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

VOL. 34 NO. 2

FLAK NEWS

APRIL 2019

## DAUGHTER HONORS HER DAD BY RESTORING A B-17!



Sisters Ellen Poynter (left) and Terry Yacubich (right) visit their Dad's crew plaque at *The National Museum of the Mighty Eighth Air Force* in Pooler, Georgia. Their Dad, Joseph P. Roberge, was the navigator on the Darner Crew, 601<sup>st</sup> SQ.

To honor her dad, Terry and her husband Steve have been busy volunteering their time and skills working on a B-17 restoration project at another museum in Georgia, the *Museum of Aviation* at Robins AFB.

Story on page 2

# A Daughter Honors her Dad by Restoring a B-17!

Terry Yacubich is keeping her Dad's memory alive in a BIG WAY! Not many people can say they are helping to restore a Flying Fortress back to its original glory... but to also work on the navigator station where her dad, Joe Roberge, routinely flew while serving with the 398<sup>th</sup> BG is icing on the cake!

By Terry Yacubich – January 2019

On D-Day 2016 my husband and I moved down to Georgia to escape the cold up north. Little did we know that at Robins Air Force Base, one town away, a B-17G was laying in pieces just waiting for restoration. My father was a navigator in the 8<sup>th</sup> Air Force, 398<sup>th</sup> Bomb Group, 601<sup>st</sup> Squadron and he flew on a G model. And so our journey began.

Shortly after our move my father passed away. We went down to the Museum of Aviation at the base to volunteer in his honor. My husband was in the Air Force for eight years, and as a flight line mechanic had some skills that would make a contribution to the restoration process. As a retired Elementary School Teacher, airplane restoration was not in my skill sets but I was willing and able to learn.

After a year of removing paint and corrosion in preparation for painting we were assigned the Navigator and Bombardier section by the project manager.

With the help of many volunteers most of whom are retired Air Force Veterans, we started to reconstruct the area that my father had flown his missions in. Last week the "team" of volunteers joined the fuselage and aft sections and it is beginning to look like a B-17 again. It will probably take an additional 4 to 5 years to complete the entire restoration.

I am the proud caretaker of my father's WWII artifacts and have displayed them at fundraisers and media events at the museum. Every time I look at the displays or go and sit in the Navigator's seat I remember his incredibly detailed memories of what he experienced during the war.

Working at the museum has given us many bumps and bruises but dad's memory keeps us coming back.

If anyone is in the Warner Robins area, please visit one of the largest Air Force Museums in the Country. It will be worth your while.



Lt. Joseph P. Roberge,  
Navigator, 601<sup>st</sup> SQ

The following information is from the Museum of Aviation website: [www.museumofaviation.org](http://www.museumofaviation.org)

## Museum of Aviation History

The Museum of Aviation opened to the public on Friday, 9 November 1984 with 20 aircraft on display in an open field and another 20 were in various stages of restoration. The Museum of Aviation has grown to become the second largest museum in the United States Air Force and the fourth most visited museum in the Department of Defense. The museum is a place that honors our veterans and their families and reminds our Airmen of their legendary Air Force heritage.

### ***B-17G "Flying Fortress" Undergoing Restoration BY BOEING***

The Flying Fortress is one of the most famous airplanes ever built. The B-17 prototype first flew on July 28, 1935. Although few B-17s were in service on Dec. 7, 1941, production quickly accelerated after the U.S. entry into World War II. The aircraft served in every combat zone, but it is best known for the daylight strategic bombing of German industrial targets. Production ended in May 1945 and totaled 12,726.

B-17G serial number 44-83690 is a representative G-series B-17. The aircraft was delivered to the USAAF on May 9, 1945. First assignment was to Patterson AFB, Ohio, where it was put into storage. In November 1945, it was assigned to South Plains Field, Texas. In June 1947 it was transferred to Pyote Field, Texas.

