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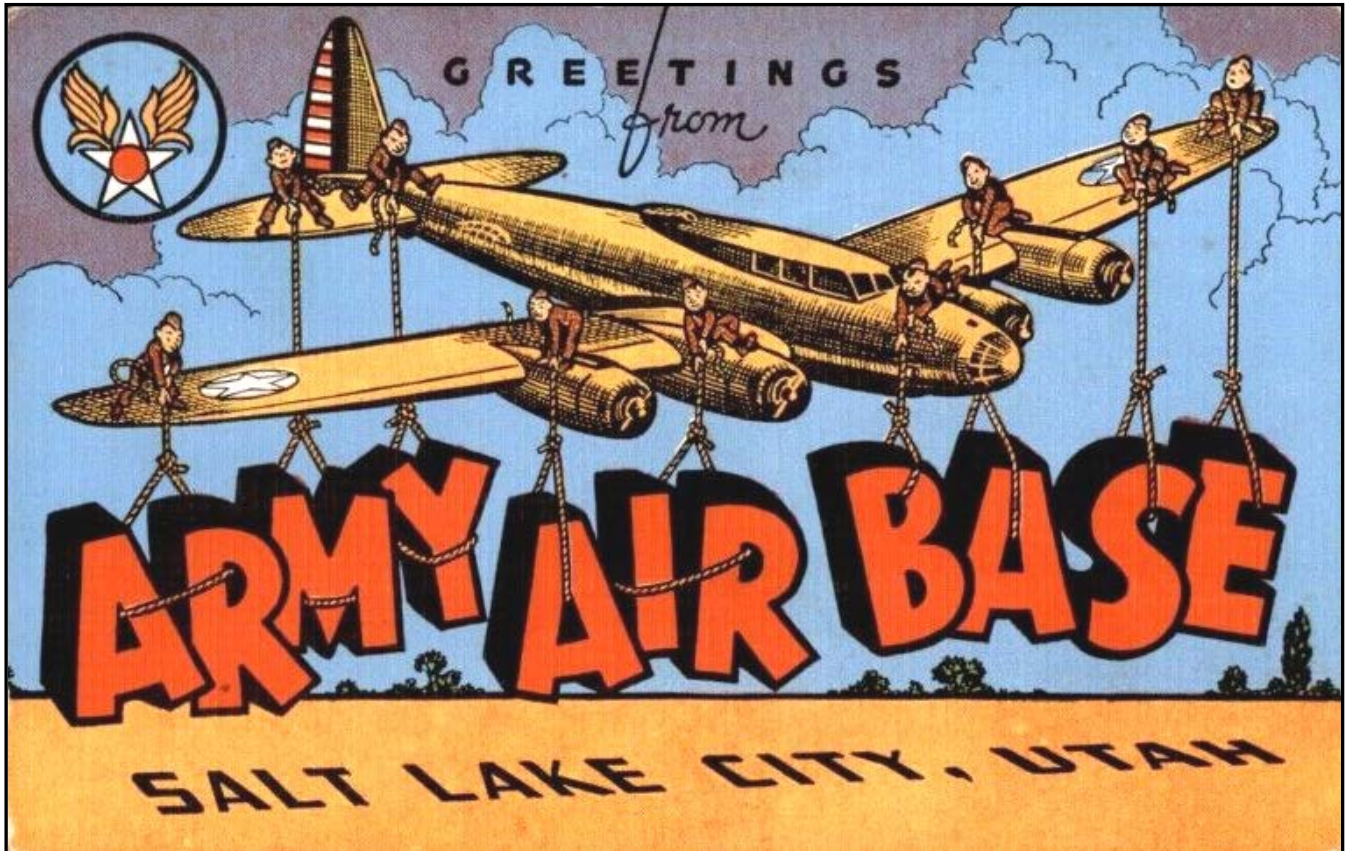
398th BOMB GROUP MEMORIAL ASSOCIATION • 8th AIR FORCE • 1st AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 32 NO. 2

FLAK NEWS

APRIL 2017

Come join us at our 2017 Annual 398th BGMA Reunion!



The image above is of a Salt Lake City Army Air Base postcard, produced and distributed by the United States Army Air Forces, circa 1943. It's a fun graphic and it ties in perfectly with our Salt Lake City Reunion theme.



2017 SALT LAKE REUNION INFORMATION!

See Page 4 for Hotel and Tour Details
And Page 5 for our 2017 Official Registration Form

What My Dad Told Me

By Gary G. Goveia

398th BGMA Life Member Gary Goveia, son of late 601st SQ airman George Go(u)veia (the “u” was dropped post-war), put together a compilation of remembrances he was able to “pry out of his father decades ago”.

Here are some things that I recall my late father, George Gouveia (he dropped the “u” so it became Goveia, after discharge), relating to me over the years about his experience as a B-17 crewman in the 601st Squadron of the 398th BG, most often as ball turret gunner with the Stallcup Crew.

