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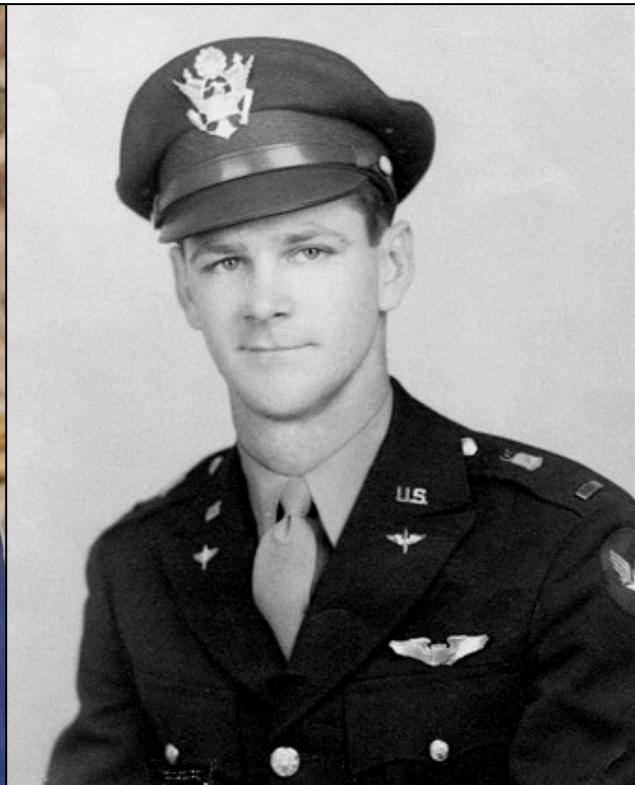
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398th BOMB GROUP MEMORIAL ASSOCIATION • 8th AIR FORCE • 1st AIR DIVISION • NUTHAMPSTEAD, ENGLAND

VOL. 35 NO. 4

FLAK NEWS

OCTOBER 2020



PROJECT RECOVER

“Keeping America’s Promise To Bring Our MIAs Home”

Pictured above to the left is Dr. Colin Colbourn, PH.D, Lead Historian for Project Recover. To the right is Colin’s Great Uncle “Buddy”, 1st Lt. Charles E. Howell, who was a pilot with the 603rd SQ. 1st Lt. Howell and 6 of his crew were killed in action when enemy fighters shot down their B-17 on the November 21, 1944 mission to Merseburg, Germany.

After college, Colin specialized in Military History. It was then, while he and a colleague were researching at the National Archives, he discovered the details of what had happened to his great-uncle on that fateful November day during WWII. This was a ‘find’ because his family seldom talked about their loss, which is so often the case. His personal experience of closure compelled Colin to want to help bring closure for other families, especially those families of MIA’s. So, in 2016 Colin began working as Lead Historian for Project Recover and now he is doing just that.

Mellisa Ledlow’s excellent story about Dr. Colbourn and his work with Project Recover is on the following pages of this issue.

Dr. Colin Colbourn and Project Recover

By Mellisa Ledlow

At the 2019 8th Air Force Reunion in St. Louis, a new, friendly face wandered into the 398th Bomb Group's Memory/Hospitality Room. Initial conversations began with introductions and the question: "What's your connection to the 398th? and/or the 8th Air Force?"

Dr. Colin Colbourn joined several other 2nd Generation reunion attendees and told about his background and also his connection and interest in the 398th. Colin earned a Ph.D. in U.S. History from University of Southern Mississippi and specialized in Military History for over ten years. It was in his role as a professional Military Historian and his work in the field of World War II casualties that he uncovered more details about his great-uncle, 1st Lt. Charles Edward "Buddy" Howell.

(though captured and taken prisoner). Their plane crashed near Erfurt, Germany, killing the seven men still on-board. While conducting research at the National Archives, a colleague of Colin's found a German Flak Group report that had Charles Howell's name in it recalling the crashed plane. Also in the report was a photo of the remnants of a few dog tags of some of the deceased crew members.