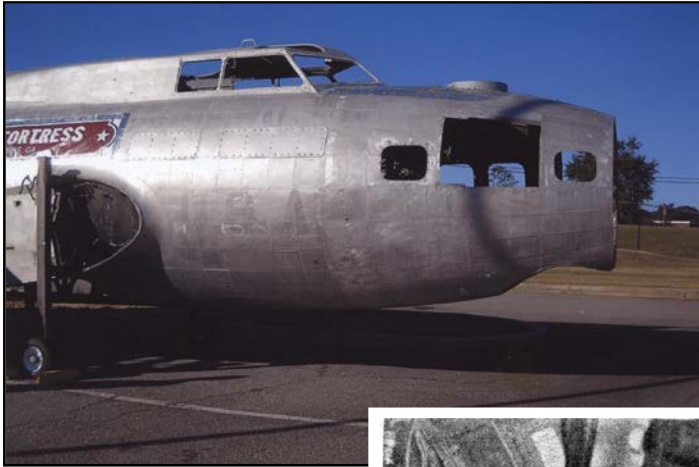
In July 1950, 44-83690 was fitted with special drone control equipment and re-designated DB-17G. Conversion of the plane was accomplished at Olmsted AFB, Middletown Air Depot, Pennsylvania. She was transferred to the 3200 Drone Squadron at Eglin AFB, Florida. In February 1951 the aircraft was dispatched to Kwajalein, Eniwetok, in the Marshall Islands as part of the 3200 Proof Test Wing to participate in Operation Greenhouse, a series of nuclear tests for the Atomic Energy Commission. The aircraft was transferred to Patrick AFB, Florida in May of 1951. Additional drone equipment was installed in 1955, and 44-83690 was re-designated DB-17P. From 1956 to 1959, it was part of the 325th Drone Squadron, Missile Test Center, Patrick AFB.

One of the last active military B-17s, 44-83690 was removed from the official Air Force inventory in August 1960. Her last flight was to Grissom AFB (then known as Bunker Hill) Indiana for permanent display in 1961. In 2015 the aircraft was moved to the Museum of Aviation at Robins AFB, Georgia and is currently undergoing a lengthy restoration.



# B-17G 44-83690, Restoration Progress in Pictures

*Terry's photos of the Museum of Aviation's B-17 restoration project she and her husband Steve are working on.*



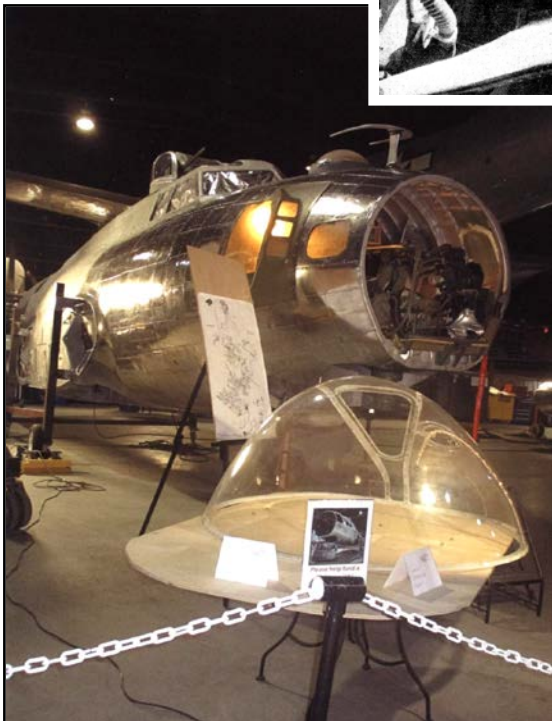
The beginning! 44-83690 is a mere shell parked on the Robins AFB tarmac, awaiting restoration



Navigator Lt. Roberge at work in a 398<sup>th</sup> BG B-17, circa 1944



Navigator's station as seen from the Bombardier's seat



Repaired Plexiglas nosecone with B-17 forward section in background

Navigator's table staged with Joe's artifacts from WWII



# News from the Nuthampstead Airfield Museum

## Introducing our PHOTO PROJECT

By Marilyn Gibb-Rice

We want to honor every 398th veteran in the Nuthampstead Airfield Museum!! We would like to have at least one war time photo of all the veterans to display. We are not asking for originals. We suggest that you scan your photo at the highest DPI possible, then add his name and any other information about him you want. Any size, but no larger than 8x10 or letter size, please. To the right is one of my father, as an example. You are welcome to send more than one photo, crew photos, diaries, or anything else you would like to add to the artefacts of the museum. Copies only, as they will not be returned since they will be a great addition to the museum. Any questions, just ask.

