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

VOL. 34 NO. 4

FLAK NEWS

OCTOBER 2019

THE HUT IS UP!



After a few years of anticipation, planning and fundraising and very generous donations, the Nuthampstead Airfield Museum has a brand new Nissen Hut!

The new Nissen Hut finally became a reality in mid-August. Plans are to stage a section of the hut as Station 131 base living quarters, just as it looked during WWII, by filling it with artifacts and period pieces donated by our members. The Museum has even acquired an authentic WWII era potbellied stove to 'warm up' the look!

Additional details about NAM's exciting new acquisition are on page 2.

A New Addition at The Nuthampstead Airfield Museum!

by Marilyn Gibb-Rice

The Nuthampstead Airfield Museum is thrilled to announce that the third and final building of the museum, the Nissen Hut has been erected!!! Many thanks to Leo Croce (602nd SQ Co-Pilot) and his daughter and son-in-law Pam and John Goode for spearheading the fundraising that got us over the finish line and able to buy the materials and have it constructed. We had several generous donations and we would like to thank everyone that donated.

At this point we have the outer walls that are a lovely green in keeping with the war time coloring. There is insulation and then the inside walls. Two secure doors were installed instead of the standard type which are not as secure. Our plan is to put in two windows in each end of the Nissen Hut - but not operational ones. Only for show!

The materials were purchased from Gareth Pugh Steel Framed Buildings and the hut was erected by R A Cooper. Both companies were from Wales and very professional to work with.

Now we just need to get our electricity - and yes, we are still waiting! But we are optimistic that it will happen before the Memorial Service in 2020!!! We also will be working on the hut over the winter to "kit it out" and have some nice displays for all to enjoy. We hope many of you will be able to come over to see all of our museum in the near future.



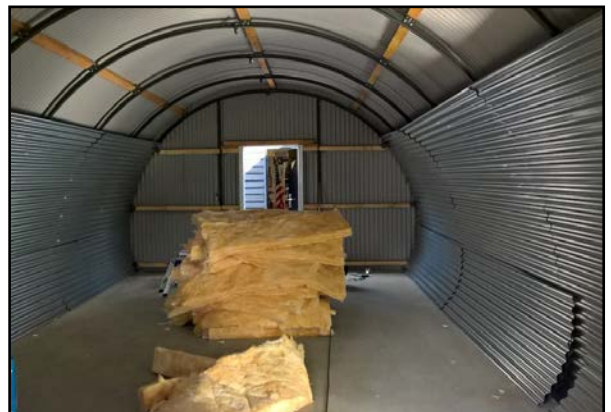
Leo Croce, center, with his daughter Pamela Goode and son-in-law John Goode at the 398th BG Memorial in Nuthampstead England, May, 2018.

The three were major funding benefactors for the new Nissen Hut. Thank you Leo, Pam & John and thanks also to *everyone* who contributed!!

Building the Hut

Photos right and directly below: The materials were delivered and the framework erected.

Photos bottom left and right: The corrugated sheet metal was fitted over the frame. A view of the interior, lots of insulation going in!



The Nuthampstead Airfield Museum Roadshow

Article and photos are from the July 2019 issue of the Nuthampstead Airfield Museum Newsletter



The Nuthampstead Airfield Museum mobile display was out and about this summer at fetes, markets and open events. This year the museum display was present at eight venues locally in villages and towns. While this display makes for a good talking point with local people, it also helps with ongoing fundraising and creates awareness regarding the museum and its promotion within the local area and surroundings. The mobile volunteers also receive items that people donate to the museum such as an original gas mask which was received at the Barkway Village Market. The mask was kindly donated by Jenny Warren of Barkway and it is already on display in the museum. The other venues for the museum displays are Royston Market, the May Fayre Royston, Langley Upper Green and the Little Grandson Air Show. Many thanks to Andy and Jackie Green, Peter Godfrey and Deirdre Field for volunteering to man the display. The weather wasn't always the greatest but they were always there with a smile on their face!