B-17-G 43-38147 N8-L "Fuddy Duddy"

This is the ship 1st Lt. Howell and crew flew on their final mission to Merseberg, Germany November 21, 1944. Enemy fighters shot down the B-17 killing 7 of the crew, including Lt. Howell. The crew that day:

Pilot:	1 st Lt. Charles E. Howell	KIA
Co-Pilot:	2 nd Lt. William Bryan	KIA
Navigator:	1 st Lt. John J. Leyden, Jr.	KIA
Bombardier:	2 nd Lt. Robert T. Gaynor	KIA
Engineer:	S/Sgt. Ralph F. Glancy	KIA
Radio Op:	T/Sgt. John W. Bahling	POW
Ball Turret:	S/Sgt. Brooks U. Atchison	KIA
Left Waist:	S/Sgt. William H. Landrie, Jr.	POW
Right Waist:	S/Sgt. Jose M. Echevarria	POW
Tail Gunner:	S/Sgt. Fred W. Cole	KIA

1st Lt. Howell was a B-17 pilot in the 398th Bomb Group, 603rd Squadron. Though his family seldom talked about their loss, Colin's research led him to learn a great deal about his Great-Uncle Buddy's military career and details about his final mission with the 398th to bomb the Leuna Oil Refineries at Merseburg, Germany on November 21, 1944. Howell's plane, the "Fuddy Duddy," was attacked by German fighters and badly damaged. Howell and his co-pilot, 2nd Lt. William Bryan, maintained control of the plane long enough for three crewmen to bail out and survive...

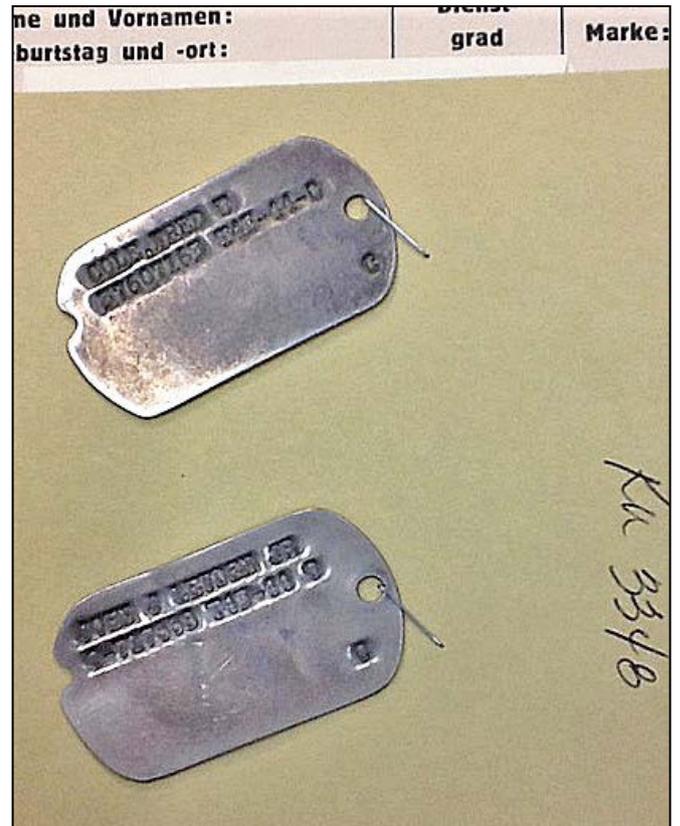


Photo of recovered dog tags included with the Howell Crew's German KU Report.

Top tag: Cole, Fred W. serial# 37607163
Bottom tag: John J. Leyden Jr serial# 0-787559

A KU report, short for 'Kampfflugzeuge USA Reports', was prepared by the Luftwaffe if the loss of an aircraft occurred over German territory. These reports included the location of the aircraft wreckage and fate of the crew. Very similar to the American MACR reports (Missing Air Crew Reports)

Early in Colin's career, he started a Historical Fellowship at the Defense POW/MIA Accounting Agency — his introduction into searching for MIAs. Colin says, "I knew I wanted to continue helping bring MIAs home to their loved ones." He began working as Lead Historian for Project Recover in 2016 and has been on missions to six different countries.

