Vaupaliere
38. 23 Fiefs
39. 24 Bellow-sur-Somme
40. 25 \*Toulouse
41. 27 \*Biennais

## JULY 1944

42. 4 \*Tours
43. 6 \*Cauchie D'Ecques
44. 7 \*Leipzig
45. 8 \*Humieres-Fresnoy
46. 9 Humieres
47. 11 Munich
48. 12 Munich
49. 13 \*Munich
50. 16 \*Munich
51. 18 Peenemunde
52. 19 \*Lechfeld
53. 20 Dessau
54. 24 Chapelles en Juger
55. 25 Montreuil
56. 28 \*Merseburg
57. 29 \*Merseburg
58. 31 Munich

## AUGUST 1944

59. 1 \*Villaroche
60. 3 Saarbrücken
61. 4 \*Peenemunde
62. 5 Dollberg
63. 6 \*Brandenburg
64. 8 \*Cauvincourt
65. 9 Saarbrücken
66. 11 Brest
67. 12 \*Versailles
68. 13 \*Le Manoir
69. 15 Ostheim
70. 16 Delitzsch
71. 24 Kolleda
72. 25 Neubrandenburg
73. 26 Gelsenkirchen
74. 27 Schoenefeld
75. 30 Kiel

## SEPTEMBER 1944

76. 3 Ludwigshafen
77. 5 Ludwigshafen
78. 8 \*Ludwigshafen
79. 9 \*Mannheim
80. 10 \*Stuttgart
81. 12 \*Brux
82. 13 Lutzkendorf
83. 17 Eindhoven
84. 19 Hamm
85. 22 Kassel
86. 25 Frankfurt
87. 26 Osnabrück
88. 27 \*Cologne
89. 28 \*Magdeburg
90. 30 Munster

## OCTOBER 1944

91. 2 Kassel
92. 3 Nurnberg
93. 5 \*Cologne
94. 6 Neubrandenburg
95. 7 Brux
96. 9 Schweinfurt
97. 14 Cologne
98. 15 \*Cologne
99. 17 \*Cologne
100. 22 Brunswick
101. 26 Munster
102. 28 \*Munster
103. 30 Hamm

## NOVEMBER 1944

104. 2 \*Merseburg
105. 4 Hamburg
106. 5 Frankfurt
107. 8 Merseburg
108. 9 Metz
109. 10 Cologne
110. 21 \*Merseburg
111. 26 \*Merseburg
112. 26 \*Misburg
113. 27 Offenburg
114. 29 Dollberg
115. 30 \*Merseburg

## DECEMBER 1944

116. 4 \*Soest
117. 5 Berlin
118. 9 Stuttgart
119. 11 Frankfurt
120. 12 Merseburg
121. 15 Kassel
122. 18 Cologne
123. 24 \*Cologne
124. 28 Koblenz
125. 29 \*Bingen
126. 30 \*Bischofsheim
127. 31 Blumenthal

## JANUARY 1945

128. 1 \*Kassel
129. 3 Cologne
130. 5 \*Kall
131. 6 \*Cologne
132. 8 Speyer
133. 10 Ostheim
134. 13 \*Germersheim
135. 17 Paderborn
136. 20 \*Mannheim
137. 21 Aschaffenburg
138. 22 \*Sterkade
139. 23 \*Neuss
140. 28 Cologne
141. 29 \*Neiderlahnstein

## FEBRUARY 1945

142. 1 \*Mannheim
143. 3 \*Berlin
144. 6 \*Chemnitz
145. 9 \*Altenbeken
146. 14 \*Prague
147. 15 Dresden
148. 16 \*Munster
149. 19 Munster
150. 20 Nurnburg
151. 21 Nurnburg
152. 22 \*Stendal
153. 23 \*Eger
154. 25 \*Munich
155. 27 \*Leipzig
156. 28 Schwerte

## MARCH 1945

157. 1 Neckarsulm
158. 2 \*Bohlen
159. 3 \*Chemnitz
160. 4 \*Ulm
161. 5 Chemnitz
161. 7 Seigen
163. 8 Huls
164. 9 \*Kassel
165. 10 Sinsen
166. 11 Bremen
167. 12 Dillenberg
168. 14 \*Osnabruck
169. 15 \*Oranienburg
170. 17 \*Bohlen
171. 18 \*Berlin
172. 19 Plauen
173. 21 Rheine
174. 22 \*Dorsten
175. 23 Coesfeld
176. 24 Achmer
177. 24 Twente/Enchede
178. 28 \*Berlin
179. 30 Gremen
180. 31 Halle