He said he was too big for the ball turret, where he couldn't even wear a parachute harness, let alone a parachute. Pilot Stallcup told me in a phone conversation a few years ago that Dad said he'd go in “because no one else wanted to” - I didn't know that's how it worked. The ball turret was equipped with a “computerized” gun sight where the type of plane could be dialed in and the lead on the target would be calculated. I can find very little about how this worked, even with the vast resources of the Internet. He said it actually wasn't bad in the ball because it had the best armor on the plane. He said that the skin on most of the plane was thin enough that you could basically poke a screwdriver through. He said he also was waist gunner on a few missions and that he had to be tail gunner a time or two and didn't like it “out there”.

He remembered that they often came back pretty shot up, but that none of their crew ever got so much as a scratch (I hope this was true and he wasn't just protecting my youthful ears). He said once an “88” shell went unexploded (of course, or I wouldn't be here) through the radio room (this was confirmed in my chat with Stallcup). Also, once a shell burst so close to the ball that it split one of his gun barrels.

At one point he was accepted for, and went to, a glider pilot training program that was later disbanded. That was undoubtedly for the best. Because of that he probably spent time on other bomber crews. I don't know of the timeline whether it was before or after he was with the Stallcup crew.

Once, his plane was forced to land in Belgium with at least two engines out so he spent some time in Brussels. Fortunately, this was after the Allies had reoccupied that part of Europe. I still have postcards and a neat little bronze statue of the *Manneken Pis* as souvenirs of that stop-over. This wasn't the Stallcup plane as he [Stallcup] had no recollection of that event.

Continued on Page 3



Stallcup's Crew – 601st SQ – Nuthampstead August 4, 1944

Kneeling (L-R): S/Sgt. Sidney K. Trigher - Engineer, Sgt. Emmett F. Ahlborn – Waist Gunner (flew as Ball Turret Gunner this mission), **Sgt. George Gouveia – Ball Turret (flew as Waist Gunner this mission)**, Sgt. Solomon Hatkoff – Tail Gunner (normally Waist Gunner), T/Sgt. Harold P. Loveless – Radio Operator

Standing (L-R): 2nd Lt. Ernest A. Schoen – Co-Pilot, 2nd Lt. Bernard T. Laizer – Navigator, 2nd Lt. David M. Duncombe - Bombardier, 2nd Lt. Harold K. Stallcup - Pilot

What My Dad Told Me by Gary G. Goveia

Continued from Page 2

Dad said that a good part of some missions was tossing out carton after carton of tinfoil to confuse the German anti-aircraft radar. Dad noted that he feared the flak more than the fighters. I don't know if that was a general consensus among crews or just him. At this stage of the war, the German pilots often flew through their own flak and broke in between our bomber formations. I asked if he ever shot one down and he replied that there was no way to know because so many were firing simultaneously at the same target.

I'm not sure I heard this correctly, but I think he said that maintenance on the machine guns involved cleaning them thoroughly, then oiling them and, finally, washing the oil off with gasoline. This was done because the oil could get gummy and cause the guns to jam in the extreme low temperatures encountered at high altitude.

Unfortunately, about the only thing I remember being said about life at Nuthampstead was that often, at night, they could hear the V-1 "buzz-bombs" passing over en-route to London.

Lastly, one of the major highlights of my own life came a few years ago when, for my birthday, my two oldest sons bought me (and themselves, of course) a ride on the "Aluminum Overcast". This flight on the touring B-17G decked out with 398th markings was something I'll never forget. Tip: Anyone wanting to do this should try to get the first flight of the day - you get a more complete experience including getting to help hand rotate the props to get oil into each cylinder and more time in the plane for magneto checks, warm-up, etc.

I hope people can relate to, or learn something new from these recollections.



George Gouveia 1944



**George Gouveia
1944 Nuthampstead**

A Message from the President

BY MARILYN GIBB-RICE

President, 398th Bomb Group Memorial Association

Greetings to all,

GREAT news from the Nuthampstead Airfield Museum! The land purchase has finally been completed!!! It has taken eight months to complete this transaction, but now it is done. As per our original plans, we will be open starting on the 2nd Sunday in April continuing through September on the 2nd and last Sunday in each month. We will also open for special visitors with enough prior notice.

It is almost reunion time again! You will find all the necessary information in this Flak News to make your plans to attend this year's reunion in Salt Lake City. Please join us.

Again, I would like to take this opportunity to thank the members of our Board of Directors for their continued dedication and hard work. Most of what is done is behind the scenes and very important none the less. We have a great Board that helps to keep this group running smoothly!

See you all in Salt Lake City!

