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

VOL. 32 NO. 3

FLAK NEWS

JULY 2017

# SALT LAKE CITY IS IN OUR SIGHTS!

## *The 398<sup>th</sup> Bomb Group's 34<sup>th</sup> Annual Reunion*

### *August 9-10-11-12, 2017*



*Photo by Scott G. Winterton, Deseret News, courtesy of KSL.com - KSL Broadcasting Salt Lake City Utah.*

The view from the nose of the restored B-17 "Madras Maiden" as it flew over Salt Lake City on May 1, 2017. The "Madras Maiden", formerly known as "Chuckie", is painted in the colors of the 381<sup>st</sup> BG and is owned by the Liberty Foundation in Claremore, Oklahoma. *I bet this photo brings back memories for all of you veterans!*

# FINAL FLIGHTS

We received very sad news during these past few months; we lost four of our Greatest Generation veterans. All had been actively involved in the 398<sup>th</sup> BGMA and we pay special tribute to them in these next two pages.



**Allen G. Ostrom** passed away on April 28 2017. Allen served with the 398<sup>th</sup> BG as a tail gunner on the Warren Johnson Crew, 603<sup>rd</sup> Squadron.

Allen was instrumental in the 398th Bomb Group Memorial Association by becoming the first FLAK NEWS editor and our public relations director in 1984. In addition to editing the newsletter, he wrote a book called "398th Remembrances." He also organized the group's annual reunions in various US cities from 1985 to 2006 and led tours "back to the old base" during those years, including visits to Germany, Czech Republic, Holland, Belgium, and France, including two "D-Day" visits. Allen was extremely grateful and proud of his 20-year post war relationship with Queen Elizabeth II of England, having sent her his book and other issues of FLAK NEWS. A typical letter from Buckingham Palace reads:

*"It was kind of you to tell Her Majesty how much you valued the French award and how much you cherished the correspondence you have had with The Queen when you were editor of FLAK NEWS."*

The letter was signed by Susan Hussey, The Queen's "Lady in Waiting."

Ostrom said that he "wore out" THREE typewriters and THREE word processors in his reporter-editor-sales career, but never entered the world of computers.

Allen resigned as Flak News Editor in September 2012, a position he held for 27 years. All of us with the Association are very grateful to Allen for keeping the 398<sup>th</sup> organization together and informed via the FLAK NEWS during those early years when the US Mail was our *only* means for written communication, way before the internet came to be.



We lost **Russell C. Currier** on March 18, 2017. Russell lived in Palo Alto, CA. He was a beloved Dad, grandfather, devoted friend and proud WW II veteran, and he will be greatly missed.

Russell graduated in 1942 from Palo Alto High School, attended Technical school at Hamilton Field, CA until he entered The US Army Air Corps. Russell was in the 398th Bomb Group, stationed in Nuthampstead, England. He flew 35 missions as a B-17 Engineer / Top Turret Gunner with the Joe Tarr Crew, 603<sup>rd</sup> Squadron. When the war ended he returned home and began his career with United Airlines as an aircraft engine inspector until his retirement in 1987.

Russell came to many of our reunions and he will be missed very much.



**Tarr's Crew – 603<sup>rd</sup> SQ - Oct / Nov 1944**  
**Russell Currier , Engineer / Top Turret Gunner, is standing in the back row, second from the right.**

# FINAL FLIGHTS



**Jack Fincher Dodson**, 91, died on April 13, 2017 in Amarillo Texas. He personified General Patton's words, "Better to fight for something than to live for nothing." He began as a farm boy, grew up as a WWII veteran and found his calling as a husband, father and entrepreneur.

He graduated from Perryton High School in 1943 and immediately began service in the Army Air Corps. He flew an impressive 35 missions as a tail gunner on the Watkins' Crew, 601<sup>st</sup> Squadron. He participated in the 398<sup>th</sup> BG's forced key hits in the Campaign battles of Rhineland, Central Europe and Ardennes. He earned numerous awards; among them were three Bronze Battle Stars, five Oak Leaf Clusters and a French Legion of Honor medal.

To know Jack was to love him. He was famous for his sayings – "Glad to be vertical and breathin'," "Waitin' on payday and quittin' time," "Measure twice and nail once," and "Put a fork in me, I'm done."

Jack, this year's reunion just won't be the same without you... but we know you will be there in spirit.