## APRIL 1945

181. 4 Reinsehlen
182. 5 Grafenwohr
183. 7 Kohlenbissen
184. 8 \*Derben
185. 9 Oberpfaffenhofen
186. 10 \*Oranienburg
187. 11 \*Kraiburg
188. 13 \*Neumunster
189. 15 Fort Royan
190. 16 Regensburg
191. 17 Dresden
192. 18 Rosenheim
193. 19 Elsterwerde
194. 21 \*Munich
195. 25 \*Pilsen

\*—Denotes Aircraft Lost

## Let's Talk About Dues

*Our 398th Bomb Group Memorial Association membership has been growing so dramatically the past couple of years. . . up from 600 to nearly 1100. . . there are many who have not as yet discovered that we do have a "Dues Policy" that keeps the props turnin'!*

*Members and friends are invited to share in this policy with a \$5.00 contribution each year. Or a \$50.00 contribution for a lifetime membership. Dues are payable at the start of each year (like now).*

*You can be sure we are a non-profit organization (IRS Approved), but we do have bills to pay: FLAK NEWS printing and mailing, telephone, office supplies, reunion expenses, etc. And the care and maintenance of our beautiful memorial at Nuthampstead.*

*While some monies come from sale of squadron caps, patches, bumper stickers, etc., it is essentially the yearly dues that carry us along. Use the enclosed form.*



# A Safe Landing Amid Tank Traps And Mines

## Crew Members Recall Drama Of The Milk Run That Wasn't

The two pilots were recounting a most dramatic B-17 landing, not at an airfield somewhere in the world, but on a stretch of sandy beach amid tank traps and land mines.

"Which one of you landed it?" they were asked.

"We both did!" was their common reply.

This feat of daring was accomplished to the delight of the Fort's nine-member crew who might otherwise have spent time as German guests or taken their slim chances in the chilled, choppy waters of the English Channel.

Captain Hal Lamb of the 398th was leading the group on July 8, 1944 on a strike on Humieres-Fresnoy, a V-1 launching site in France, some 50 miles southeast of Calais.

With Lamb was Capt. Tracy Petersen, CO of the 601st, who would direct the two-prong attack as the group's Air Commander. Others on the crew were Art Waarama, navigator; John Smith, bombardier; Warren Stone, engineer-gunner; Charles Suchman, radio operator; Phil D'Addio, ball turret gunner; Russell Lachman, waist gunner; and Jamie Ronan, tail-gunner.

"Hey! A milk run!" they shouted as the briefing officer pulled back the curtain and displayed the 398th route across the English coun-

With the forbidding Channel looming ahead, it was time to unload. Everything went overboard that wasn't nailed down and could be spared. The ball turret, weighing a thousand pounds, almost went, also. However, in case it was necessary to ditch in the Channel, it was decided to leave it be. Just loosen the bolts.

The boxes of radar-jamming chaff contributed to the lone bit of laughter, according to Russell Lachman. He and Charles Suchman combined to dump the chaff out the waist door, but as soon as the chaff hit the slip stream it flew back into the waist compartment.

"Now the stuff was flying around the waist so thick that Suchman and I had to laugh about the comedy we were creating," said Lachman. "If we had stopped to think about it at the time it could have been a very depressing situation."

From the bomb run altitude of 26,000 feet the mortally wounded B-17 began its tumble as the two veteran pilots fought to hold absolute minimum rate of descent. All the time pointing toward Manston, the emergency airstrip on the English coast. Navigator Waarama hit it on the button. The longstrip, built for emergency, no-brakes landings, was fully in sight. One mile to go.

When the plane came to a stop, the signal given to abandon ship was carried out without hesitation and with great jubilation.

But a crowd of people some 300 feet up on the bluffs made no attempt to move toward them as one might have expected after such a dramatic event. Quickly, they made it known that the beach was mined! What next?

A guide soon came down and led them out of their latest predicament.

And so, with sadness, the nine members left B-17 #4287855 to the elements.

Buried at sea with honors!