THE SALT LAKE CITY, UTAH REUNION

August 9-10-11-12, 2017

Facts

REUNION CHAIR -

Ken Howard, 105 S Knox St, Elmwood, IL 61529-9702.
Home Telephone 309-742-8546. Cell Phone 815-238-3691.
E-mail 398bgmareunion@gmail.com subject: "398th Reunion".

HEADQUARTERS HOTEL -

Hotel RL by Red Lion Salt Lake City
161 West 600 South
Salt Lake City, UT 84101

Reservation Telephone **800-733-5466**

Ideally located in the heart of Utah's state capital and uniquely positioned near Temple Square, the "Hotel RL" in downtown Salt Lake City allows guests to experience a truly vibrant and exciting neighborhood in this bustling western city. The hotel offers free Wi-Fi, free bicycle rentals, an outdoor pool, pet friendly rooms (\$15 per stay per pet) and an onsite restaurant and lounge. For complete hotel information go to: <https://www.redlion.com/salt-lake>

The hotel also offers complimentary shuttle service to and from Salt Lake City International Airport (SLC). **Contact the hotel directly at 801-521-7373 for additional information and to arrange your ride.** The hotel is approximately 6 miles from the airport. Free self-parking is available at the hotel.

HOTEL RESERVATIONS -

The hotel reservation telephone number is 800-733-5466. Ask for the *398th Bomb Group* rate of \$119.00 (+13.1% tax per night). This price will be honored 3 days prior and 3 days after our reunion dates. There is a 14 day cancellation notice policy. If reservation is cancelled under 14 days, there will be a 1 day room rate penalty charge.



REGISTRATION -

Use the Official Registration Form on Page 5. Fill in completely, itemizing the cost of each tour selected, banquet meals, registration fee of \$10 or \$20, and your annual dues (if applicable). Send the form, with your covering check to Ken Howard. He will return a copy of your form with an accompanying receipt of your funds.

BANQUETS -

The Welcome and Farewell banquets will be held in the hotel banquet room on Thursday, August 10 and Saturday August 12, respectively. Make your table reservations when picking up your Registration Packet.

Tours

WEDNESDAY, August 9, 2017 -

Dinner at *The Roof Restaurant* - Temple Square 5:45 PM - 8:00 PM

The Roof Restaurant is Utah's premier gourmet dining buffet located on the 10th floor of the Joseph Smith Memorial Building. With breathtaking views of Temple Square and Downtown Salt Lake City, *The Roof* is a fusion of inspiring views and delicious food. The menu includes their renowned dessert buffet and an exciting international cuisine in addition to their traditional favorites.

THURSDAY, August 10, 2017 -

Salt Lake City Deluxe Tour 8:45 AM - 2:00 PM

A 30-Mile Adventure with over 500 points of interest! Learn the history from local experts and discover the many hidden gems you won't find on your own. We will visit the Old Mormon Trail & Deseret Pioneer Village. We'll hear the most famous organ in the world at a live recital in the historic Mormon Tabernacle - 11,623 pipes! Enjoy a meal in the historic pioneer home of Brigham Young, the Lion House - built in 1856 (**lunch is at your own expense, prices range from \$6 - \$13**). We will explore the world-renowned gardens and fountains of Temple Square, the #1 visitor attraction in Utah. Also on the agenda is a visit to historic Fort Douglas, dozens of 100 year-old mansions and churches, the oldest state university in the West, Pony Express monument, scenic overlooks of the city, and many more sights beyond downtown.

FRIDAY, August 11, 2017 -

Rocky Mountains & Olympic Park City Tour 8:45 AM - 3:00 PM

We will take an 80-Mile adventure high into the Rocky Mountains to experience the Old West in an historic silver mining town, now one of the top ski destinations in North America. We will travel through historic canyons and admire beautiful mountain scenery on our way up to 7,000 feet elevation to Utah's #1 resort town. We'll see the 2002 Olympic Village and explore Olympic Winter Park. We'll hear the legends of Park City's silver mining and of life in the Wild West and also see where Robert Redford's Sundance Film Festival takes place. There will be opportunity to stroll the Historic Main Street, experiencing the Old West saloons and structures with many popular boutiques for shopping along the way. Lunch on own.

SATURDAY, August 12, 2017 -

Antelope Island Safari Tour & Hill Aerospace Museum Tour 8:45 AM - 3:00 PM

The largest island on the Great Salt Lake is home to one of the largest buffalo herds in the country. In addition to buffalo we will see pronghorn antelope, mule deer, coyotes, burrowing owls and several species of birds. From there we will head to Hill Aerospace Museum, located on Hill Air Force Base about 5 miles south of Ogden. The museum was founded in 1981 as a part of the United States Air Force Heritage Program and first opened in 1986. Lunch on own.