The Nuthampstead Airfield Museum has done well this season, they have had 349 visitors since the first of April, but that is only counting their open days. Geoff Rice has met numerous people who come by appointment and their fundraising talks have gathered many people as well. So that probably makes their visitor total closer to 400. *That is fantastic!* Great job and thank you to all involved with The Museum!!

Carmine Salsano – a tribute from his grandson Andrew

Carmine Salsano was a Waist Gunner on the Hyndman Crew, 603rd SQ. He flew 35 combat missions from September 3, 1944 to February 20, 1945, earning an Air Medal with 6 Oak Leaf Clusters and receiving a Certificate to the Air Medal and 6 Oak Leaf Clusters for "Meritorious Achievement While Participating in Aerial Flight, European Operations, November 21, 1944". That was the "dreaded Merseburg" mission.

Carmine sadly passed away last July. His grandson Andrew contacted us asking if we could put a photo or two in the Flak News to honor his grandfather. Of course, we said yes... but then a few things came to light.

It turns out we have a great story on our website told by Carmine to his son Richard several years ago. It also turns out the story was about his mission to Merseburg on November 21, 1944, the mission for which he received a Certificate of Meritorious Achievement. The Hyndman Crew flew in B-17-G serial number 42-107078 N7-U "Ole Blood N Guts" that day. The crew crashed in Bruges, Belgium after a direct hit by flak and being attacked by several 109 Messerschmitt and 190 Focke-Wulf enemy fighter planes. We have the crash photos!

So what began as publishing a couple of photos to honor Carmine, has now turned into a two page spread! I hope you all enjoy the read!



S/Sgt. Carmine R. Salsano

The following story written by Carmine's son Richard was originally printed in Flak News, Vol. 16, No. 3, July 2001 and is also posted on our website... but we thought it fitting to publish it once again to honor Carmine.

The Holiest Fortress ***Bullets, Flak Thwarted By Prayer Missals***

By Richard Salsano

Before his mission to Merseburg, Germany on November 21, 1944, Chaplain Walter Sullivan saw my father and asked him if he wanted a prayer missal for his personal use and to give to any of his buddies. My father said, "Give me all the prayer books you can". The Chaplain gave him 35 prayer missals.

My father then took the prayer missals and put all of them inside his airplane, a B-17-G Flying Fortress. My father put the prayer missals in every part of the airplane - in the cockpit and in all the other compartments, underneath the ammo boxes, especially where he was stationed, in the waist-machine-gun area in the middle of the airplane.

During this mission, enemy fighter planes attacked the squadron and flak from the enemy anti-aircraft guns on the ground hit my father's airplane, piloted by Staver Hyndman. It was shot up pretty bad. There were holes everywhere. The enemy shells went through the outside of the airplane and into the inside of the plane. One shell hit an ammo box next to my father and fragments of an exploding shell just missed him.

continued on next page

The airplane was shot up pretty bad. The hydraulic oil lines and the landing gear were damaged. They knew that they could not return to their base in England, and with one crew member wounded badly, navigator Ken Carlson, the pilot told the crew to put a parachute on the wounded crew member and let him bail out of the aircraft. My father suggested that since the airplane was not on fire, try to keep the airplane flying. As the pilot headed towards home, they encountered an Allied fighter plane and the pilot motioned to the pilot of my father's airplane to follow him to his base. They followed him for over an hour and during that time they threw everything out of the plane in order to lighten the load and save fuel.

When they tried to dismantle the ball turret, the bolts bent and the turret was just hanging down from the plane. Coming in for a landing with only two engines and their landing gear badly damaged, they knew that they had to crash land. Approaching the runway, there was a large building in the shape of a barn as camouflage, made out of hay. The pilot made the ball turret hit the barn to make it fall off and then he belly-landed the airplane. When they came to a stop, they realized what had happened. The runway was lined with a tarpaper covering over a grass field. Thus, there were no sparks created when the metal fuselage hit the ground. They found out that the base was in Bruges, Belgium.

When they checked the inside of the airplane - they noticed that the airplane looked like a piece of Swiss Cheese - but wherever my father put a prayer missal, the bullets and flak missed. God was with them.