Please mail your photos to:

**Nuthampstead Airfield Museum  
c/o Geoff Rice**



\* \* \* \* \*

## NEWS FROM ST. GEORGE'S CHURCH, ANSTEY

In the January 2019 edition of the Flak News, we told you about St. George's Church in Anstey, England being in dire need of repair. The ancient building has been standing for over 1,000 years! At the 398<sup>th</sup> Annual Reunion this past October, the Board and General Membership agreed to donate \$5,000 to the Church's maintenance and repair fund. The check was sent and the 398<sup>th</sup> BGMA received the following letter from the Church Secretary, gratefully acknowledging the 398<sup>th</sup>'s contribution.

16 February 2019

Dear Friends

I am writing you on behalf of the Parochial Church Council of St. George's Church, Anstey, to thank you for the extremely generous donation you made of US \$5,000, sent to our Treasurer Gus Goymour in response to an email sent by our Churchwarden Ann Grimsdale. It is hard to express adequately our deep gratitude and appreciation for such a gift. Which will make a very meaningful contribution to the cost of vital repairs to the church, in particular to the East Window above the altar, to other windows and to the entrance porch. We are working hard to try to help ourselves, though local fundraising (quiz nights, concerts, etc.) and grant applications to heritage and church support bodies, but we are facing an enormous bill of up to 100,000 if we are to achieve all that needs to be done, so the contribution you have made is invaluable.

We in Anstey and Nuthampstead so enjoy your biennial visits and your fellowship at the commemorative services, and are looking forward enormously to the next time we are reunited!

Meanwhile, I hope that this letter finds you all in good health and send very best wishes from everyone in Anstey Church.

Yours sincerely

Alison Cossor  
Honorary Secretary  
Anstey Parochial Church Council

If you are interested in making a personal donation, please make out your check to: "Anstey Parochial Church Council" and mail to: Dr. C. G. Goymour, Treasurer, Anstey PCC, Little Thatch, Anstey, Buntingford, Herts, SG9 0BL, England

# A Message from the President

BY MARILYN GIBB-RICE

President, 398th Bomb Group Memorial Association



**DO IT NOW!!!!**

Registration for our next reunion in October is now open on the 8th Air Force Historical Society website: [www.8thafhs.org](http://www.8thafhs.org).

The 398th Bomb Group was the second largest group at the reunion last year and this year we would like to be the *largest*, so please sign up and join us. In addition to the complete reunion information found on the 8th AFHS website, for your convenience we have also included the hotel information, reunion instructions and the reunion registration form in this edition of the Flak News.

The 398th BGMA will be providing a light dinner for our members on the Wednesday evening in our Hospitality Suite following the 'Complimentary Welcome Reception' put on by the 8th AFHS. On Friday evening, the "Rendezvous Dinner" will be *our* Group's dinner on their own, so please include it on your registration form. Due to the high cost of the breakfasts provided by the hotel, we have decided that the 398th BGMA will provide its members a continental breakfast on Thursday, Friday, Saturday and Sunday, again, in our Hospitality Suite.

However, we need enough people to register in order for us to have a Hospitality Suite!! So *please register as soon as possible!!*

## 398th BGMA Officers & Board Members

### President

Marilyn Gibb-Rice  
[President@398th.org](mailto:President@398th.org)

### Vice President

Connie Novek  
[Vp@398th.org](mailto:Vp@398th.org)

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### Dues / Membership Manager

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[DuesManager@398th.org](mailto:DuesManager@398th.org)



# WORLD WAR II EXPERIENCE

by Lloyd Sundheim ~ submitted by Lloyd's grandson, Scott Sundheim

I received my Navigator Wings and Commission as a Second Lieutenant on Dec. 4, 1943 after completing the prescribed course as an Aviation Cadet at San Marcos, Texas. I was then assigned to the 398th Bomb Group at the Rapid City, SD B-17 Air Base. Bomber crews consisting of Pilot, Co-pilot, Navigator, Bombardier, Engineer, Radioman, Tail Gunner, Waist Gunner, and Turret Gunner were formulated. (See page 2 in "Remembrances for Locations of All Crew Members on Plane.")

After about 3.5 months of training, we went to a "Staging Area" at Grand Island, NE. We left there with our own assigned B-17 in mid-April via Labrador flying the Atlantic past Newfoundland and Greenland, landing at Iceland where we stayed for two days. We then left and arrived in England via Scotland. The total flying time was about 30 hours in six to seven days. Our airfield was located about 30 miles north of London next to the small village of Nuthampstead. We lived in metal huts.