OFFICIAL REGISTRATION FORM

**398th Bomb Group Memorial Association 34th Annual Reunion
Salt Lake City, Utah • August 9-12, 2017**

PLEASE RETURN NO LATER THAN JUNE 15, 2017

NAME _____ SPOUSE _____ SQUADRON _____

ADDRESS _____ PHONE (____) _____

CITY _____ STATE _____ ZIP+4 _____

E-MAIL ADDRESS _____

 NAMES OF OTHERS IN PARTY,
 PLEASE PRINT FOR NAME TAGS _____
WEDNESDAY, August 9 —

Registration	12:00 pm to 4:00 pm	Memory Room		
Board Officers Meeting	2:30 pm to 5:00 pm			
Dinner at <i>The Roof</i> Restaurant - Temple Square	5:45 pm to 8:00 pm	Via coach	\$55.00 x _____	\$ _____

THURSDAY, August 10 —

Registration	8:30 am to 4:00 pm	Memory Room		
Salt Lake City Deluxe Tour	8:45 am to 2:00 pm	Via coach	\$50.00 x _____	\$ _____
Lunch on own (prices from \$6.00 – \$13.00)				
Group Business Meeting - All are welcome!	3:00 pm to 4:00 pm			
No Host Bar	6:00 pm to 7:00 pm			
Welcome Banquet - Table reservations required	7:00 pm		\$35.00 x _____	\$ _____

FRIDAY, August 11 —

Widow's Breakfast hosted by Dawne Dougherty	7:15 am to 8:15 am	Hotel Restaurant - <i>pay there.</i>		
Registration	8:30 am to 4:00 pm	Memory Room		
Rocky Mountains & Olympics Park City Tour	8:45 am to 3:00 pm	Via coach	\$69.00 x _____	\$ _____
Lunch on own				
Happy Hour - Appetizers included.	6:00 pm		\$12.00 x _____	\$ _____
Beer & Wine will be available for \$3-\$5 per drink				

SATURDAY, August 12 —

Registration	8:30 am to 4:00 pm	Memory Room		
Antelope Island Safari Tour & Hill Aerospace Museum Tour	8:45 am to 3:00 pm	Via coach	\$69.00 x _____	\$ _____
Lunch on own				
No Host Bar	6:00 pm to 7:00 pm			
Farewell Banquet - Table reservations required	7:00 pm		\$40.00 x _____	\$ _____
Music will be provided.				

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

2017 Dues (if applicable) \$20.00 x _____ \$ _____
TOTAL: \$ _____**NOTE: Red Lion Salt Lake Downtown Hotel reservations MUST be made by July 1, 2017.**
Free Airport shuttle service. Free self-parking. Free Wi-Fi. Free bike rental. Outdoor pool. Pet friendly rooms.

 I / We will be staying at the: Red Lion Salt Lake Downtown Hotel Other _____

Check boxes & write requirements on separate sheet of paper: **Special Dietary Needs** **Mobility Assistance Needed**

 Please check all that
 apply:

- 398th Veteran
 Widow
 Relative
 Associate

Please complete form, enclose check, and mail to:

398th Bomb Group Reunion
Ken Howard
105 S. Knox Street
Elmwood, IL 61529

309-742-8546 (home), 815-238-3691 (cell)
E-mail: 398bgmareunion@gmail.com

Received \$ _____ Date _____

Ken Howard

A copy of this form will be mailed to
 registrant upon receipt of check or money
 order, payable to:

398th Bomb Group Reunion.

Lt. Ray LeDoux, One Extraordinary Navigator

The following story and photographs appeared in the March 2017 issue of "Tualatin Life", a local newspaper published monthly in Tualatin, Oregon. We would like to thank George Abbott LeDoux for submitting this wonderful story about his dad Ray, the navigator on the Delancey Crew, to the Flak News.

This article is reprinted with permission from Michael Antonelli "Tualatin Life" Publisher and Editor, and also from Reporter Dale G. Potts who kindly allowed us to reprint his Veteran's Corner Column in its entirety.

VETERAN'S CORNER

Severely damaged, the B-17's aircraft nosecone destroyed by direct hit by German 88 anti-aircraft shell, miraculously made it back to England; Tualatin man's father received Distinguished Flying Cross as Navigator

By Dale Potts

No one could believe it was still flying as the B-17 Flying Fortress came down onto the runway. It was making unearthly screeching noises as the wind blew through twisted metal and wires. After successfully dropping its bombload onto its Cologne, Germany target on October 15, 1944, the plane's nosecone section was totally destroyed by a direct hit by a German 88 anti-aircraft shell. The plane's bombardier, whose battle section was in the nose, had been killed instantly while navigator Ray LeDoux, working just three feet behind him, was momentarily knocked unconscious against a firewall. The plane had made its way back to its home base, Nuthampstead, England, in that condition. The 398th BGMA Website has all the details of that flight, provided by the crewmembers themselves. Website: www.398th.org.