Other crew members aboard that day were Allen Gidcumb, co-pilot; Dalton Ebbeson, bombardier; Charles Gray, engineer-gunner; Charles Jones, radio; Carl Stanley, ball turret; and Robert McLaughlin, tail gunner.

For his piloting action that day, Staver J. Hyndman was awarded the Distinguished Flying Cross.



**Hyndman's Crew - Training – Alexandria, LA
May, June, July 1944**

Back Row (L to R): Lt. Staver J. Hyndman –Pilot, Lt. Douglas Gidcumb –Co-Pilot, Lt. Kenneth G. Carlson –Navigator, Lt. E. Dalton Ebbeson –Bombardier, Sgt. Charles F. Gray -Engineer

Front Row (L to R): Sgt. Charles T. Jones –Radio, Sgt. Carl C. Stanley –Armorer/Gunner, Sgt. Robert J. McLaughlin -Tail Gunner, Sgt. P.T. Pecota –BT Gunner, Sgt. Carmine C. Salsano -Asst. Eng/Top Turret Gunner.



Left: One of Carmine's photos. On the back he wrote;

**"Ole Blood & Guts"
B-17-G plane
in combat -
Crashed
landed in
Belgium,
almost killed"**



Photo above:

**"Ole Blood N Guts" after crash landing on a runway
in Bruges, Belgium.**

Grandson Andrew recalls another story

"My Grandfather Carmine would tell us multiple stories from his time in World War 2 throughout the years, most were around the time he was stationed in Nuthampstead, England.

Throughout his life he always took pride in cooking food, and as far as I can remember when I would visit him in his home in Brooklyn, NY there he would be in the kitchen.

Perhaps those later life moments were made prominent during his formative years in the war, there was one particular story he would love to tell.

While at the mess hall, the troops would often not enjoy the quality of the food, there was a senior officer of the Royal Air Force that would always walk the base with his English Bulldog. One day my Grandfather went up to the Royal Air Force member and mentioned the low quality of the food, to which the senior officer scoffed, and said that is not true in any sense and always of the highest quality. It was then my Grandfather took his plate of food and placed it on the floor, motioning to the English Bulldog to eat it, in response the senior officer quickly yanked on the leash as to not let his dog eat any of the mess hall food.

Coincidentally, the food happened to be much more appetizing from there on out."

M/Sgt. Peter J. Scandariato

The 601st Crew Chief Of B-17-G "The Lodian"

by Lee Bradley

Pete A. Scandariato emailed us a few months ago offering copies of several of his dad's scrapbook articles and photos from his WWII days. His dad was Peter J. Scandariato a Crew Chief with the 601st Squadron. He was responsible for the maintenance of several B-17's.

Pete said, "My dad grew up in Lodi, NJ and he named one plane after his home town. ["The Lodian", B-17 serial number 42-102607 30-F].

I have attached photos of the bronze star as well as some others. There is also a second bronze star without a name on it I assume was presented first.

After he returned home and married my mother they resided in Little Ferry NJ. He lived there for the rest of his life. After the war a B-17 was parked at Teterboro Airport. I remember him holding me and posing for photos for my mom.

Flash forward to the 50th Anniversary of D-Day. Teterboro Airport had an air show and the big attraction was a B-17. The plane started down the runway and the crowd (it was quite large) reacted to the noise of the un-muffled engines. Dad, who by this time could be a bit cantankerous to put it mildly, muttered under his breath "That's nothing, you should have heard thousands of them". Now a guy taps him on the shoulder and says "Where did YOU hear thousands of them?" Dad replied "D-Day. We had them up as far as you could see". The guy grabbed his hand shook it and said "Thank you, thank you for our freedom".

Following is from a newspaper article about Crew Chief Scandariato which appeared in his local newspaper *The Bergen Record*, probably mid-September 1944. This date is an 'educated' guess as there is no date on the clipped article but it states that "The Lodian" had flown 40 missions. The Lodian had flown over 40 missions when it was lost to flak on September 28, 1944 during a mission to Magdeberg, Germany. The Conrow Crew went down in the ship and all became POW's. "The Lodian" was destroyed.