Continued on next page

He described what Project Recover is about and shared several research and recovery stories. Project Recover began in 1993 when founder Dr. Pat Scannon envisioned bringing MIAs home from Palau in 1993. Research and searches by the team of professionals and volunteers have led to locating more than 30 US World War II aircraft associated with more than 100 MIAs all over the world.

Project Recover's Mission Statement reads: "Project Recover is a collaborative effort to enlist 21st-century science and technology in a quest to find and repatriate Americans missing in action since World War II, in order to provide recognition and closure for families and the Nation."

The partnership is composed of researchers from the University of Delaware (UD), Scripps Institution of Oceanography – University of California, San Diego (SIO) and the not-for-profit organization Project Recover. Project Recover staff and its group of volunteers have over 20 years of experience dedicated to locating and identifying Americans Missing-in-Action (MIA) from World War II. Professional oceanographers and underwater archaeologists from UD and SIO are equipped with state-of-the-art survey technologies including various Unmanned Underwater Vehicles (UUV) platforms, scanning sonars, high-definition and thermal cameras, and underwater robots.



**Chrysta Moore and Colin
at the 8th AF Reunion, October 2019**

Chrysta Moore's brother-in-law was Corporal James W. Moore. He was a gunner on a B-24 that went missing on a mission over Celebes, Indonesia.

Chrysta's family had never learned anything about the missing plane and crew. They really had no idea how to find out or where to start.

After explaining the situation to Colin, he did a little digging and, while at the reunion, was able to show her the MACR (Missing Air Crew Report). In the post mission debriefing the crew of another plane had seen Cpl. Moore's plane in their formation after they had radioed "Mission Accomplished". Then the B-24 suddenly did a 180 and headed back to the island. Though Cpl. Moore's plane had radioed "Mission Accomplished" they did not radio again or explain why they had turned back. Their disappearance is still a mystery.

Chrysta was so happy to finally discover a piece of the puzzle. Perhaps Colin and his team will be able to research and find this crash site at some point in the future but so much depends on their current list of projects and of course, the host country's cooperation.

** Note: Chrysta's late husband was S/Sgt. Cecil R. "Tex" Moore, 602nd SQ tail gunner on the Woodson Crew.*

"I do this work because I am not only passionate about the historical challenge, but also because with our team and our technology, I can transform the mundane days at archives and museums into real answers for families who have mourned the loss of their loved ones with no answers for so many years."

Dr. Colin Colbourn

In several situations, Project Recover has been contacted by family members of MIA's that are still hoping for any information and ultimate discovery of what happened to their loved one, his crew and his plane. Even 75 years later, families long for closure and in some successful missions, remains have been found and returned to their loved ones. In those circumstances, full military burials have been conducted with the family, friends, veterans, local community groups and members of Project Recover in attendance.

Continued on next page

Several Project Recover missions stand out for Colin. His very first on-site mission was to New Caledonia to dive and identify a plane that local authorities had located. It took many dives to determine that the aircraft in a lagoon off the coast was, in fact, a B-17. It allowed Colin an opportunity to become very familiar with the type of plane his Uncle Buddy had flown back in Europe.



Colin diving on the B-17 crash site in New Caledonia.

The group has also done a great deal of work in Papua New Guinea and Chuuk (Truk) Lagoon. The family of a MIA B24 and crew had done their own research and provided Project Recover with information about where the plane might have gone down in Papua New Guinea. After lots of additional preparation, a search began. It took quite a few days and dives, but the team was finally able to locate their loved one's plane.

Since 2017 Colin has also devoted hours and hours researching losses in Chuuk Lagoon. After two big searches, nothing had been found. But in late 2019, Project Recover found three missing aircraft! And most significantly, the remains of seven American MIAs that should come home as a result of Project Recover's diligent work. Searches will continue in Chuuk Lagoon in hopes of finding additional aircraft at the sight of the significant air and sea WWII battle in that area.

Project Recover is also investigating dozens of potential sites in the English Channel. Colin has personally spent weeks researching in the UK—interviewing locals, and going from small museum to museum across the countryside to see the collections and locate any potential clues to missing aircraft. Any information on crews that went missing in the English Channel is most welcome.

Continued on next page

Photo to the right: Colin conducting a land search for missing aircraft in Chuuk, Federated States of Micronesia.