Hanging in the Smithsonian Space and Air Museum, this is one of the world's most recognized WWII pictures. Another version is in the American Air Museum at IWM Duxford, England. Evergreen Aviation Museum in McMinnville, Oregon has both and also a third.

Flight crews routinely overcame incredible obstacles like this every day. Even when given a few "flak days off", they were back flying missions when the call came for every available plane for bombing flying missions. A high percentage of these crews had "less airfield landings than takeoffs" due to being shot down, bailing or ditching in the English Channel. It was not unusual to get fished out of the Channel and be back flying the next day.



WWII Distinguished Flying Cross
Recipient 1st Lt. Ray LeDoux

Thirty year Tualatin resident, George Abbott LeDoux, whose father was the navigator on that flight, was named after the bombardier George Abbott, who had been killed by the blast. Ray LeDoux and his crewmates found themselves in sub-zero temperatures at five miles high with the wind blasting through the plane, in from the nose and back out through the still open bomb bay. Although stunned and bleeding, Ray concerned because the plane seemed to be in a dive, urgently worked his way up to the cockpit. There he found pilot Larry Delancey and co-pilot Phil Stahlman, struggling to control the aircraft. The pilot had eased out of formation to avoid hitting other planes and to get clear in case they had to parachute out. They descended rapidly to get to a lower altitude because they had lost all oxygen. Soon they were down to 2,000 feet, trying to determine where they were. They knew they had to head west, but concerned about flying into the gunsights of German fighters. The challenge now was to get home. All of Ray's navigational instruments were out, the maps had been sucked out and only a questionable compass remaining.

Continued next page...

Veteran's Corner by Dale Potts... continued from previous page

Fortunately a couple of U.S. P-51 Mustangs showed up and escorted them across Belgium. Delancey explained "we hit the coast right along the Belgium-Holland border. The flight controls and engines seemed to be OK. We might have tried for one of the airfields in France but having no maps made this questionable." As they reached England, Delancey said LeDoux picked up landmarks and gave course corrections, "taking us directly to our base. It was just a great bit of navigation. Ray just stood there on the flight deck and gave us headings from memory." Nearing the field, Stahlman let the landing gear down. Delancey explained, without instruments, the landing was strictly by guess and feel. He was concerned that losing control would block the taxiway for returning B-17 squadrons but was able to get the plane to the end of the runway.



Ray and Edna LeDoux with their ten children in 1965. George Abbott LeDoux is in the upper left.



Col. Frank P. Hunter (left) presenting First Lieutenant Ray LeDoux with the Distinguished Flying Cross for his "extraordinary navigation skills" on the Cologne mission.

Delancey was awarded the Silver Star for his "Miraculous feat of flying skill and ability". He returned to Corvallis, Oregon to earn a degree in Aeronautical Engineering from Oregon State University. He retired as a program manager for the Shrike Missile after a career at the Naval Weapons Center in California. Stahlman finished his tour with this mission and returned home to become a pilot for Eastern Airlines. At his retirement in 1984 he said his final flight with Eastern was "a bit more routine than the one 40 years prior." George's father, Ray LeDoux, received the Distinguished Flying Cross for his "extraordinary navigation skills." The Distinguished Flying Cross is awarded to any officer or enlisted member of the United States Armed Forces who distinguishes himself or herself in support of operations by "heroism or extraordinary achievement while participating in an aerial flight, established in 1918. He navigated his way back to Woodburn, Oregon where he and the love of his life increased the town's population by ten. Only one of the nine man crew of that B-17 did not return. But he is being remembered every time George Abbott LeDoux's name is spoken.



Left to right: Elihu and Janine (LeDoux) Dale, Cheryl LeDoux, George Abbott LeDoux, and George Abbott LeDoux, Jr.



Ray and Edna LeDoux celebrating their 50th wedding anniversary in 1993

A Fallen Hero Not Forgotten

Gail Bell submitted the following story to honor her uncle S/Sgt. Sidor P. Stizzo. It is compiled from various 1949 newspaper articles. Sidor was killed in action on May 24, 1944 while on a mission to Berlin, flying in the lead plane as a waist gunner on the Captain Unite J. Brodin Crew, with Major Judson F. Gray as Command Pilot.

"Sidor had lived in Roseville California since he was four months of age. He was a graduate of Roseville Joint Union High School and was known locally as an accomplished accordion player. He was employed by the North Star Gold Mine in Grass Valley California when he enlisted on December 29, 1942.

He first entered training as an aviation cadet, receiving his training at Buckley Field, Colorado; Lowry Field, Colorado; and Wendover, Utah. He had been overseas one month and was on his sixth mission when he was killed in action.



Sidor P. Stizzo

He was stationed in England at the time and was flying a bombing mission to Berlin, Germany. As a member of the 603rd Bomb Squadron, he was left waist gunner in the lead plane. While over the target, the wing of the plane was hit by a burst of flak. He kicked out the escape door and aided others to leave the plane.