England, at the time, was being plagued with "Buzz Bombs" which were launched by the Germans in Europe. These bombs had a whistling type of sound as they went overhead. When the whistling stopped was the time to get nervous as you would have no idea where it was going to hit. Luckily, no-one from our base was ever killed or injured from them though one landed on the edge of our field. In London and suburbs much damage was done.

Life at the base was comfortable with good food compared to other combat areas. The plus for a flying job was the comfort of food and lodging at night. Recreation areas were provided. There was a lot of card playing in the evenings. A few sight-seeing trips to London included a play "Arsenic and Old Lace."

Our first mission on arrival in England was on May 11 to Bettenbourg, Luxembourg. Our bombing targets usually consisted of fuel storage places, munitions factories, chemical plants, and industry associated with such items. In the early part of the war, the Germans had many fighter planes that would attack our bombers. Our own fighter planes would accompany our bomber groups part of the way to help protect them. As the war progressed, the number of enemy fighter planes decreased. Instead, the enemy concentrated on ground-based anti-aircraft flak guns. Radar was used to determine the altitude of our bombers and the shells filled with jagged pieces of steel were programmed to explode at our level. When these would explode it sounded like "hail on a tin roof."

Many planes and lives were lost from flak. Measures were developed whereby the radar of the German flak crews was adversely affected to reduce their accuracy. Dropping of "chaff" consisting of strips of metal foil would cut to half the radar wave length. Active radio jamming also reduced the accuracy of flak guns. Our military intelligence would give us maps before each mission that would show where we could expect to get hit by flak. However, sometimes these large guns would be mounted on railroad cars enabling them to change location.

I was on 28 combat missions. Twelve were to Germany, 13 to France, one to Poland, one to Holland, and one to Luxembourg. We were flying about twice as many missions per month during this period leading up to "D" Day as well as after "D" Day. Prior to each mission all crews participating would meet in a large briefing room close to midnight.

...Continued on next page



## Cullinan's Crew – 603<sup>rd</sup> SQ

Photo date: 19 July 1944

### Back Row (L-R):

S/Sgt. Florence A. Kowalczyk, Waist  
Capt. Steve P. Cullinan, Pilot  
**2Lt. Lloyd M. Sundheim, Navigator**  
1Lt. Walter E. Marsh, Bombardier  
Capt. Robert L. Hopkins, SQ Ops

### Front Row (L-R):

T/Sgt. Harold B. Butler, Radio Op  
2Lt. John O. Hobbs, Co-Pilot  
T/Sgt. Ben Mendes, Engineer  
S/Sgt. Ellsworth Wright, Ball Turret

*Capt. Cullinan had named this B-17 "The Railroader" after his dad who had passed away in 1943.*

# World War II Experience

*Continued from previous page*

There we would be briefed on the pending mission and given instructions. Each crew would then go to their respective planes. Everyone wore a parachute and flak protective apron as needed. The planes would all be started and warmed up. At the designated time each plane would taxi out and take off in a pre-planned scheduled order. Once proper altitude was reached, strict formation rules were observed to avoid accidents. Depending upon weather, cloud coverage, etc., the bombing altitude was usually 8,000 to 30,000 feet. Approximately 3 tons of bombs would be carried. The point at which a bomb run would begin was usually determined in advance and called the I.P. All bombers would turn their plane at that point to a definite compass-heading which would lead directly to the target. The bombardier in the lead plane had control from this point because he would be dropping the bombs. The bombardiers in the other planes would drop theirs simultaneously.

On our return from a mission we were immediately interviewed by Intelligence after giving us a jigger of whiskey or can of soda pop. I would report anything we might have seen while on our mission that would be of value to Intelligence such as suspicious new munitions factories, fuel storage, flak gun sites, etc. for possible future targets. Missing planes, disabled planes, falling planes, parachutes seen, approximate locations also were reported.

Beginning in late May 1944 we flew many consecutive missions to France in a "softening-up" process preparing for the D-Day invasion of France. Though these were shorter missions due to the close proximity of our base in England they were more dangerous at a lower altitude because of increased accuracy of the anti-aircraft guns.

When we had completed about one-half of our missions, we were given a Rest and Recreation (R&R) leave of seven days with transportation to Glasgow and Edinburgh, Scotland.