"The LODIAN"

M/Sgt. Peter J. Scandariato peers out from the cockpit

From the Bergen Record, September 1944



TENDER CARE – The Flying Fortress "Lodian" is kept in condition by two buddies from Lodi, after which the big plane was named. Master Sergeant Peter J. Scandariato (left), 200 North Main Street, and Sergeant Peter J. Latrenta (center), 292 Harrison Avenue, are shown inspecting the plane after one of her some 40 bombing missions over enemy territory in Europe. They have been together nearly two years. At the right is Corporal Steve Lipchak, Pittsburgh, of the maintenance crew.

Lodi Buddies Care For Plane "Lodian"

EIGHTH AIR FORCE BOMBER STATION, England – Two buddies from Lodi, New Jersey, Master Sergeant Peter J. Scandariato, 200 North Main Street, and Sergeant Peter J. Latrenta, 292 Harrison Avenue, who have been together nearly two years in The Army are seen here at work on the B-17 Flying Fortress – "The Lodian" – named after their home town. The other plane mechanic on the right is Corporal Steve Lipchak, Pittsburgh, Pennsylvania.

Sergeant Scandariato is the crew chief on the team. He and his two assistants have distinguished themselves by carrying out the assigned duties so efficiently that the heavy bomber serviced by them has completed more than 40 consecutive combat missions against enemy targets in the European Theater of Operations without returning to home base due to mechanical failure. He has received special commendation from his squadron commanding officer, Major Tracey J. Peterson, Norris, Montana, and his squadron engineering officer, Captain Alton C. White, Spokane, Washington.

"The Lodian" has flown on the roughest missions over France and Germany. The total tonnage of bombs dropped on enemy targets to date, approximates 100 tons, or 200,000 pounds, in the form of high explosives and incendiaries.

Sergeant Scandariato and Sergeant Latrenta received their training together at Amarillo, Texas. Both men are graduates of Thomas Jefferson High School in Lodi.

O'NEAL FAMILY HONORS THEIR DAD'S PILOT, PAUL WAGNER – 600TH SQ

Sadly, on August 9, 2019 Paul “Buzz” Wagner, 600th SQ Pilot and author of “The Youngest Crew”, passed away. His son Michael shared the following:

“1st Lt Paul Wagner (Pilot), 600 Squadron, took his final flight today to reunite with his already departed crew members including Bud Thumler (Copilot), Larry Crocker (Navigator), Ellis O’Neal (Flight Engineer), Doug Mann (Waist Gunner), and William Stegall (Tail Gunner KIA March 18, 1945). He was my father, role model, and superhero.”

Paul stayed close with his crew throughout the years after WWII. From his book “The Youngest Crew” he wrote:

“My flying crew has been, since we first met in September of 1944, closer to me than anyone in the world save my immediate family.”

“When the crew was first formed, our average age was just a little more than 19, something of which we were inordinately proud. We advertised in the base newsletter that we would stand free beer for any crew younger than we were (no challengers). I think we ended up being the youngest stable combat crew that flew together on all our missions, in all the Eighth Air Force. Just why this has been a point of pride for all of us over the years is a puzzle to me but it is true and I am no better than the others, I brag about it at every opportunity. I even named my book, “The Youngest Crew” to make the point once again.”

He stayed particularly close to Flight Engineer Ellis O’Neal. In his book he said of Ellis:

“Sgt. Ellis H. O’Neal, was 19, from Kokomo, Indiana. Ellis had a tough job, he was supposed to be the resident expert on all things mechanical on the B-17 plus being the top turret gunner. Since his normal station was standing next to me, he also caught all the little chores that I needed done during flight. Ellis was a serious pragmatist who never smoked, drank or swore. He was game to do anything that was needed on the aircraft and was an invaluable crew member without whom I could not imagine flying.”

The Wagner and O’Neal families would often get together over the years. Ellis passed away in 2016 but the O’Neal clan still remain in touch with the Wagner’s.

To honor Paul, Ellis’ children, Daniel Ellis O’Neal, Kathy O’Neal Niles and Robin Anne Hendrickson have graciously made a substantial donation “In Memory of Paul Wagner” to the 398th BGMA. Thank you Daniel, Kathy and Robin.