Project Recover set its sights on finding “Heaven Can Wait” after being presented with four years of research on circumstances of the crash, compiled by family members of one the B-24 crew members seeking closure for their lost relative.

“Heaven Can Wait” was shot down March 11, 1944 by enemy fire while on a mission to bomb Japanese anti-aircraft batteries around Hansa Bay, off Papua New Guinea. All eleven crew members were lost. They were members of the 320th Squadron “Jolly Rogers” 90th Bomb Group, 5th Air Force.

Top photo: B-24 serial no. 42-41516 “Heaven Can Wait”.

Bottom Photo: 73 years later, in October of 2017, the crash site is found by Project Recover



*Personal note —

In an ironic twist of fate, upon my first meeting Colin that day in St. Louis, we very quickly learned we had something in common. My dad, Don Menard, was Radio Operator in the 398th BG, 603 Sq. Roy Sheely Crew. Dad's plane was shot down October 29, 1944 during a mission to Munster. The entire crew was able to bail out, were captured and taken as POW's and survived the war. The Lead Plane for that Munster Mission was the Sheely plane. That meant that a 398th Group Aircraft Commander, Captain Talma A. Scott, Jr. and a Group Bombardier, 1st Lt. Dale Brown, replaced two of Sheely's men—namely 2nd Lt. William Bryan and S/Sgt. Fred Cole. Bryan and Cole were subsequently re-assigned to Colin's Great-Uncle 1st Lt. Charles E. Howell's crew and were subsequently KIA on November 21, 1944. My dad's best friend was William Bryan and my oldest brother is named William Bryan Menard, in his honor. Colin's dad is named Charles Edward after his uncle. It was an emotional connection for me and Colin—to meet someone else who had such a personal interest in what happened to Buddy Howell and his crew that day.

I strongly encourage you to visit the Project Recover website: www.projectrecover.org and their Facebook page, Project Recover. There are also several videos of their projects and activities on YouTube. Project Recover was also recently featured on Discovery Channel's "Josh Gates Expedition Unknown Tonight Show". Colin has also recently done a Webinar talk for the Commemorative Air Force. Lots of information and videos on the internet!



They Paid The Ultimate Price For Freedom

The photo on the left is 2nd Lt. William M. Bryan, Co-Pilot. The photo on the right is a candid shot of S/Sgt. Fred W. Cole, Tail Gunner. Both photos were taken while the men were assigned to their original crew, the Sheely Crew.

Fate stepped in on October 28, 1944 and the two did not fly with their crew on the mission to Munster. The Sheely crew was shot down that day and all became POW's. Now without a crew, Bryan and Cole were then reassigned to the Charles E. Howell Crew. On the November 21st mission to Merseberg, the Howell crew was shot down and both men lost their lives along with Howell and four other crewmates.



The 603rd SQ Sheely Crew

**June 1944 during Operational Training
Drew Field, Tampa, Florida**

All ranks are at time of photo.

Back Row L-R:

- Lt. William Bryan, Co-Pilot
- Lt. Charles E. McQuity, Bombardier
- Lt. Robert Robinson, Navigator
- Lt. Roy M. Sheely, Pilot

Middle Row L-R:

- Cpl. Fred F. Cole, Tail Gunner
- Cpl. Albert J. Richards, Ball Turret
- Cpl. Marvin G. Bell, Waist Gunner
- Cpl. Donald M. Menard, Radio Operator

Front Row L-R:

- Cpl. John J. Bawduniak, Waist Gunner
- Cpl. Earl M. Cornett, Engineer / Top Turret

OPERATION REVIVAL

The Russians had liberated Stalag Luft 1 on May 1 and on May 12, 13 and 14, 1945 approximately 9,000 prisoners of war at Stalag Luft 1 were flown out of Barth, Germany and back into Allied control by the 8th Air Force. This massive airlift was called "Operation Revival". The Royal Air Force POW's were flown back to England and the American POW's were flown to Camp Lucky Strike in Le Havre, France, where they were processed and waited for a liberty ship to return to the States.