**Watkins' Crew – 601<sup>st</sup> SQ - February 20, 1945**  
**Jack Dodson, Tail Gunner, is standing in the back row, second from the right.**



**Donald Mackery Menard**, age 92, a native of Broussard, LA and resident of Kingwood, TX passed away on May 24, 2017.

Donald attended Lafayette High School, the Southwest LA Institute and Port Arthur Jr. College before starting his own business Menard Electronics Inc. He served in the U.S. Army Air Corps, 398<sup>th</sup> BG, as a radio operator on the Roy Sheely Crew, 603<sup>rd</sup> Squadron. While on a mission to bomb the marshalling yards at Munster Germany on October 28, 1944, his plane was hit by flak and went down. Don bailed out, was captured, and became a POW in Stalag Luft 4 and then Stalag Luft I until the end of the war. He received the Purple Heart for that mission.

Don also attended most of our reunions and in later years brought his daughter Mellisa along with him. Mellisa soon found herself immersed in everything 398<sup>th</sup> and ultimately became our Association's Treasurer. Her dad was so very proud of her.

We miss you Don.



**Sheely's Crew – 603<sup>rd</sup> SQ – June 1944**  
**Don Menard, Radio Operator, is kneeling on the far right.**

# I WANTED WINGS

## A new book by Russell F. Reed, Pilot with the 603<sup>rd</sup> SQ

Lt. Russ Reed was shot down on November 2, 1944 while on a bombing mission to Merseburg, Germany. Captured by the Germans, he became a POW for the duration of the war in Europe. During his time “behind the wire” Russ amassed a collection of “Kriegie” poetry, drawings, recipes, lists of Red Cross parcel contents and more. Determined to preserve his WWII experiences and collections for future generations, he wrote a book which outlines his military life, time as a POW and also his career as a pilot for Eastern Airlines. The name of his book is “I Wanted Wings.” Following is an excerpt from the Preface.

*During WWII, Prisoner of Wars in Europe and in the Pacific endured various situations during their capture, some scary, others deadly. Germany and Italy were signatories to the Third Geneva Convention as it relates to the treatment of POWs. If captured, out of your uniform and “dog tags,” you could be treated as a spy. In Europe, if you were in uniform and had “dog tags”, after capture and interrogation, you usually would be sent to a permanent camp, where time seemed to slow down as days, weeks and months and years of internment could become boring.*

*Stalag Luft III, in Polish Silesia, was basically run by Geneva Convention rules. I believe it was the “Show” camp if one was to be shown. The Germans ran the camp, however we were also under the rules of our own senior officers. The Red Cross made visits to the Camp, letters from home were allowed... after they had been censored. Red Cross food parcels enabled us to stay in far better physical shape than otherwise possible. After the June 6<sup>th</sup> Allied Invasion of Normandy, one-half parcel per man was the allotment.*

*The main German ration was a bowl of whatever had been on the cookhouse floor. It may have included horse teeth, meat of some unknown source or other unidentifiable material. While at Stalag VIIA, there were no Red Cross parcels, however there were dead mice in the mix.*

*At Stalag Luft III, the parcels were pooled together by the Kriegies (a term used by the POWs for ourselves) in a room of barracks that might have up to 12 or 14 Kriegies. There was always someone who could cook up something better than what just came out of the can.*

*Many POWs found activities to pass the time... walking the perimeter inside the camp for exercise, getting involved in clandestine efforts to escape, or efforts to annoy the captors, others read what books were available. When playing cards became available, usually in packages from home, there were bridge games to take their time.*

*Still others, when they could get paper, wrote poetry and prose, some jotted down thoughts or copied remembered items from another source. For those of us that came into camp later in the war, we had the opportunity to free-hand copy items already available. My included collection is the result of the latter. The authors or artists of these items are indicated when known.*

*When the Germans marched the POWs out of Sagan, late in January of 1945, I kept my collection during the march and boxcar evacuation to Stalag VIIA, Moosburg, Bavaria. I kept the papers with me all during the stay in VIIA, also during the evacuation to Le Havre, France after liberation by General George Patton’s 3<sup>rd</sup> Army at the end of April 1945. I never left them during the wait for our flight to Camp Lucky Strike and during the trip on the USS Lejeune ex Windhuk to New York.*

Lt. Russ Reed

8<sup>th</sup> AAF  
398<sup>th</sup> BG



Capt. Russ Reed  
at home in the  
cockpit, flying for  
Eastern Airlines

*Upon returning to the US and home in June of 1945, the pieces of paper were bound together. However, after 66 years the paper was yellowing, the text fading and the binding tearing badly. Fortunately they could be enhanced, reprinted and rebound 2012.*

*Continued requests for my military history and flying experiences over the years made me consider putting all of the material into one presentation and call it “I Wanted Wings.”*

“I Wanted Wings” is available for purchase for \$25.00 softcover and \$35.00 hardcover. Make check payable to: Russell F. Reed and mail to: Russ Reed, 5100 Johyn D. Ryan Blvd, Apt. 641, San Antonio, TX 78245.