Lt. Paul “Buzz” Wagner
Pilot - 600th SQ
Late 1944 shortly before he was
deployed to England.

Wagner’s Crew – 600th SQ April or May 1945

Back Row (left to right):

1. 1st Lt. Paul Wagner, Pilot
2. 2nd Lt. Lawrence F. Crocker, Navigator
3. 2nd Lt. Walter L. Thumler, Co-Pilot
4. 2nd Lt. Dante A. Villani, Bombardier

Front Row (left to right):

1. T/Sgt. Ellis H. O’Neal, Flight Engineer
2. T/Sgt. Sidney Joseph, Radio Op.
3. S/Sgt. Douglas W. Mann, Waist Gunner
4. S/Sgt. Guy Mattana, Ball Turret

Not pictured: S/Sgt. William “Tex” Stegall
Tail Gunner - KIA March 18, 1945

The 600th SQ Searl Crew Honored at Penn

August 12th 2019 was the 75th Anniversary of the Searl Crew's B-17 *Tomahawk Warrior* crashing at Lude Farm. The Penn Holy Trinity Church in Penn, Buckinghamshire, England, marked the occasion with a commemorative display in the Lady Chapel on Sunday, August 11th and American flags lined the pathway to the church outside. The display was put together by Edward Terris, USAF Retired, in memory of the crew.

Ed, born and raised in Connecticut, now lives in England after retiring from the USAF in 1973 and has a keen interest in the Searl Crew. He became an airplane and helicopter pilot/mechanic as a hobby. He has a small hangar and a couple of "antique" airplanes at a local airfield where he does volunteer aircraft work and inspires youngsters to become involved in aviation.



Close up of the Tomahawk Warrior display in the Lady Chapel at Holy Trinity Church, Penn.

What Ed didn't realize until a couple years ago was that he lived about 3/4 of a mile from where the *Tomahawk Warrior* crashed! On top of which, his friend and neighbor who has since passed away, heard and saw the crash as a young boy and subsequently made many trips to the site.

Although he wasn't supposed to, his friend found a piece of the aircraft and took it home, hid it, but never told his parents for fear he would get in trouble. Over the years it was forgotten but when he passed away, his wife, clearing out his belongings and knowing Ed's interest in aviation, told him the story and asked if he wanted it. Naturally, Ed said "Yes!"

Showcasing this substantial piece of the aircraft along with models and several photos, Ed created a fine display for the Penn Church in remembrance of the Searl Crew. He and local fellow *Tomahawk Warrior* enthusiasts, David Hardie and Ian James were the primary principles who put this wonderful honor together.



In the Lady Chapel, Edward Terris and David Hardie proudly stand by their Tomahawk Warrior display which they created to honor the 75th Anniversary of the Searl crash at Lude Farm, Penn. David built the B-17 models on display.



The three men who made this honor possible, Left to right:

**Ian James
Edward Terris, USAF Ret.
David Hardie**

The trio placed a wreath (seen above) to honor the Searl Crew at a hedgerow by the Lude Farm crash site on August 12, 2019, 75 years after that fateful day in 1944.

An Invitation from St. George's Church in Anstey

This year Tuesday 15th October marks the 75th anniversary of mission 98, which included the tragic crash of 42-97746 T in Anstey Moat near the Church and the remarkable return of 43-38172 P. This year the Church proposes to mark the occasion of the crash by tolling muffled bells for the lost air crew at 6.45am (GMT).

We would like to extend our invitation to any members of the 398th Association, other historic interest organisations and their families who are able to attend this event in person. We also hope that the timing of either ceremony will enable those based in the USA to participate simultaneously with their own local or individual acts of remembrance.

Revd James Sawyer
Rector

Hormead with Wyddial, Anstey, Brent Pelham and Meesden
The Vicarage, Great Hormead, Buntingford, Herfordshire SG9 0NT

rev.i.sawyer@btinternet.com

Hormead Parish Office: 01763 289 258



Sunday morning, October 15, 1944, St. George's Church was narrowly missed by the ill-fated Meyran Crew's B-17 when it crashed after take-off into the Anstey Moat and Mound.

75 years later, the crash site is now obscured by brush and trees.