In a July 13, 2000 letter written to Walter Brown, then editor of the 8th AF Magazine, former POW Don Menard recounts his liberation from Stalag Luft 1. Don was the radio operator on the 603rd Sheely Crew. [crew photo on page 5]

What I relate here is by no means all events and details of what took place during the two weeks from May 1 through the final lift-off on May 14th [1945]. Most of what I submit comes from notes, memory and some excerpts from Colonel Hubert Zemke's records and his writings. Colonel Zemke (famous commander of the 56th Fighter Group) was the Senior Allied Officer and as such was the commander of Provisional Group X. This group represented all of the Allied prisoners before the Luftwaffe staff operating Stalag Luft 1.

Due to the proximity of the Russian forces to us in late April, the German staff asked for a meeting with Colonel Zemke. The purpose of the meeting was to propose to leave Stalag Luft 1 to us and they would head west to contact the British forces who were within 70 – 80 km of Barth. This was agreed upon. At approximately midnight of May 1, the Germans' departure took place. The camp population were not aware of this operation until daylight when the Stars & Stripes and Union Jack had replaced the swastika. The flags had been sewn with scraps and smuggled for quite some time.

Since the facility was not marked and it was unknown whether the Russians were aware of our existence, a scouting team of our now liberated prisoners who spoke German and Russian were sent toward the east to intercept forward elements of the Russian army. From our location we could easily hear what was probably artillery fire. Hence the importance of making contact. The original party arrived late on the 1st with a Russian scout who was taken to the stalag. His information was that the main force of the Russian 65th Army were near Stralsund, about 20 km east of Barth. The ranking Russian officer for this group was a Colonel Zhovaniak, Most interaction between ourselves and the Russians was between Col. Zemke and Col. Zhovaniak, later joined by his superior General Borisov.

Much to the chagrin of almost 9,000 liberated POW's, it took two weeks to clear our repatriation by air. The Russian's idea was to ship us by land to Odessa on the Black Sea, then by ship to the US and the UK. This was rejected and further negotiations followed.

Finally on May 11th authority to use the airport adjacent to our camp for evacuation on the 12th and 13th, with specified hours. A 20 km corridor for travel over Russian occupied territory was designated. By then everyone had their meager belongings together.

Continued on next page



**S/Sgt. Donald M. Menard
603rd SQ, Sheely Crew**

Flying lead, Capt. Talma A. Scott was the Aircraft Commander of the Sheely crew on the Oct. 28, 1944 mission to Munster. After their B-17 was hit by flak and went down behind enemy lines, the crew scattered but were all captured within 24 hours. Don was first sent to Stalag Luft 4 in Gross Tychow but in late December / early January 1945, as the Russians advanced, the Germans moved all of the prisoners to Stalag Luft 1 in Barth. Don was a POW there until the Russians liberated the camp on May 1, 1945.

Don's daughter, Mellisa Ledlow provided her dad's 8th AAF photo above. She said, "If you notice he wrote, "Ton cher fils" which is French for "Your dear son". His parents were Cajun French and at that time spoke very little English and certainly didn't read it. It's such a sentimental picture for our family."

OPERATION REVIVAL - Continued from Page 6

The boarding plan was to first take hospital cases and the sick. Next were the British who for the most part had been incarcerated longer than any, some back to 1940. Numbers leading to the airport were marched in barrack groups, to avoid cluttering the roadway and loading area at the airport.

In early afternoon of the 12th the first B-17 arrived. Aboard was General William M. Gross, commander of the 1st Air Division of the Eighth Air Force. A C-46 followed with officers from General Eisenhower's staff at SHAEF [Supreme Headquarters Allied Expeditionary Force] headquarters. Two more B-17's arrived with communications equipment and personnel to establish links with the Eighth Air Force. Later in the afternoon 30 to 40 more B-17's arrived. Inside, the fuselages of these aircraft were decked with what appeared to be wooden packing crate material or something similar to plywood. This formed somewhat of a level floor in the fuselage thereby accommodating 25 to 30 men including the few packed in the radio room.