The most exciting and frightening mission I had was to Posen, Poland on May 29, 1944. We had dropped our bombs and were on our way back to the base. We were quite relaxed and lowered our altitude near the Brussels, Belgium area since maps showed no evidence of anti-aircraft guns along this route. All at once we were getting hit with flak from anti-aircraft guns. Soon a red fluid was coming down on my navigation desk from above in the pilots' area. At first I thought the pilot had been injured. It turned out that this was red hydraulic brake fluid and the lines had been shot out. However, this was serious enough because he needed brakes to safely land when we got back to England. The engineer with the cooperation of the other crew members contributed urine in our steel helmets to solve the problem of restoring fluid for the brake line. We had to fly around for about an extra hour during the repair with some fear of running out of gas. We landed okay with only a little sideways skid. However, inspection of our plane revealed 200 to 300 holes made by the flak. A hole was made in the nose area just missing my foot. We all felt extremely fortunate on escaping without injury. I think our faith in the "Almighty" got us through this. Planes coming back from a mission would shoot a red flare if there were injured men needing prompt medical attention.



**Florence "Bonnie" and Lloyd Sundheim**

From Scott Sundheim, "The photo I have is Grandpa (with Grandma) in uniform as Staff Sergeant, so it was taken earlier in the war (He was drafted in summer 1940, I believe), before becoming 2nd Lt then 1st Lt. during 1944

My last mission was on Sept. 17, 1944. The performance record of the group included the dropping of nearly 16,000 tons of bombs on German and occupied territory. They engaged in close support of ground troops in the D-Day invasion of Normandy. The group lost 70 aircraft in combat plus 50 more abandoned after forced landings. On the human side 296 flying personnel were killed in action, 298 became prisoners of war, 8 rescued at sea, 44 liberated by allied troops and 8 sustained combat wounds.

On Oct. 26, 1944 I left via the Queen Elizabeth ocean liner for a 5-day ocean trip to Boston, MA and then by train to my home in South Dakota.

\* \* \* \* \*



# 45th ANNUAL 8th AFHS REUNION

## Sheraton Westport Lakeside Chalet, St. Louis, MO

### October 16-20, 2019

## REGISTRATION INSTRUCTIONS

### STOP!

#### ◇ RESERVE YOUR HOTEL ROOM **FIRST!**

The reunion hotel has a liberal cancellation policy—in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that our vendor commitments and guarantees will allow, less a \$5 processing fee.

*Canceling your hotel reservation does NOT cancel your reunion activities.*

#### ◇ COMPLETE THE REGISTRATION FORM

Please fill out the registration form completely.

- ⇒ Fill out your name as you wish it to be on your name tag—and for any others registering with you. If you are a WWII veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ ALL meals are priced separately—INCLUDING breakfast. Make sure to indicate [X] on your registration sheet which mornings you want breakfast and the total # of people on your registration sheet who will be having breakfast on each day. Be sure and select your entrée if you plan on attending the Saturday evening gala.
- ⇒ There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. **The Sights of St. Louis Tour INCLUDES** a box lunch.

#### ◇ MAIL IN YOUR REGISTRATION FORM

Once you have completed your registration form, please total up the amount owed and include a check, money order, or complete the credit card information on the form, payable to the **8th AFHS** and mail to:

**8th AFHS**  
**68 Kimberlys Way**  
**Jasper, GA 30143-4769**

Or you may **SCAN** your registration form [if paying by credit card] and **EMAIL** to:  
**ManagingDirector@8thAFHS.org**

**ALL** registration forms **MUST** be received by **September 25, 2019** in order to guarantee your place. If you have any questions or problems in completing your registration, please contact:

**Debra Kujawa**  
**Managing Director**  
**8th AFHS**  
**912-748-8884**  
**ManagingDirector@8thAFHS.org**

**ALL reunion information and forms are available on our website: 8thAFHS.org**





# 45th ANNUAL 8th AFHS REUNION

## Sheraton Westport Lakeside Chalet, St. Louis, MO

### October 16-20, 2019

## HOTEL RESERVATION INFORMATION

**888-627-7066 or *ONLINE* registration on our website!**

**(Reference Sheraton Westport 'CHALET' and 8th AIR FORCE for group rate)**

### Location

The Sheraton Westport Lakeside Chalet is located in Westport Plaza, (191 Westport Plaza, St. Louis, MO 63146) which features 18 shops, popular restaurants, and entertainment venues like the Westport Playhouse, The Funny Bone Comedy Club, Jive and Wail Piano Bar, and Backstreet Jazz and Blues. Guests will enjoy convenient access to popular destinations and attractions. We're located just 10 minutes from historic St. Charles, 15 minutes from Forest Park, home of the Saint Louis Zoo, Science Center, Art Museum and the History Museum. We're also close to the world-famous Gateway Arch, the St. Louis Cardinals baseball stadium, Six Flags® and Missouri's Wine Country.