The crash site is just to the left of the moat in this recent photo.

Editor's note:

Sunday October 15th 1944 was a very sad day for the 398th. A total of 12 men were lost that day while flying 398th BG combat mission number 98 to bomb the marshalling yards at Cologne, Germany.

The 603rd SQ Meyran Crew crashed and exploded into the moat surrounding Anstey Mound after clearing runway 23 on take-off, just barely missing St. George's Church. All ten men of the crew perished in the accident. 1st Lt. Charles Khouri – Command Pilot, 1st Lt. Charles C. Meyran – Pilot, Capt. Carlton C. Moore, Jr. – Squadron Bombardier, 1st Lt. William J. Vanderlick – Navigator, 1st Lt. John P. Baker – Mickey Navigator, T/Sgt William S. Tull – Engineer / Top Turret Gunner, T/Sgt. George E. Barton – Radio Op, S/Sgt. Charles R. Kennedy – BT Gunner, S/Sgt. Victor C. Petrauskas – Waist Gunner and S/Sgt. Melvin P. Brown, Tail Gunner. B-17 PFF ship serial number 42-97746 N7-T.

The 601st SQ Delancey Crew lost their Togglier, S/Sgt. George E. Abbott, when the nose of their B-17 was literally blown off by a direct flak burst during combat. In spite of the devastating damage Pilot 1st Lt. Delancey managed to fly his ship, B-17 serial number 43-38172 30-P, "Lovely Julie" back to base and land safely.

19 year old Leroy K. Bayless, Tail Gunner with the 603rd SQ Perry Powell Crew, died of anoxia while en route to the target. B-17 serial number 43-38091 N7-L.

A Message from the President:

BY MARILYN GIBB-RICE
President, 398th Bomb Group Memorial Association

A volunteer himself, Lt. Col. Jimmy Doolittle once said: *"There's nothing stronger than the heart of a volunteer."*

My thoughts are that you can never say thank you enough. So I would like to take this opportunity to thank the **398th Board Members** for all of their hard work and dedication to the 398th Bomb Group Memorial Association. Also, to **everyone** who has supported and donated to the Bomb Group and the Nuthampstead Airfield Museum, and to the **trustees and volunteers** of the museum... **THANK YOU!!!**

As you will read on pages 1 and 2, the museum now has the third and final building. We will need items to display and if you have anything you would like to donate to the museum, please get in touch. We would love to include your item!

A TRIP TO MACCLESFIELD

by Marilyn Gibb-Rice

On Saturday August 31, 2019, 398th BGMA President, Marilyn Gibb-Rice along with her husband Geoff Rice, one of the directors of the 398th BGMA, and Andy Green, a Trustee of the Nuthampstead Airfield Museum (as well as Marilyn and Geoff) and his wife Jackie took a trip up to Wildboarclough in the Peak District National Park to meet with Amanda Cockcroft and Jim Hardy to pay their respects to the DeCleene Crew. The five man crew piloted by Donald J. DeCleene crashed while ferrying a new B-17 from Burtonwood near Liverpool to Station 131, Nuthampstead. This site was visited by the 398th tour group back in 1994 and has seen many other visitors over the years. While the group walked to find the place where the plane came to rest, Jim tidied and cleaned up the site in order for a new sign to be installed. After everyone gathered back at the memorial, a minute of silence was held in remembrance of these men. Amanda has taken these guys under her wing while calling them "her boys" and has promised to make sure they are never forgotten.

The next morning, the group visited St Edward the Confessor's Church in Leek, Staffordshire where the crew names are listed on a wall. The members of the crew that perished January 2, 1945 are 1st Lt. Donald J. DeCleene, 2nd Lt. Maynard Stravinski, F/O Thomas Manos, T/Sgt Frank E. Garry, Jr., T/Sgt Howard M. Ayers. RIP gentlemen, we will not forget.

Photo on page 12



Do You Know These Men?

Our Special Projects Mgr, John Blackwell, recently received a request from Emily Civitarese, widow of William Civitarese. She had seen crew photos in the Flak News and was hoping there was one available with her husband and his crewmates. We *did* have one and sent it along to her!