## Lachman Lived Through Other Close Encounters

Russell Lachman's beach landing was neither his first nor last near-miss as a B-17 crewman.

Three months after the July 8 adventure Russ was enlisted to ride waist with Lt. Larry deLancey on a trip to Cologne on Oct. 15, 1944. By this time the others on the Lamb crew had finished up and rotated home. Lachman still had a few missions to go before rounding out his minimum of 29. He almost didn't make it... again.

Lachman was in the waist when their ship took a direct hit in the nose from an 88, killing the bombardier, and destroying the oxygen system and all the navigation instruments. The plane, miraculously, made it back to Nuthampstead and earned for deLancey the Silver Star.

(This full story will be told in its entirety in an upcoming issue of FLAK NEWS.)

Before entering the combat zone Lachman became aware of the hazards of flying. And it also involved Tracy Petersen.

Petersen was the aircraft commander/pilot on the original 601st model crew. One day, at Rapid City, Petersen sent Lachman aloft as engineer for newly-assigned co-pilot Alan Arlin and another co-pilot to slow time an overhauled engine. And to give Arlin some needed four-engine time.

The skies over South Dakota were clear and bright this night and all were enjoying the flight to Pierre. Until No. 2 engine began shaking and vibrating. A runaway prop!

Lachman hustled to the cockpit to find No. 2 speeding away at 3,600 RPM. He hit the feather button with no results. Too late.

Arlin asked "what next, Russ?" and was told to reduce speed as much as possible. Lachman then raced to the waist to give the ground crew chief and three passenger officers a quick lesson on the use of parachutes.

Back in the cockpit, Arlin had the RPM's down to 2,600 and the air speed down to 115. They maintained this pace until setting down at Pierre, where they discovered that the hose clamps on the pressure side of the oil pump had not been tightened, allowing the oil pressure to blow the line off.

"Arlin made an excellent landing," said Lachman. "And I'm certain that the experience helped make him the fine pilot he became."

## "Sorry Old Man," Came the Reply From the Deputy

tryside, a quick run from Beachy Head to the target and home for lunch.

"Well, for some it was a milk run, but for others it was tragic in that they didn't get back," recounted Petersen. "And then for some of us it was interesting in the way we got back."

It was peaceful and quiet until the turn for the target at the IP. Then the flak gunners began to display their expertise.

"They were bent on taking out the lead element," said Petersen. "The first barrage damaged all three aircraft."

Oil spewed from two engines as Lamb tried to maintain speed and direction on the bomb run. As this became increasingly difficult, Lamb and Petersen could well understand the muttering going on by the other pilots throughout the group in trying to hold formation.

Petersen then called for the deputy leader, Capt. Kearie Berry, to assume the lead.

"Sorry, old man," was Berry's reply. "They just knocked out two of my engines." With two engines gone, plus additional damage, Berry dropped from the formation.

Lamb looked over his left shoulder and discovered that number three in the lead was also gone, so the decision was made to press on to the target.

"We were rapidly running out of bomb-sights."

The bomb run was accomplished, but with such erratic airspeed the results were less than satisfactory and the bombs fell short of the target.

(The 398th returned to Humieres the following day.)

Turning for home, the Lamb-Petersen ship took another hit, leaving them with two wind-milling props, one feathered and one engine at max power. Not conducive for holding altitude. And, needless to say, the formation was long gone.

But the Fortress was too low to clear the 400 foot bluffs (like the White Cliffs of) and one good engine was not enough.

It was down to one alternative: a left turn into two dead engines and set her down on the beach!

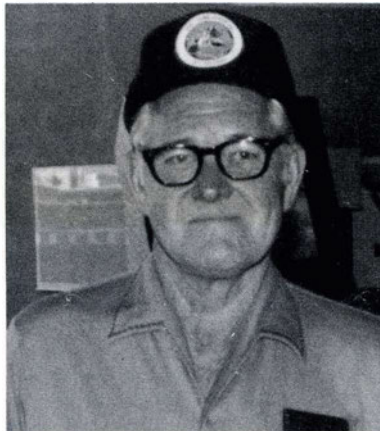
Ditching in the Channel was out of the question due to the heavy surf.

On the landing approach, another problem appeared: the beach was full of concrete posts. Tank traps! No matter, the Fort was coming in.