### Shuttle Service

For those of you flying into St. Louis, there is complimentary shuttle service to and from the airport to the hotel. Go to Baggage Claim/Hotel Shuttle exits—the shuttle runs every half hour.

### Upscale Amenities

Enjoy complimentary wireless High Speed Internet in all public areas, concierge service, plus signature amenities you'll only find at Sheraton. Wake up energized after a restful night's sleep in a plush Sheraton Sweet Sleeper® Bed. Sheraton Club rooms and suites provide guests with special access to the Sheraton Club Lounge, offering complimentary breakfast, evening hors d'oeuvres, and a variety of beverage options. Stay connected at our lobby's connectivity hub, the Link@Sheraton™ experience with Microsoft®. Stay fit with a visit to our Sheraton Fitness center, programmed by Core Performance™.

### Dining Options Abound

The Terrace Restaurant and Lucerne Restaurant feature a wide variety of menu items served in a friendly, casual atmosphere. There is also a private dining area perfect for intimate gatherings. In the summer, enjoy poolside refreshments every weekend at the Tiki Bar, serving snacks, beer, wine and frozen drinks. We also offer guests the convenience and privacy of in-room dining service. Stroll through the Westport Plaza Complex and visit any one of their many casual and fine-dining options, from seafood restaurants to specialty cafés.

### RESERVATION INFORMATION

**Group Name:** 8th Air Force Historical Society

**Reunion Dates:** October 16-20, 2019

**Rate:** \$122 + tax (currently 17.863%) Rates are offered 3 days prior and 3 days post reunion based on availability.

**Cut off Date:** 9/15/2019

**Cancellation Policy:** All reservations have a 48 hour cancellation policy, or attendee will be charged one night room rate plus tax.

### WHEELCHAIR RENTALS

**ScotAround:** (888) 441-7575 or [ScotAround.com](http://ScotAround.com)

### HOSPITALITY SUITES

This year, the 8th AFHS is pleased to announce that we are again offering **HOSPITALITY SUITES** to groups at **NO CHARGE**. The number of suites is limited, so we ask that you reserve your suite as soon as possible. Suites are located in close proximity to one another and most are large enough for two or more groups to share space.

In order to guarantee your suite,  
please call or email ASAP:

**Debra Kujawa**

**Managing Director**

**912-748-8884**

**[ManagingDirector@8thAFHS.org](mailto:ManagingDirector@8thAFHS.org)**



# REGISTRATION FORM

## 45th ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO  
October 16—20, 2019

**CUT-OFF DATE IS September 25, 2019**

| CUT-OFF DATE IS September 25, 2019   | Price p/p | # of People          | TOTAL                  |
|--|-----------|----------------------|------------------------|
| <b><u>DUES</u></b>   |           |                      |                        |
| The principal attendee <b><i>MUST</i></b> be a member of the <b>8th AFHS</b> to register for this reunion. If you are NOT a CURRENT member, <b>please pay your yearly dues here:</b> | \$ 40     | #                    | \$                     |
| <b><u>REGISTRATION FEE</u></b>   |           |                      |                        |
| Includes meeting expenses and other reunion expenses.  | \$ 45     | #                    | \$                     |
| Registration fee for children ages 8-16 attending more than 1 function & staying at hotel:   | \$ 30     | #                    | \$                     |
| <b><u>BREAKFAST BUFFET (please indicate below and place totals to the right)</u></b>   |           | Price per breakfast: | Total # of breakfasts: |
| Please indicate <b>[X]</b> which days you would like buffet breakfast and quantity:<br>Thursday ___ # ___ Friday ___ # ___ Saturday ___ # ___ Sunday ___ # ___                       |           | \$ 23                | #                      |
| <b><u>DINNERS</u></b>  |           |                      |                        |
| Thursday, Oct 17 — EVENING DINNER BUFFET Roasted Pork Loin & Grilled Chicken Breast  | \$ 48     | #                    | \$                     |
| Friday, Oct 18—RENDEZVOUS DINNER Chicken Marsala   | \$ 48     | #                    | \$                     |
| Saturday, Oct 19—GALA BANQUET (Please select entrée)   |           |                      |                        |
| Sliced London Broil with Bordelaise Sauce  | \$ 48     | #                    | \$                     |
| Pan Seared Salmon with Balsamic Reduction  | \$ 48     | #                    | \$                     |
| Vegetarian plate(s) Please indicate <b>[X]</b> : Thurs ___ # ___ Fri ___ # ___ Sat ___ # ___   | \$ 48     | #                    | \$                     |
| <b><u>TOUR OPTIONS:</u></b>  |           |                      |                        |
| Thursday, Oct 17: Sights of St. Louis Tour— <b>INCLUDES BOX LUNCH</b>  | \$ 65     | #                    | \$                     |
| Friday, Oct 18: Keep the Memory Alive Tour—Lunch on your own   | \$ 26     | #                    | \$                     |
| Saturday, Oct 19: Sights and Shops in St. Charles Tour—Lunch on your own   | \$ 26     | #                    | \$                     |
| <b>Total amount payable to: 8th AFHS</b>   |           |                      | \$                     |