## Join us on a tour to Hill Aerospace Museum during our Salt Lake City Reunion!

The Hill Aerospace Museum is one of the premier attractions in Utah and is located on the northwest corner of Hill Air Force Base, about five miles south of Ogden. The museum was founded in 1982 as part of the United States Air Force Heritage Program and first opened to the public in 1987. It moved to its current facility in 1991.

Exhibits include more than 90 military aircraft, such as B-17G "Short Bier" described below, as well as missiles, aerospace vehicles, ordnance and munitions, an assortment of aerospace ground equipment, military vehicles, uniforms, and thousands of other historical artifacts.



B-17G "Short Bier" on display at Hill Aerospace Museum

Original Photo by Planes Of The Past.com

B-17G, S/N 44-83663 "Short Bier" was manufactured by Douglas Aircraft in Long Beach, California, and delivered to the USAAF on May 1, 1945.

After stints serving in South America and in other collections, in the spring of 1987 the plane was acquired by Ogden businessman John A. Lindquist, a member of the Board of Directors of the Aerospace Heritage Foundation of Utah, for restoration and display at Hill Aerospace Museum. Even though the engines were still being "run up" periodically the aircraft had deteriorated to being non-airworthy. The aircraft was dismantled by a crew from Hill AFB and transported back to the base via C-5 Galaxy. The B-17 was moved to the museum grounds and there reassembled for restoration. Exterior restoration was completed in the spring of 1991 and museum volunteers are still working on the renovation of the aircraft's interior.

Since its acquisition the B-17 has been sponsored annually by Mr. Lindquist, who flew as navigator on the original "Short Bier" in the 493rd Bombardment Group (Heavy) of the Eighth Air Force during World War II. The 493rd started out flying B-24s, but later switched over to B-17s. The first "Short Bier" was a B-24 Liberator, but when the squadron switched to B-17s the name was transferred to one of the Flying Fortresses. Lindquist and his crew finished their tour of duty in the B-17 "Short Bier," but that aircraft was later lost in action. This restored B-17 is therefore the *third* "Short Bier" and is painted in the colors of the 493rd Bomb Group.

## A Message from the President

BY MARILYN GIBB-RICE

President, 398th Bomb Group Memorial Association

Hello,

Our 34th annual reunion is coming soon and we hope you can join us in Salt Lake City. One of the items to be discussed will be whether the 398th BGMA will join the 8th Air Force Historical Society at their reunions. If you have an opinion on this issue, please let me or any of the board members know.

See you in UTAH!

Marilyn

## You again?



So, there I was watching Memorial Day parade coverage on the local evening news thinking, wow, that man being interviewed *really* looks familiar. Then I realized the man was Joe Reveman, radio operator on the 601<sup>st</sup> SQ Howard Traeder Crew! Joe really gets around, just last August he was honored as "Veteran of the Game" at Yankee Stadium (Flak News Jan. 2017) and now there he was again, this time appointed as a "WWII Division Marshall" in the Little Neck-Douglaston Memorial Day Parade out on Long Island, NY.

This year marked the 90<sup>th</sup> Annual Little Neck-Douglaston Memorial Day Parade and it is recognized as being the largest in the nation. Held annually since 1927, it is a time for citizens to come together to honor veterans and fallen heroes.

Joe, I just never know where you're going to pop up next!

*The Editor*

I'm sure he *only* bought it for the articles... Um, yeah.

Man hopes Hugh Hefner signs 1953 Playboy first edition passed down by an uncle

By Jim Stingl

*Published in the Milwaukee Journal Sentinel, March 11, 2017*

*Reprinted in the Flak News with permission from Jim Stingl*



**Carl Veenendaal shows off his copy of the first Playboy from 1953 as well as artifacts from his uncle, who originally bought the magazine with Marilyn Monroe on the cover. In 1956, the uncle, Carl Krecklow, [a navigator with the Krueger Crew, 603rd SQ, during WWII] died in a military training plane crash.**

**(Photo: John Klein / Milwaukee Journal Sentinel)**

The very first issue of Playboy magazine from December 1953 is the most valuable among collectors, and Carl Veenendaal has one that once belonged to the namesake uncle he never met.