The Purple Heart was awarded posthumously in August 1944. An Air Medal decoration was posthumously awarded by the commanding general of the 8th Air Force to Sidor's parents "for his exceptionally meritorious achievement in action against the enemy and for his courage, determination, and devotion to duty." A citation was issued posthumously "for exceptional meritorious achievement while participating in sustained bomber combat operations over enemy occupied continental Europe." The citation specified his "courage, skill, and coolness, reflecting great credit to himself and the armed forces."

Besides his parents, Staff Sergeant Sidor was survived by his brother Laurel and his sisters Alda and Ila. His remains were brought home in 1949 and interred on June 6th.



Sidor (left) with his sister Alda and brother Laurel. Photo circa 1940.

In what was probably his last V-Mail home, Sidor wrote to his sister Ila on May 15, 1944. Following are the closing lines of that letter.

"It's that guy's birthday next month. Most likely he will be home. It will take him some time to get there so make it about the end of July. Most likely you don't believe it but it's the truth.... Lots of stories when get back soon."

*Note: To get past the censors Sidor referred to himself in the third person as to not reveal personal information.

Sidor's 21st birthday would have been June 29, 1944.



Gail Bell purchased a 398th BGMA Veteran round Medallion to honor Sidor and displayed it next to his grave marker. Gail and her cousin Lora Stizzo are very proud of their uncle's service with the 398th BG.



A Letter from a Proud Son

The following note was recently sent to the Flak News Editorial Team by James T. "Tommy" Rice, Jr.

I just received a copy of your January 2017 "Flak News" and as always it brings a tear to my eyes and a smile to my face.

My father, James T. Rice who passed away January 26, 2010, was so very proud of his time serving in the 8th Air Force in Nuthampstead, England as a Top Turret Gunner and Flight Engineer. He had said many times that it was during this time that he gained his love for aviation which he carried throughout his lifetime.

After the war Dad came home to work with his father at our family owned funeral home here in Asheville, NC. (Anders-Rice Funeral Home). He continued his education and career and started taking flying lessons of which he received his Private Pilot, Instrument Ratings and Commercial License.

In the 60's he shared his love of flying with our community and was the only funeral home in Western North Carolina at that time that had a plane in its fleet for the purpose of making cross country death calls by air. As a member of the National Funeral Directors Association he joined the Flying Funeral Directors of America. He also served as the charter president of the Western North Carolina Pilots Association and served eight years on the Asheville Airport Authority.

Today, because of my love and respect for my Dad, I wanted to share a picture of him with his last aircraft (A-36 Single Engine Bonanza) with you and to say many thanks for your work with the 398th Bomb Group Memorial Association.



Sgt. James T. Rice



In remembrance of my father I will be taking my third trip to Washington, DC this spring as a Guardian for the Honor Air Flights out of Western North Carolina for WWII and Korean War Veterans to the WWII / Korean War Memorials. What an honor and one that I cherish because of the men and women that proudly served our country.

God Bless you and your work.

Haller's Crew - 601st SQ

Photo date: probably 1944

Back Row (L-R):

Roger D. Davies, *position?*
Herbert H. Becker, *position?*
John A. Haller, Pilot
Thomas A. Blake, Navigator

Front Row (L-R):

Walter Neal, *position?*
Oskar Meltzer, *position?*
Louis J. Walters, Gunner
F.X. Kelly, *position?*
James T. Rice, Engineer

Do you know what positions the men with question marks flew? Please let us know!



Remembering the DeCleene Crew... a Pilgrimage to Birchenough Hill

By
Allen Ostrom

Sonia Gifkins, who lives near the area known by the 8th Air Force gunners as “The Wash”, has continued her pilgrimage to the other side of England to honor 398th Bomb Group airmen she never knew.

Atop Birchenough Hill, across from Wildboardclough, a stone memorial marks the place where five 398th airmen perished while on a ferry flight from Burtonwood on England’s west coast to Nuthampstead with a new B-17G, serial# 43-38944.

In 1994, members of the 398th BGMA England Tour journeyed there to leave their remembrances, then continued on to Snettisham and to recall memories from “The Wash” days of 1944-1945.

It was there that Sonia Gifkins first heard about Birchenough Hill and St. Saviour’s Church, Wildboardclough, where a service was held in memory of 1st Lt. Donald J. DeCleene - Pilot, 2nd Lt. Maynard Stravinski – Co-Pilot, Flight Officer Thomas Manos – Navigator, T/Sgt. Frank E. Garry – Engineer, and T/Sgt. Howard F. Ayres – Radio Operator, all who perished early in the evening of January 2, 1944.



Top: A remembrance poppy wreath left by Sonia Gifkins in 2016 adorns the memorial site where the DeCleene B-17 crashed into Birchenough Hill.