"On flare out, Hal would lift the left wing and then I would lift the right," said Petersen. "Then the impossible loomed ahead—a clear stretch of beach."

Lamb executed a wheels up landing on the sand, and in the words of gunner Lachman—

"The aircraft landed so softly we hardly knew we were down."



TRACY PETERSEN



# 398th Pair Honored In France

Some 200 former military types from World War II returned to France last fall to participate in a French-sponsored ceremony just to tell the Americans, "We Are Grateful."

It was called, "Amis Pour Toujours."

The group came from the infantry, artillery, armored, airborne, WAC, nurses corps, Navy, and Air Force.

A pair of vets came from the 398th, including Larry deLancey of Morro Bay, Calif., and George & Lois Schatz of Highland Park, IL.

DeLancey was a pilot with the 601st and Schatz a bombardier on the Elwood crew of the 600th.

Each received a Medal of Liberation at the closing ceremonies at the Court of Honor at the Hotel des Invalides. In addition, deLancey had the honor of placing a wreath at the tomb of the Unknown Soldier, in the company of M. Manuel Diaz, aide to the mayor of Paris; M. Georges Fontes, Secretary of State for Veterans Affairs; M. Le General Jean Simon, chancellor of the Liberation Order; and Mme. Marie-Madeleine Fourcase, president of the Comite d'Action de la Resistance.

Other ceremonies were held at the Resistance Monument, Mont Valerien; Suresnes American Military Cemetery; the French Statue of Liberty; Tomb of Marquis de Lafayette; Reims War Memorial and German surrender room.

Other "ceremonies" were held at the Follies Bergere and Lido Club.

While parading up the Champs de Elysses to the Tomb of the Unknown Soldier, led by the Military Band of the Marine Troops, the entourage looked a bit ragged, according to deLancey.

"Who's counting cadence?" someone asked.

Came a voice from one of the Air Force types—

"What's that?"

## Berry Fought Off British Air "Attack"

Capt. Kearie Berry's B-17 didn't make it across the Channel on that July 8, 1944 mission, but plunged into the cold waters. Only Berry and waist gunner Manuel Kay Berry survived. Capt. Berry swam to a spit of land off the English Coast, and then had to fend off British dive bombers using it for target practice.

In 1964, Col. Berry was killed in a T-39 landing accident while serving as CO of Paine Field, Washington.

George Wilson, pilot of the No. 3 plane in the lead element, was killed instantly by a flak burst and the ship went into an immediate flat spin. All others on the crew bailed out and survived, including Vernon Atkinson, Richard Dunn, Robert Perry, Sanford Walke, Martin Hansen, George Vela, Gerald Dye and Reginald Ferguson. The latter returned home via the French underground, the others staying on as guests of the Germans.

It was the crew's third mission.

# The Editor's BRIEFING ROOM

Many 398th members will be surprised and pleased to learn that **Mrs. Frank P. Hunter, Jr.**, is "alive and well," living in Roanoke Rapids, N.C. She is the widow of the late group commander, who was lost on January 23, 1945, leading a mission to Neuss. She has two daughters, three grandchildren, is retired from a banking position and now works for a business friend in a dress shop . . . as suggested in the Page 1 story, now is the time to ar-range your transportation to San Antonio. . . the registration sheet and re-nion information will appear in the May FLAK NEWS. . . Editor's "Sorry About That" Dept.: **David Haight** was an engineer-gunner on the **Bill McCarty** crew (not a tail-gunner with **Ray Armor**); **Bud Bailey** was at the Colorado Springs reunion (he wasn't listed); the captions under the pictures of **Dr. Federico Gonzales** should have read "1945" and "1986" (not 1968). . . **Norm Rudrud**, you are correct; you DID fly the lead plane on the group's 50th mission with CA **Jean B. Miller** (it wasn't **Hal Lamb**, according to the history book). . . a neat letter came from **Reginald Proctor**, radio-gunner on the **Al Stockman** crew; commenting on the FLAK NEWS re-print of **Bill Comstock's** speech at the Academy dedication: "I appreciated the newsletter so much. I was next to the Memorial during the address, but since I am deaf I did not understand what he said. Thank you." . . **Ed Stewart** can still provide copies (\$10.00 each) of the 398th membership roster . . . this is the same 603 pilot who caught flak on his 31st mission, was reported MIA, but came limping home bloodied and full of morphine only to find much of his personal gear gone; and while in the hospital someone snipped the zipper out of his heated suit. . . he still felt lucky, as the rookie co-pilot on that mission had never before landed a B-17; it took him three passes before settling in . . **Len Streitfeld** is working on transferring much of his priceless 398th combat movie film to VHS video tape; he hopes to have the project completed in time for San Antonio. . . we'll look forward to seeing it in the Memory Room (Len also hopes to have copies for sale). . . anybody spend time at Stalag Luft IV near the town of Kiefheide? contact the editor for the name and address of a fellow working on a reunion. . . **Frank Fernandez** of the 600th had an interesting time last November; he was part of a big celebration in Atlantic City called "Camp Boardwalk Revisited" . . it was the 40th anniversary since the "camp" (47 resort hotels) was used by government during WW II, with some 350,000 servicemen passing through during those critical years. . . some 200 members of the Arizona Chapter of the 8th Air Force will gather in Tuscon May 14-16, with visits to Davis-Monthan Field and the famous Pima Air Museum . . and it is not surprising to discover that the governor of Arizona and the mayor of Tuscon will be the principal speakers when you learn that the prime mover of the chapter reunion is our own 398th lady-lawyer Jean Overturf and hubby Tom of the 603rd.