Marilyn Monroe is on the cover and naked inside as the "Sweetheart of the Month." All this apparently was enough to make that uncle, Carl Krecklow, plunk down 50 cents to take it home.

Uncle Carl lived in Milwaukee. The decorated Air Force captain flew 27 combat missions over Europe in World War II as navigator on a B-17 bomber. Later, he served in the Wisconsin Air National Guard and, at age 35, was killed in a military training plane crash in Georgia on Oct. 26, 1956.

His sister, Maryann, found the Playboy among his things. Perhaps thinking the 3-year-old magazine would be valuable some day, she kept it.

Three decades went by. In the late 1980s, Maryann became ill with cancer, and she passed the magazine and a few other items to her son Carl before she died in 1989.

I can tell you my own mother would have tossed away that racy magazine the first day she found it, but since it had belonged to Uncle Carl, Maryann figured it was worth saving.

So young Carl, who is now 57, living in Brookfield and working as a financial adviser, has owned the vintage magazine while a few more decades have passed.

*Continued next page...*

## Carl Krecklow... Continued from Page 4



**Marilyn Monroe graces the cover of the first Playboy magazine in December 1953. It's a popular find for collectors.**

(Photo: John Klein, Milwaukee Journal Sentinel)

Until recently he thought he had lost it, maybe left it behind by accident above the ceiling panels of his former home in Boston. Over the years, he considered going back to the house and asking the owners if he could look for it.

"It always bothered me as to where it was," he said.

Last month, Carl suddenly had a hunch that the magazine was tucked inside a particular book. He went to the basement to look, but found nothing in that book. The coffee table book next to it, the best of Life magazine, jarred something in his memory. He opened the book and there was Marilyn waving at him from the black and white cover.

Carl's wife, Diane, was fixing dinner. "He comes up and he's like, 'I found it! I found it!' " she said. He had never mentioned the magazine to her until then. It's not sealed in plastic or a plain brown wrapper, but remains in excellent condition.

Carl looked online to see what the first Playboy might be worth. Depending on condition, it can fetch a few thousand dollars or even tens of thousands. Only about 54,000 copies were sold, but Playboy circulation quickly jumped into the millions.

"I happened to notice that the value increases tremendously if one of these magazines has Hugh Hefner's signature. So I'm thinking, wow, Hugh Hefner is still alive. There's still a chance," he said.

He found an eBay listing for an autographed first edition at an astounding \$495,000. The gears began turning. He would try to get Playboy founder Hefner to sign his first edition, the one he produced on a kitchen table in his Chicagoland apartment.

Maybe Carl would fly out to the Playboy Mansion in Los Angeles to pay 90-year-old Hefner a visit. He played out the scenario in his mind, and it didn't end well:

"I could knock on his gate. It's probably not a door. It's probably a gate. Nobody will answer. And if there is a security guy there, well you know he's not going to let me in with a briefcase. Who knows what's in the briefcase. Then all of a sudden two cops are coming and they're taking me down to the precinct and arresting me for vagrancy or whatever."

Carl began asking all his friends and clients if they had any connections to Playboy or Hefner. Nobody did. Then he called me, and that's where this article came from. Hefner will read it and want to make Carl happy. Or not.

I called the Playboy Mansion and was surprised to get a live person on the line. He concurred that showing up at Hef's door definitely wouldn't work, and then he referred me to Playboy public relations person Teri Thomerson.

She replied to me by email: "Thank you for the inquiry, but at this time Mr. Hefner is not granting requests for his signature on Playboy collectibles. I'm sorry I couldn't deliver more encouraging news."

OK, we'll take that as a maybe. The folks at Playboy have been known to change their minds, like this year when they brought back full nudity in the magazine after admitting it was a mistake to get rid of it a year earlier.

With or without the signature, Carl is planning to pass along the preserved Playboy to his 30-year-old son, also Carl. He's been explaining to him who the blonde woman on the cover was.



**Carl Krecklow pictured as a young World War II navigator. After he died in a plane crash, a copy of the very first Playboy was found among his possessions and passed down to his nephew.**

(Photo: John Klein / Milwaukee Journal Sentinel)

# NUTHAMPSTEAD AIRFIELD MUSEUM VISITORS



The Nuthampstead Airfield Museum continues to attract visitors from far and wide. This page shows just a few of the many people who have visited this past spring.