Left: Sonia enjoying the 398th BGMA’s 1994 England tour.



Many times since then, and even to last year, Sonia and a friend (over a period of three days) drove “across country” for their hike “up the hill” to leave their remembrances. On occasions, Sonia has made the trip to coincide with a 398th BGMA England Tour to Nuthampstead.

The 1994 visit to Wildboardclough was arranged by Kevin Whitaker of Macclesfield, who “brought along” Johnnie Johnson, one of the Spitfire heroes of the Battle of Britain (1940).

“Never in the history of human endeavor have so many owed so much to so few.”

And Sonia, from that era, also remembers.

BRIEF – things

Reading our page 8 story about S/Sgt. Sidor P. Stizzo, who was killed in action over Berlin while flying his 6th mission with the 398th, brings on a somber mood. He, like all of our other boys who were KIA - and I say boys because they were nineteen, twenty, twenty-one years old on average - paid the ultimate price for our freedom. As all young people, they felt they were invincible and nothing would ever happen to them. They joined the service, volunteering to be in the Army Air Corp. Most returned home to raise families and go on with their lives the best they could after the traumatic experiences of war. But there were some who never came home, their young lives ending in a blink of an eye. We salute them. Many of their relatives are members of the 398th BGMA and we will recognize them here. The following list is in KIA date order, member name first:

<u>Member Name</u>	<u>398th BG Serviceman</u>	<u>KIA</u>
Pat O'Hara:	Cpl. Harry D. Shafer	05/08/44
Gail Bell, Lora Stizzo:	S/S. Sidor P. Stizzo	05/24/44
Margaret J. Prigga:	Maj. John G. Weibel	06/18/44
Jeanette T. Cooksey:	S/S. Gerard C. Antaillia	07/16/44
Andrew C. Engeman:	Lt. Ernest F. Engeman	08/04/44
Glenn R. Knight:	S/S. Albert W. Knight	08/12/44
George E. Peters:	S/S. George E. Abbott	10/15/44
Sandra Hansard Springer:	Lt. V.A. Hansard, Jr.	11/25/44
Katherine R. Rueby:	Lt. Paul A. Nachtwey	12/29/44
Richard Snow:	S/S. Joe Bergant	12/30/44
Guy C. Gentry, Jr:	Lt. Giles L. Teague	12/30/44
Dennis E. Campbell:	Capt. William P. Campbell	01/23/45
Maria Hunter & Sally MacDonald Macki:	Col. Frank P. Hunter, Jr.	01/23/45
Ellen C. Lestitian:	S/S. Thomas A. L'Estrange, Jr.	02/03/45
Don Christensen:	Lt. Donald R. Christensen	03/02/45
Karen Neff Evola:	Lt. William E. Wells	04/08/45
Thomas Brennan:	T/S. Michael J. Brennan, Jr.	04/25/45

For a complete list and information about all of our hero KIA's please go to our website: www.398th.org

Additions to our 2016 TAPS List

After going to press with our TAPS List last quarter, we were notified that, sadly, we lost the following veterans during 2016:

John W. Bush – 600th SQ
Isadore "Ike" Cassuto – 601st SQ
Ivan E. "Ike" Catherman – 602nd SQ
Jack A. Dimock – 603rd SQ
Robert A. Kraft – 602nd SQ
John Lesco – 602nd SQ
Howard F. Traeder – 601st SQ

398th Bomb Group PX

ORDER FORM

(The Second Generation)

QTY	ITEM	UNIT COST	TOTAL
CLOTHING			
All shirts select size:			
	<u> </u> S <u> </u> M <u> </u> L <u> </u> XL <u> </u> XXL		
<u> </u>	T-Shirt, black, "398th BG Flying Fortress"	\$15.00	<u> </u>
<u> </u>	T-Shirt, navy, with B-17 front view	\$20.00	<u> </u>
<u> </u>	T-Shirt, white, with Triangle W on front, Clearing & Colder on back	\$15.00	<u> </u>
<u> </u>	T-Shirt, white, with Group logo on front, Squadron logo on back	\$25.00	<u> </u>
	select: <u> </u> 600 <u> </u> 601 <u> </u> 602 <u> </u> 603		
<u> </u>	Men's Denim Shirt, long sleeve, 398th logo	\$25.00	<u> </u>
<u> </u>	Men's Golf Shirt, blue, embroidered Triangle W	\$25.00	<u> </u>

SQUADRON CAPS			
<u> </u>	Select: <u> </u> 600 <u> </u> 601 <u> </u> 602 <u> </u> 603	\$20.00	<u> </u>