## Microfilm Provides Legacy For Stallcup

A micro film of the 398th history at Nuthampstead (albeit not complete and some if it not easy to read) has been made available to the Association by Richard Shaw, son of the deceased waist gunner on the Petska 602 crew.

(It is available through your FLAK NEWS editor.)

The film was sent recently to Harold Stallcup, a 601 pilot from North Carolina. Upon returning the film, Nancy Stallcup penned the following letter:

Dear Allen:

*Let me tell you what we did with the micro film after spending many hours searching, reading and making copies. I am putting together a book for Harold, taking all his orders and the history from the film dealing with his involvement while in England.*

*This is to leave for our boys, along with the two video films we ordered through you plus the Memphis Belle movie. This will give our children an idea of what it was like. There is so little in the history books.*

*When we are gone, our children and grandchildren will have this legacy.*

*Sincerely,  
Nancy Stallcup*

# From The Flight Line . . . To The Front Line



## BEFORE AND AFTER STORY OF "OLE BLOOD & GUTS"

Line chief George Hilliard (right) and crew chief Ray Bailey (center) and engineer-gunner Frank Hopp (on stand) are pictured on the 603rd flight line at Nuthampstead in 1944 putting the final touches of paint to the nose of their pride and joy, "Ole Blood N Guts." It served faithfully with this tag until November 21, 1944, when it limped back from Merseburg to an RAF fighter strip in Belgium. Badly shot up, out of gas, and a wounded navigator

aboard, pilot Staver Hyndman bellied it in for a landing that won for him the Distinguished Flying Cross. Others on the crew were Doug Gidcumb, co-pilot; Ken Carlson, navigator; Dalton Ebbeson, bombardier; Charles Gray, engineer; Charles Jones, radio; Carl Stanley, ball turret; Carmine Salseno, waist; and Robert McLaughlin, tail.

## FORMATION PLAN: Couvincourt Mission Aug. 8, 1944

HIGH SQUADRON 600			LEAD SQUADRON 603			LOW SQUADRON 601					
J.D. LOWE Rice			WAGNER Hopkins			FRAZIER Dalton					
Cummings	Baker		Lehner	Kaufman Davidson		Farnsworth	Heintzelman				
D.B. Lowe		Elwood	Fisher		Engel	Fairbanks		Davis			
Reed	Rogers	Johnson Mann	Armor	Moore	Newman	Magnan	Rehme	Stallcup	Cucco	Blackwell	Brown
	Cobb				Rudrud				Turner		
Boehme	Link			Clark	Driscoll			Rudow		Doerr	

## Flight Assignments Recall Loss of 603rd C.O.

The formation assignments printed above are provided to stimulate memories of youthful adventures, like along about August 8, 1944. Names long placed on the shelf might prompt such questions as, "I wonder what ever happened to him?" and "Yeah, that was the day we lost our CO," etc. Indeed, Capt. Meyer Wagner, Jr., had been 603 CO for only two months when he and his lead crew, piloted by Bob Hopkins, were shot down on the Couvincourt mission. Those two, along with F.J. Kushera, V. Wernecke, Tom Stitz, W.J. Ger-

miller, R.C. Gibeau and J.I. Werner, survived the bail out and PW time. Killed in their chutes were C. Arnold and J.F. Hochadel. While flying in close support of the Allied landing troops on this day, the B-17's were forced to make their long bomb run over occupied territory, hence the heavy and accurate flak fire. This happened shortly after General McNair and many other Americans were killed by B-26 bombs dropped during their bomb run near the front lines. Wagner, Hopkins, Stitz and Gibeau are current Association members.