**Clockwise from top left:**

1. Col. Berg and men from the 95<sup>th</sup> Reconnaissance Squadron (whose lineage can be traced back to the 55<sup>th</sup> Fighter Group, the first group to occupy Station 131, Nuthampstead).
2. Gigi Graham de Blois with husband Mark. Gigi's dad is George Graham, Radio Op with the 600<sup>th</sup> SQ O'Neal Crew.
3. Paul & Stefanie Pietrowski, friends of Percy Paget, Togglier with the 602<sup>nd</sup> SQ Hancock, Comstock & Jacobs Crews.
4. Paul Johnson and family. Paul is the son of Floyd Johnson, Radio Op with the 602<sup>nd</sup> SQ Griffin Crew.



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

## DO YOU KNOW THESE MEN?



**Four Officers and a Fortress**

*(L-R): Unknown man 1, Unknown man 2, Unknown man 3, Unknown man 4*



**6 Men and a Tent**

*(L-R): Unknown man A, Unknown man B, Unknown man C, Unknown man D, Krecklow?, Fels?*

## CAN YOU IDENTIFY THESE MEN?

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

E-Mail: [crewpictures@398th.org](mailto:crewpictures@398th.org) Or Snail Mail: 12 The Presidents, Beck Row, Bury St Edmunds, IP28 8HS, UK

# Crippled Fortress Lands Safely When Nature Gives Aid

**AN EIGHTH FORTRESS BASE—** Coming back from France the Fort piloted by Capt. Joseph D. Lowe, of Naperville, Ill., had its hydraulic system shot out, which meant no brakes for the landing. At least the crew thought so.

As the ship neared its base Lowe toyed with the idea of using parachutes. He had read in The Stars and Stripes that parachutes strung from their windows enabled three brakeless bombers to come to successful stops. However, engineer T/Sgt. Preston Morrison, of Tulsa, Okla., suggested a better idea.

Morrison, along with 1/Lt. Bobby D. Allen, of Jackson, Tenn., bombardier, and 1/Lt. Arthur B. Murphy, of Haddonfield, N.J., navigator, urinated in a flack helmet. Morrison then transferred the liquid with a makeshift funnel to the hydraulic tube, which he had patched up in the meantime.

Lowe brought the ship down to a smooth stop. The brakes worked perfectly.

## Gimme a 'brake' department

The article at left is from the July 4, 1944 Northern Ireland edition of *Stars and Stripes* and was submitted to us by Bobby Allen, son of Bobby D. Allen (Sr.). He wrote:

"Finally found a Stars and Stripes article about my Dad, 1/Lt. Bobby D. Allen.

The unofficial version that my Dad told me was that coming back from a mission, their plane was shot up and lost the hydraulic system fluid which meant no brakes on landing. The pilot, Jessop D. Lowe, asked my Dad to go back and see what he could do. When my Dad found the engineer, T/Sgt. Morrison was dealing with many other problems they were experiencing from being damaged by flak. Exasperated, Morrison yelled at him, "well p\*\*s in it!". The official version is in the enclosed article "Crippled Fortress..."

\*Note: Stars and Stripes printed the pilot's name as *Joseph D. Lowe* in error. The Captain's first name was Jessop.

**Photo Below:**

### Jessop D. Lowe's Crew - 600<sup>th</sup> SQ - 1944

**Back Row (L-R):**

Jessop D. Lowe, Pilot  
Ned E. Shott, Co-Pilot  
Bobby G. Allen, Bombardier  
Gaspero Miceli, Navigator

**Front Row (L-R):**

Henry Henagan, Waist Gunner  
Michael D. Margosian, Ball Turret  
Charles A. Bennett, Waist Gunner  
Jose E. Herrera, Radio Op  
Preston R. Morrison, Engineer  
George W. Jennings, Tail Gunner

**Bobby Allen commented on this photo:** "I think I remember my Dad telling me that they had to put a white sheet over the Nose Art on "The Fickle Finger" when the Queen Mother toured the base. The depiction was a rather rude hand gesture..." 😊





## Mail Call

"Please express my most sincere gratitude to all of your committees for the devotion and dedication they offer in preserving the 398th memories and ongoing missions.