LAPEL PINS			
<u> </u>	Squadron pin	\$7.00	<u> </u>
	select: <u> </u> 600 <u> </u> 601 <u> </u> 602 <u> </u> 603		
<u> </u>	Group pin Hell From Heaven	\$7.00	<u> </u>
<u> </u>	Group pin blue with B-17	\$7.00	<u> </u>
<u> </u>	8th Air Force pin	\$7.00	<u> </u>
<u> </u>	Silver B-17 pin	\$5.00	<u> </u>
<u> </u>	Cadet pin	\$5.00	<u> </u>
<u> </u>	Air Force 70 th Anniversary pin – Rapid City	\$40.00	<u> </u>

PATCHES			
<u> </u>	Squadron Patch 3"	\$7.00	<u> </u>
	select: <u> </u> 600 <u> </u> 601 <u> </u> 602 <u> </u> 603		
<u> </u>	B-17 Jacket Patch, 4"x3"	\$7.00	<u> </u>
<u> </u>	8th Air Force Patch, 3"	\$7.00	<u> </u>
<u> </u>	Group Patch Hell From Heaven, 2½"x3"	\$7.00	<u> </u>

BOOKS, CDs & DVDs Media (includes postage)			
<u> </u>	<i>Fortresses Over Nuthampstead</i> (Bishop)	\$30.00	<u> </u>
<u> </u>	<i>398th History</i> (1946, photo copy)	\$20.00	<u> </u>
<u> </u>	<i>Mission Memories</i> (Ibeling)	\$8.00	<u> </u>
<u> </u>	<i>Return to Station 131- Memorial Dedication</i> June 2000 - DVD	\$20.00	<u> </u>

PHOTOGRAPHS & PRINTS			
<u> </u>	<i>Sunset at Nuthampstead</i> , 8"x10"	\$7.00	<u> </u>

MISCELLANEOUS			
<u> </u>	Bumper Sticker (red, white & black)	\$4.00	<u> </u>
<u> </u>	50 Caliber Bullet Pen (Group Logo)	\$40.00	<u> </u>
<u> </u>	B17 Scale Model (12.5 in x 9 in)	\$17.00	<u> </u>
<u> </u>	Blue Ballpoint Pen (398th imprint)	\$7.00	<u> </u>
<u> </u>	Coaster (<i>Clearing & Colder</i> imprint)	\$6.00	<u> </u>
<u> </u>	Earrings – clip (Group Logo)	\$11.00	<u> </u>
<u> </u>	Earrings – pierced (Group Logo)	\$11.00	<u> </u>
<u> </u>	Notecards – B-17 Flying Fortress (set of 10)	\$11.00	<u> </u>
<u> </u>	FLAK NEWS Flash Drive Aug '86 to July '12	\$40.00	<u> </u>

Cost of All Items ordered \$ _____

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

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

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FLAK NEWS

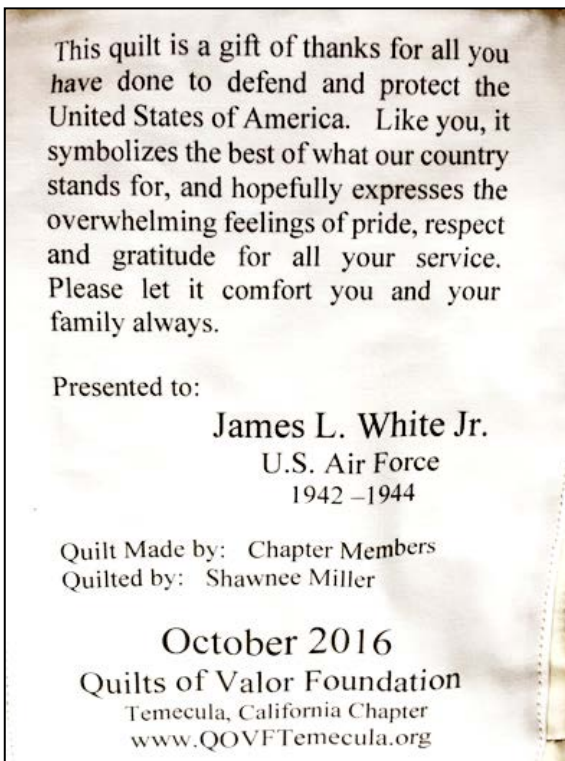
C/O Lee A. Bradley, Editor

14 Winding Way

Andover, NJ 07821

USA

ADDRESS SERVICE REQUESTED



Jim cozying up in his beautiful QOV quilt.

QUILTS OF VALOR

Last fall Jim White, Co-pilot of the 600th SQ Grinter Crew, was both surprised and honored when he was presented with a gorgeous quilt, handmade by quilter Shawnee Miller, by Norma Enfield of the Temecula California Chapter of the Quilts of Valor Foundation.

The Quilts of Valor is a national organization made up of volunteer quilters with chapters in most every state. The mission of the QOV is to cover all service members and veterans with Wartime Quilts called Quilts of Valor. Additional information can be found at: www.qovf.org