There are several men who are unidentified in this photo and we need your help in identifying them with their names & ranks at the time this photo was taken. If you can help, please contact our Photo Historian, Geoff Rice at:

crewpictures@398th.org

Armament Crew - 601st Squadron – February 10, 1945

Back Row (l to r): Unknown, Unknown, Wally Tillman, Chief Master Sgt. Hale Sanders, 1st Lt. Blinkendiffer, Asst. Armament Officer, Capt. William P. Hoak, 1st Armament Officer, Sgt. Pappy Vaudry, Francis Tischen, Francis Caradonna, Sgt. Goskski

Front Row (left to right): Wallace, Robert Harris, Holstien, Sgt. Deese, Robert O'Brien, Walter Polakowski, Bill Civitarese, Sgt. Ken H. Towsley, Aron Long

601st Armament Crew Members Missing from Photo: Bill Tordoff, Ralph Hall, Pete Casher, Sgt. Rex Boyd and 6 - 8 others

BRIEF – things

For the second year in a row, the 398th BGMA has joined with the 8th Air Force Historical Society's Annual Reunion. This year it will be held in St. Louis, MO October 16 – 20, 2019. Our preliminary registration numbers are looking good and we will probably be one of the largest Groups in attendance, if not *the* largest. Way to go 398th!

We would like to say a special thank you to Biné McLaughlin, widow of **John McLaughlin**, Co-Pilot, 602nd SQ. She made a very generous and unexpected donation to the 398th BGMA in memory of her late husband. Biné's collection of past Flak News issues mentioning John's name were accidentally thrown out during 'spring cleaning'. She asked if we could replace them and we did. We mailed duplicate copies to her, plus extra stories and photos too. She was so pleased!

* * * * *

French Legion of Honor Recipient Robert Rowland



Back on November 2nd, 2018, **Mr. Robert Rowland** (right in photo above) of McClure, Ohio was awarded the French Legion of Honor by Consul General of France Guillaume Lacroix (left in photo above) for his participation of the Liberation of France during the Second World War. The ceremony took place at the McClure American Legion Post in the presence of several state and local dignitaries

S/Sgt. Rowland entered into active service in August 1943 at the age of 18. He was assigned to the 602nd SQ, 398th BG, 8th AF.

Bob arrived in Nuthampstead, England in May 1944. He participated in 36 combat missions, about a third over France, as a Ball Turret Gunner.

Bob flew on 19 different B-17's due to the extensive damage sustained during combat. On his 3rd mission, he was wounded when his plane was hit by an artillery shell. On another mission in France, his propeller flew off during an emergency landing and on his 33rd mission he landed with 97 holes in his plane!

Bob has been awarded prestigious distinctions including the Distinguished Flying Cross, the Air Medal with 3 Oak Leaf Clusters, and the EAME Theater Ribbon with 3 Bronze Stars and the Good Conduct Medal.

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

LAPEL PINS

___	Squadron pin 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 th Anniversary pin – Rapid City	\$40.00	___
___	398 th "Hell From Heaven" B-17 square pin	\$4.00	___

PATCHES

___	Squadron Patch 3" 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, 2½"x3"	\$7.00	___

BOOKS, CDs & DVDs Media (includes postage)

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

PHOTOGRAPHS & PRINTS

___	<i>Clearing and Colder</i> , 14"x17" canvas print	\$50.00	___
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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 and 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	___
___	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

398th BOMB GROUP FLAK NEWS

FLAK NEWS

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

ADDRESS SERVICE REQUESTED



Braving a blustery day atop Birchenough Hill, Wildboardclough, Macclesfield to honor the DeCleene Crew

(Story on page 10)

Left to Right: Jim Hardy (wearing dark jacket and baseball cap) Amanda Cockcroft (in front of group), Jackie Green, Andy Green and Geoff Rice. Marilyn was there too but somebody had to take the photo!

Amanda, who has “adopted” the crew calling them “her boys”, asks: *“Could I ask a favour? I would love to hear from anyone who knew any of the crew or has memories of them. Getting to know more about them would be amazing.”* Amanda’s email is: apollosaturn11@gmail.com