I was most fortunate to attend years ago the Louisville gathering with my uncle **Marvin Coffee** of the 602nd and his friend **Harry Overbaugh**, both of whom are now passed and have their eternal wings. I was never so humbled as I was that weekend to be in the presence of the world's greatest heroes. All were men who earned the hero title not by the hat they wore to work but by the deeds they performed when they went to work. I realize I was in most of your presences while there but did not get to meet you in person. For that I am sorry, knowing as time goes on the increasing roles you perform in preserving their memories and my good memories too.

Please be encouraged by this note that you are greatly appreciated by more people than you can imagine."

Thank You,

Derek Coffee - nephew of Ret. Major Marvin Coffee



**Coffee's Crew – 602nd SQ – 12 March 1945**

**2nd Lt. Marvin W. Coffee, Pilot, standing 2nd from right**



**Coville's Crew – 602nd SQ – 12 March 1945**

**Sgt. Harry S. Overbaugh, Waist Gunner, kneeling on far left**

# 398th Bomb Group PX

## ORDER FORM

(The Second Generation)

QTY	ITEM	UNIT COST	TOTAL
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### CLOTHING

All shirts select size:

\_\_\_ S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL

___	T-Shirt, black, "398th BG Flying Fortress"	\$15.00	___
___	T-Shirt, navy, with B-17 front view	\$20.00	___
___	T-Shirt, white, with Triangle W on front, Clearing & Colder on back	\$15.00	___
___	T-Shirt, white, with Group logo on front, Squadron logo on back	\$25.00	___
___	select: ___ 600 ___ 601 ___ 602 ___ 603		
___	Men's Denim Shirt, long sleeve, 398th logo	\$25.00	___
___	Men's Golf Shirt, blue, embroidered Triangle W	\$25.00	___

### SQUADRON CAPS

\_\_\_ Select: \_\_\_ 600 \_\_\_ 601 \_\_\_ 602 \_\_\_ 603 \$20.00 \_\_\_

### LAPEL PINS

___	Squadron pin	\$7.00	___
___	select: ___ 600 ___ 601 ___ 602 ___ 603		
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___	Group pin blue with B-17	\$7.00	___
___	8th Air Force pin	\$7.00	___
___	Silver B-17 pin	\$5.00	___
___	Cadet pin	\$5.00	___
___	Air Force 70th Anniversary pin – Rapid City	\$40.00	___

### PATCHES

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

### BOOKS, CDs & DVDs Media (includes postage)

___	<i>Fortresses Over Nuthampstead</i> (Bishop)	\$30.00	___
___	<i>398th History</i> (1946, photo copy)	\$20.00	___
___	<i>Mission Memories</i> (Ibeling)	\$8.00	___
___	<i>Return to Station 131- Memorial Dedication</i>		
___	June 2000 - DVD	\$20.00	___

### PHOTOGRAPHS & PRINTS

\_\_\_ *Sunset at Nuthampstead*, 8"x10" \$7.00 \_\_\_

### MISCELLANEOUS

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

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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## 398th BOMB GROUP FLAK NEWS

### FLAK NEWS

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ADDRESS SERVICE REQUESTED



Did you know that the “Aluminum Overcast” was not the only B-17 restoration project that the 398<sup>th</sup> BGMA helped sponsor? Back in 1987, before the “Aluminum Overcast”, our membership contributed towards the restoration of the “Sentimental Journey”, a beautiful B-17 operated by the Commemorative Air Force in Mesa Arizona.

She was built by the Douglas Aircraft Company in 1944 and upon completion was assigned to the Pacific Theater of Operations. After the war this B-17 was used as a photo reconnaissance aircraft in the Pacific, a remotely operated drone for monitoring A-bomb testing in the Pacific Atolls and a water tanker used to fight wild fires. In 1978 she was donated by a private company to the Commemorative Air Force in Mesa Arizona. They restored it to its original B-17G configuration and the restoration project was completed in 1985. Instead of OD green paint it was given a bare aluminum finish. The nose was painted with a pinup of Betty Grable and the aircraft was named “Sentimental Journey”. The 398<sup>th</sup> BG’s ‘Triangle W’ was painted under the pilot’s window in recognition of the 398<sup>th</sup> BGMA’s restoration fund raising effort. (Circled in red in the photo above 😊)

The Sentimental Journey has been a favorite at airshows around the country. For complete Commemorative Air Force B-17 and other warbird flight schedules go to: [www.azcaf.org](http://www.azcaf.org)