**Please PRINT. If registering a WWII veteran here, please list their name first.**

MEMBER NAME (for name tag): \_\_\_\_\_

WWII Veteran \_\_\_\_\_ BG/FG Affiliation (for Rendezvous Dinner seating): **398th BG** POW: \_\_\_\_\_ (Korea, Vietnam, etc.): \_\_\_\_\_

SPOUSE or PERSON attending: \_\_\_\_\_

ADDITIONAL GUESTS: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DAYTIME PH #: \_\_\_\_\_ EMAIL: \_\_\_\_\_

EMERGENCY CONTACT: \_\_\_\_\_ PH #: \_\_\_\_\_

PLEASE INDICATE ANY PHYSICAL OR DIETARY RESTRICTIONS: \_\_\_\_\_

IF PAYING BY CREDIT CARD —M/C; VISA; or AmEx (**a 3% convenience fee will be added**):

CARD #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ *Your contact information will only be shared with attendees.*

**MAIL completed form with check or credit card info to: 8th AFHS ~ 68 Kimberly Way ~ Jasper, GA 30143-4769**

# BRIEF – things

**If you go to England do not forget to visit The Nuthampstead Airfield Museum, it is a must see!**

The Nuthampstead Airfield Museum is getting its annual revamp and clean. The trustees and volunteers have been working to get the displays and exhibits ready for the 2019 season. The first open day will be the 14th of April and the NAM will continue to be open every second and last Sunday of each month through September.

In addition to the many exciting 398<sup>th</sup> BG and 55<sup>th</sup> FG artifacts and memorabilia already exhibited, there will be a couple of new items on display; a "Gibson Girl Emergency Transmitter and Kite" and a USAAF K24 Camera with accessories. The transmitter and kite are on loan from Russ Abbey and the K24 camera was donated by Richard Hentschke, Collection and Display Volunteer Manager of the Jet Age Museum in Gloucester, England.

If you would like to visit the NAM out of normal opening times, please contact Geoff Rice (DirectorGeoff@398th.org) to make arrangements.

## NEW FOR 2019 AT NAM!! "USAAF K24 CAMERA"



*Developed in 1942, this camera is a modification of the British F-24. More than 9,000 were made for tactical reconnaissance aircraft in WWII. It had two basic functions: night aerial reconnaissance and orientation or verifying a bomber's position over a target when a bomb is released.*

## "GIBSON GIRL EMERGENCY TRANSMITTER AND KITE" (Kite not pictured)

*Emergency transmitters enabled ditched air crews to communicate their whereabouts operating on a frequency of 500 kHz used by international radio alarm signals. By using direction finding equipment, a rescue party could take bearings of the distress signals and determine their location or just 'home' on the signal by the rescue aircraft radio compass.*



## 2019 Reunion Registration!

Please join us for the  
36<sup>th</sup> Annual 398<sup>th</sup> BGMA Reunion held together  
with the 8<sup>th</sup> AFHS Reunion October 16 - 20, 2019

See pages 8, 9 & 10 for instructions,  
hotel information and registration form.