Early on the morning of the 13th the sick and wounded were evacuated in six C-46's. 30 to 40 more C-46's and C-47's joined the B-17's in this process. The aircraft crept very slowly while the men jumped in and piled up in most cases. Being from the 398th Bomb Group, 603rd Squadron it was a pleasant surprise for my turn to board in the afternoon in an aircraft not only from my group but from my squadron as well. I have no idea how many groups participated. I do remember seeing some from our 1st Air

Wing; the 91st from Bassingbourn and the 381st from Ridgewell. I know there were others but I do not know and have not researched it. According to my notes, the total evacuated for the second day, the 13th, was 6,250.

On the morning of the third day, the 14th, the remaining men were all flown out aboard B-17's. The last prisoner to board was Colonel Zemke after having met with General Borisov and Colonel Zhovaniak. According to Colonel Zemke's records, a total of 8,487 had been evacuated.

The return trip to France did not seem to be through a corridor. The pilot seemed to have taken us over several target cities to view the destruction. Our particular aircraft landed at an airfield at Laon, France. We were transported by truck to what appeared to be a troop carrier base near Rheims. From there we were transported by C-47 or C-46 to RAMP [Recovered American Military Personnel] Lucky Strike near the small town of Fécamp in the general area of Le Havre. At Camp Lucky Strike were debriefed, issued clothing and for those of us who had experienced various stomach disorders were given diets like soft food, liquid high calorie drinks, etc. My particular stay there was about 18 days. My trip back to the States was aboard a very new and swift Navy troop transport. The trip to New York was 4-1/2 days. From New York we went to New Brunswick, NJ at Camp Kilmer to pick up travel orders and summer clothing. Travel was to Camp Shelby, MS. There we picked up pay vouchers and furlough orders and base assignments after the furlough. From there to my parents' home in Lafayette, LA arriving June 15th.



"Touchdown in France" photo from www.nationalww2museum.org 398th BG B-17's line up on an airfield in Le Havre, France. This was the first stop for the Stalag Luft 1 ex-POW's on their way to Camp Lucky Strike. Look closely at the tail of the first B-17, you can just make out the "W". It's a very good chance Don Menard had just disembarked from one of these ships.

Parachutes Are Not Only For Jumping

By

Ralph Hall, Tail Gunner, 601st SQ, McCarty's Crew

(Written in 2003)

On my 29th mission [10 January 1945] as a spare on a strange crew [the Ernest O. Andrews crew] that I had never flown with before, we had the misfortune of being shot down in Eindhoven, Holland, in an apple orchard. Not knowing which side of the lines we were on in the British Sector, the rest of the crew took off like jack rabbits thinking it might be enemy territory. Having a piece of shrapnel in my hip, I could not walk and they left me under some bushes. They scattered and headed south. One of the crew came onto a Canadian fighter base. He told them there was a man in the bushes that was wounded and could not walk. Two Canadian ground crew and the American came back and got me with a truck. I think that lorry had square wheels, the way it felt.

For some reason, one of the Canadians picked up my parachute and threw it in the truck. I was taken to the 8th British Liberation Hospital in Antwerp, Belgium. When they unloaded me they also left the chute. A couple of days later after surgery a British sister (nurse) asked me if she could have the parachute. I said sure, as I was not about to use it. I didn't know what she had in mind. Later the sister came over and whispered in my ear that they were wonderful. They had not seen nylon in many years. With an old sewing machine, they were all making ladies underwear. Very much better than the scratchy knickers that they were issued. A 28-foot chute would make a lot of nylon knickers.

One of the main items of their meal ticket was beef barley soup and to this day I love it. It was a good trade. I got beef barley soup by the bucket full. The U.S. Government was missing one parachute. They could charge it to Lend Lease, but not me. Don't tell the U.S. Government I traded it for good soup.



McCarty's Crew, 601st SQ - Training 1943

Standing L-R: Sgt. Paul Adelman, Waist; Lt. Darrel Argubright, Nav; Lt. William McCarty, Pilot; ??; Sgt. Larry Ruth, Eng.
Kneeling L-R: Sgt. Robert McMichael, BT; Sgt. Ralph Hall, Tail Gunner; Lt. Charles Weeks, Co-Pilot; Sgt. David Haight, Radio