## Where Are You?

A number of 398th members have moved without notifying us (and probably others) of their new addresses. If you can help us locate the following folks, or in any way supply updated information, please advise the editor. A penny postcard will do.

Among the lost:

Linder Tanksley, Sam Linder, Thurman Gentry, Chester Guy, Clarence Evans, Sam Hoekstra, Paul Penders, Dr. Urban Terbieten, Ed Nissen, Dale Nichol, James Douvres, Robert Earley, Louis Alessio, Fred

Stromberg, Howard Goldstein, Rodney Haight, Houston Boothe, P. Levinson, John Maxfield, James Fischer, Phillip Krieg, James Martindale, Sam Powell, Herbert Potashkin, Herman Roberts, Donald Sable, Phil Trenkle, George Wilde, Preston Morrison, William Harper, Sigmund Szubka, Johnny Petrel, Frank Tucker, Lee Treff, William Tordorf, Joyce Tachio, Walt Skellenger, Irving Mauser.

Please! When you move, advise the Post Office. . . and FLAK NEWS!

## VP GOT EVEN WITH EX-GM EMPLOYEES

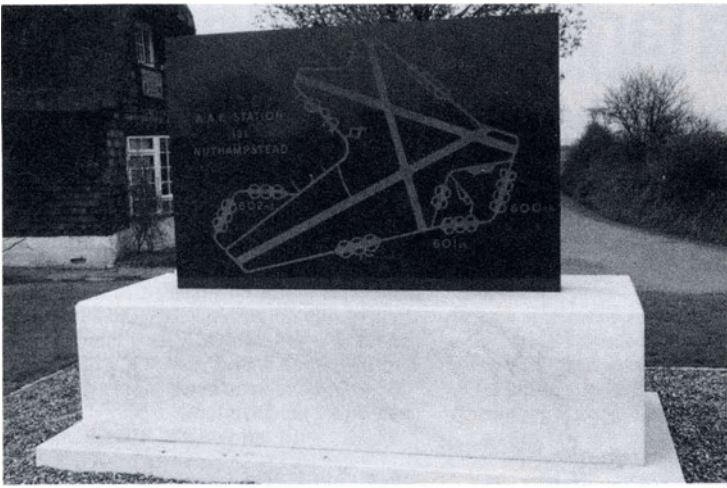
And then there is the story about a young man who had taken a job with General Motors during the early 40's. He soon became disenchanted with his lot, feeling unappreciated and underpaid.

His next move was to the Air Force, becoming a bombardier with the 398th.

One of the first missions was to Politz, Poland. Specifically in his Norden bomb sight was the General Motors plant.

"I got even," said Art Harris, 398th vice president.





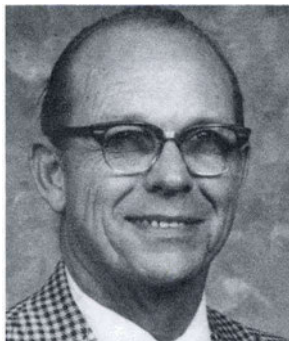
## Nuthampstead Memories

Memories of Station 131 at Nuthampstead are still rich and powerful, as these photos graphically indicate. Upper left is a view of the backside of the 398th Memorial, depicting the three runways and four squadron hardstands. The Woodman Inn is seen at left. Upper right shows George Klix, 603 ordnance, and Phil Reddy, 600 ordnance, placing a wreath at the foot of the memorial during last year's group tour to the base. At right is the plaque placed at the base of the living memorial tree planted during the ceremony. Time for another trip?



**GENEVA EBEST**

**398th Bomb Group FLAK NEWS  
c/o Allen Ostrom  
Seattle, WA 98177**



**DALLAS EBEST  
SAN ANTONIO HOSTS**