# 398th Bomb Group PX

## ORDER FORM

(The Second Generation)

| QTY | ITEM | UNIT COST | TOTAL |
|-----|------|-----------|-------|
|-----|------|-----------|-------|

### 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   | \$15.00 | ___ |
| ___ | T-Shirt, white, with Triangle W on front,<br>Clearing and Colder on back                                      | \$15.00 | ___ |
| ___ | T-Shirt, white, with Group logo on front,<br>Squadron logo on back<br>select: ___ 600 ___ 601 ___ 602 ___ 603 | \$25.00 | ___ |
| ___ | Men's Denim Shirt, long sleeve, 398th logo  | \$25.00 | ___ |
| ___ | Men's Golf Shirt, coastal blue,<br>embroidered Triangle W   | \$25.00 | ___ |

### LAPEL PINS

|     |   |         |     |
|-----|---|---------|-----|
| ___ | Squadron pin<br>select: ___ 600 ___ 601 ___ 602 ___ 603 | \$7.00  | ___ |
| ___ | Group pin Hell From Heaven                              | \$7.00  | ___ |
| ___ | 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 70 <sup>th</sup> Anniversary pin – Rapid City | \$40.00 | ___ |
| ___ | 398 <sup>th</sup> "Hell From Heaven" B-17 square pin    | \$4.00  | ___ |

### PATCHES

|     |  |        |     |
|-----|--|--------|-----|
| ___ | Squadron Patch 3"<br>select: ___ 600 ___ 601 ___ 602 ___ 603 | \$7.00 | ___ |
| ___ | B-17 Jacket Patch, 4"x3"                                     | \$7.00 | ___ |
| ___ | 8th Air Force Patch, 3"                                      | \$7.00 | ___ |
| ___ | Group Patch Hell From Heaven, 2 1/2"x3"                      | \$7.00 | ___ |

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

|     |   |         |     |
|-----|---|---------|-----|
| ___ | Fortresses Over Nuthampstead (Bishop)                         | \$30.00 | ___ |
| ___ | 398th History (1946, photocopy)                               | \$20.00 | ___ |
| ___ | C-Lager (Dorfmeier)   | \$20.00 | ___ |
| ___ | Mission Memories (Ibeling)                                    | \$8.00  | ___ |
| ___ | Return to Station 131- Memorial Dedication<br>June 2000 - DVD | \$20.00 | ___ |
| ___ | 398 <sup>th</sup> BG Remembrances (Ostrom)                    | \$50.00 | ___ |

### PHOTOGRAPHS & PRINTS

|     |   |         |     |
|-----|---|---------|-----|
| ___ | Clearing and Colder, 14"x17" canvas print | \$50.00 | ___ |
|-----|---|---------|-----|

### 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 (Clearing and Colder 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 | ___ |
| ___ | FLAK NEWS Flash Drive 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 \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone & Email \_\_\_\_\_

Mail completed order form and check to:

Carolyn Widmann, 6420 Tuscan Road, Paducah, KY 42001-6135

Telephone: xxx-xxx-xxxx E-Mail: [carolynwidmann@aol.com](mailto:carolynwidmann@aol.com)



## 398th BOMB GROUP FLAK NEWS

### FLAK NEWS

C/O Lee A. Bradley, Editor  
14 Winding Way  
Andover, NJ 07821  
USA

ADDRESS SERVICE REQUESTED



**The Everett clan visited the Christensen Monument near Slany, Czech Republic last December.  
Left to Right, sandwiched between two flag poles, are: Glenn, Burke and Elaine.**

A note from the Editor... During the Christmas holiday my Aunt Elaine Everett, her son Glenn, his wife Jana and Glenn's son Burke visited Jana's family in Germany. They also took a side trip to Prague, Czech Republic. I asked if they would try to find the Christensen Monument near Slany, which was on the way to Prague, and take some photos for the Flak News. To my amazement, they actually found it! Following is Jana's 12/28/18 message to me:

*"Hey Lee! Look what we found for you!!! In the middle of nowhere!!! Haha! It's on the premises of a tiny private airport. Gated. Luckily an old man drove up in his car. We approached him. No English, no German but lots of smiles. Somehow the gate opened and we all drove in. Great adventure!"*

This tiny airport is very near to where the Christensen B-17 came down on March 2, 1945, all crew were KIA except the tail gunner, Selmar Haakensen. For information about the Christensen Crew please check out [www.398th.org](http://www.398th.org) and also an excellent tribute site called "Carrying Fire" [www.carryingfire.blogspot.com](http://www.carryingfire.blogspot.com) by Don Christensen, son of Lt. Donald R. Christensen.