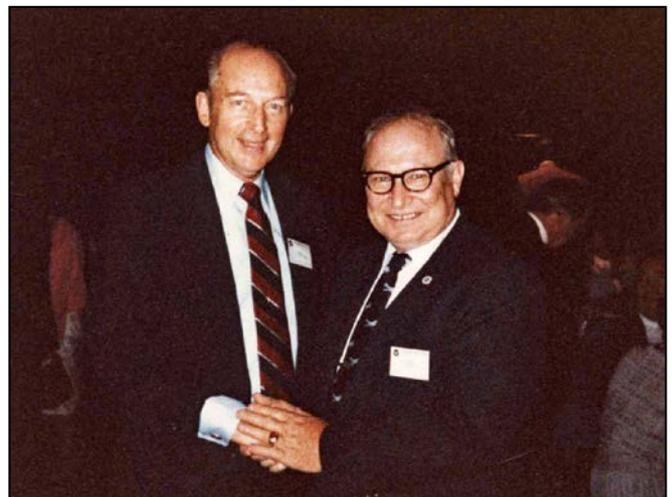
Almost 38 Years Later...

A True Long Shot

About 38 years after the war my wife and I went to an 8th Air Force Reunion in Houston, Texas. This is before the 398th Bomb Group Memorial Association started to hold their own reunions.

On the final night at the parting banquet held for the 1,200 attending, we were seated by the Groups attending. As we old timers usually do, we were trading stories. The question came up how many missions each person flew. My answer was that I was shot down on my 29th mission on the 10th of January 1945 and never finished. I was wounded in the hip and went down in Eindhoven, Holland. I did not know the others at the table but the date and location rang a bell with one at the table. He went down the same day and place. He started saying that was a bad place they left you when they [the crew] scattered. I didn't know much as I had been given a couple of shots of morphine and was on cloud nine. After his remarks I said that you seem to know more about me and the occasion than I do, who are you? His answer was that he was the one that came back with the Canadians in the lorry and picked me up. His answer was the shock of my life and I started to cry. It was Harold Stallings who was on the pickup crew and he saved my life. After that we were very close until he passed away.

What a shock after all that time the guy that rescued me was across the table. Without him I might never have made it. That's a long shot don't you think?



At the 1983 8th AF Reunion in Houston, Texas, Harold Stallings and Ralph Hall met again after 38 years. On January 10, 1945, the Andrews Crew had to ditch in Holland. All scattered, afraid they would be captured. Except for Ralph who was injured, Co-Pilot Stallings came back and rescued Ralph.

Joe Reveman recalls the April 13th, 1945 "RDX Mission"

The Lt. Samuel H. Palant story by Judy Trester-Hall in the July 2020 Flak News prompted a few of you to submit your own stories about the incident. Joe Reveman's remembrance follows below and Marcia Taylor Stoetzel's note about her dad Robert R. Taylor appears on page 11.

Joe Reveman was the radio operator on Howard Traeder's Crew, 601st Squadron. He wrote the following story describing his harrowing experience on that Friday the 13th in 1945.

Only one more mission to complete our tour of duty and we'd be rewarded with one week of rest and social relaxation on a U.S. estate home in Scotland.

This was not to happen. Army Ordnance had designed a new highly explosive bomb that needed to be dropped in sequential order, because of the sensitivity of the bombs.

Unfortunately, one of the B-17's dropped its bombs en masse, all of their bombs exploded simultaneously in the midst of our formation, causing six B-17's to crash killing two crewmen from the Martinek Crew.

Our aircraft, "Queenie" was thrown upwards, hundreds of feet. Two engines were knocked out, limiting our power. The rest of the squadron continued without us, as we gradually descended, all alone, into the skies of Germany.

Howard Traeder skillfully managed to hold our Flying Fortress steady to bring us in on a belly landing, near a small abandoned German airfield in Paderborn.

Prior to abandoning the airstrip, the Germans had erected a barrier on each side of the runway to sever the wings of any American plane that would try to land there. We crashed and the right wing was cut off. Our aircraft was on fire.

I was unconscious for about 20 seconds. When I awoke, the plane was completely crushed. I frantically looked for a way out but saw no exit, and my boots were trapped in the



Traeder's Crew, 601st SQ – Feb. 20, 1945

Standing L-R: T/Sgt. Joe Reveman, Radio Op; S/Sgt. Frank Scherer, BT Gunner; T/Sgt. Fred C. Bradley, Jr., Engineer; S/Sgt. John Miller, Waist; S/Sgt. Andy Fay, Toggler.

Kneeling L-R: F/O Marvin Blancett, Navigator; Sgt. Bill Jones, Tail; 2nd Lt. Quentin McMurray, Co-Pilot; 2nd Lt. Howard Traeder, Pilot.

wreckage. Fortunately, the crew was able to pull me out through the top of the plane, leaving my flying boots in the burning aircraft. They saved my life and here I am.

And, as they say in Looney Tunes:

"T-T-T-That's all folks!"

This was all that was left of Queenie after Traeder's crash in Paderborn. It's incredible the crew survived... and somewhere in that tangled mess are Joe's flying boots!



The 398th BG Portrait Gallery

We have a new feature on our website www.398th.org called "398th AAF Portrait Photos". It is a gallery of individual portraits taken between 1942 and 1945. We are seeking good, individual, WWII portrait photographs of all 398th Bomb Group Personnel to add to our site and our historical records. If you would like your favorite veteran to be included in our collection, please email your photographs to: historian@398th.org. Below are a few sample photos from our website.



S/Sgt. James C. Crouch
Togglier & Waist, 601st SQ



2nd Lt. Herbert S. Meeker
Navigator, 600th SQ



1st Lt. Newell "Newt" D. Moy
Pilot, 603rd SQ



T/Sgt. Ellis H. O'Neal
Engineer/Top Turret, 600th SQ



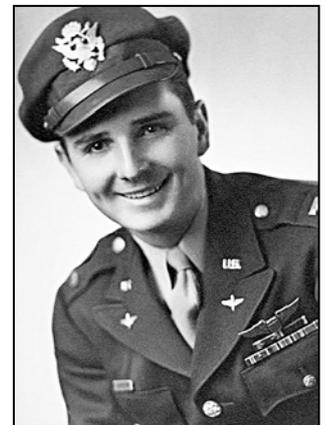
2nd Lt. Russell F. Reed
Pilot, 603rd SQ



1st Lt. Paul W. Roderick
Pilot, 602nd SQ



2nd Lt. Henry A. Skubik
Co-Pilot, 601st SQ



2nd Lt. James L. White
Co-Pilot, 600th SQ

A Message from the President:

BY MARILYN GIBB-RICE

President, 398th Bomb Group Memorial Association

Hello,

It is unbelievable that we are still in this incredible situation with COVID that we were in July. Since we cannot predict what may happen, we have decided not to make arrangements for the biennial service at Nuthampstead in May 2021. The trustees of the Nuthampstead Airfield Museum decided to keep the museum closed during this pandemic and will determine in the spring when to open again.

Best wishes to everyone for the holiday season. Please be safe and well.

FLAK NEWS

C/O Lee A. Bradley, Editor

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USA

ADDRESS SERVICE REQUESTED



A Blast From the Past

The 1998 Reunion at Station 131, Nuthampstead, England

Since we were unable to have our biennial and annual reunions this year, we thought it would be fun to print this classic 1998 reunion photo. So many Veterans!

Back Row L-R: Russ Reed, 603 Pilot; Bob Hart, 600 Co-Pilot; John Hiller, 601 Bombardier; Daniel Leyva, 603 Engineer; Joe Joseph, 603 Engineer; Ike Alhadeff, 600 Pilot; George Schatz, 600 Bombardier; Arthur Wilson, 600 Pilot; Vic Jenkins, 398th Researcher; Newt Moy, 603 Pilot; John Cosco, 602 Bombardier; Herb Wilson, 602 Radio; Charles Sutton, 600 Tail; Sam Gailey, 602 Tail; Allen Ostrom, 603 Tail.

Front Row L-R: Bob Bowen, 602 Pilot; Howard Traeder, 601 Pilot; Lowell Culver, 601 Co-Pilot; Ham Mero, 600 Co-Pilot; George Cuda, 600 Line Chief; Wally Blackwell, 601 Pilot; Jim White, 600 Co-Pilot; Ben Core, 601 Radio; Tom Dougherty, 602 Gunner.