

“MILK RUN”

Oregon Chapter 8th Air Force Historical Society News Update July 2010



Next Meeting is on **August 7**. 10 AM till 2 PM

History News

Readers, where's your story? See the last page on how to share your history.

Local Military Authors – Cont'd from last Month

“Bird with a Broken Wing” was written by Larry J. Bellarts in 1995. ISBN 0-8323-0514-6. Published in Portland, Oregon by Binford & Mort. Larry now lives in Hood River. Larry flew combat missions in WW II, Korea and Vietnam. He was shot at by all types of a/c and AA guns in WW-II- including a Me-262 who got his three wingmen down and was shot down by Larry's tail gunner before the German could shoot down Larry's B-17. We have that story in detail in our archive.

“Remembering My War” was written by Lt. Col. Paul E. Armentrout, USAF (Ret). ISBN 0-9759158-1-9. Printed by The Best Little Printhouse in Town, Eugene, Oregon. Paul flew 30 missions in B-24s in the 446th BG(H) 2nd Air Division, 8th Air Force. The book lists all his missions with maps, photos, statistics of each.

“North African Odyssey” by Norris H. Perkins in 1995 published by Four Mountain Productions in Portland Oregon. ISBN 0-9638442-1-0. Norris was a tank commander in North Africa in the 66th Armored Regiment and was also in on the invasion of Sicily in July of 1943.

“The amazing story of Sergeant Jacob DeShazer” originally published in 1950 by Hoyt Watson who worked at Seattle Pacific College. ISBN 1-878559-00-1. Jacob was one of the Doolittle Raiders (crew 16, last ship off the Hornet) who was captured in April of 1942. 8 were captured, three were executed on trumped up charges by the Japanese, one died of malnutrition, and he and three others survived. He died in 2008.

“Easy Company Solder” by Sgt. Don Malarkey w/Bob Welch. ISBN 0-312-37849-1 St Martin's Press published in 2008. Easy Company was made famous by the book “Band of Brothers” and then the HBO series of the same name about this one company in the 506 Parachute Infantry Regiment of the 101st Airborne Division of WW II. Their web site: www.menofeasycompany.com/

“A WALK WITH GOD”. Tail gunner SSGT Robert Otto, of Everett WA, went to Austria for the dedication of a painting called LIBERATOR in 2008, honoring American airmen who helped liberate Austria. He subsequently wrote this book of his experiences and it is available by contacting him at 425-355-1505 or online at Amazon.

These books can be found on Amazon.com

Please let me know of other local authors in the Pacific NW of books concerning WW I, WW II, Korea, Vietnam, Gulf War etc.

Books coming out

["Liberators Over Norwich The 458th Bomb Group \(H\) at Horsham St. Faith 1944-1945"](#) (Amazon link) by Ron Mackay, Mike Bailey, and Darin Scorza. Published date set for June 16, 2010.

Lawrence Fick, a member of our local 8th AFHS chapter in Oregon, was in this unit from July 1944 until the end of war ending up as lead navigator for the group.

Home Page of 458th BG (H) <http://www.458bg.com/>

"Splendor in the Skies – Echoes from the Past" is a collection of over 200 stories (250+ pages) of the air war against Germany. Don R. Hayes has collected these stories and the book is at his editors for the summer. He is the editor of the publication for the B-17 Flying Fortress Association and was in the 97 BG(H) 4141 BS; 1640 Cambridge Drive, Walla Walla, Wa 99362. B-17 Association web site: <http://www.airwarb17.net/>

"Mission to Berlin" research request to 8th AF Air and Ground crews

Robert F. Dorr is publishing "Mission to Berlin in March 2011 and the book will cover both the overall American daylight bombing effort by the Eighth Air Force and, in particular, the February 3, 1945 mission when the Eighth Air Force dispatched 1,003 B-17 Flying Fortresses to Berlin and 434 B-24 Liberators to Magdeburg, escorted by 948 fighters.

The book will be in the same format as "Hell Hawks," his current book (co-authored with Thomas D. Jones) about P-47 Thunderbolt operations in Europe.

[Hell Hawks: P47s in Ground Air Support in Europe](#)

I need help with the following:

The ground crew:

I need to talk to crew chiefs, maintainers, armorers, electricians, ordnance guys, and other who helped to prepare the bombers for their missions. If you're a ground crew veteran, or have information that can help, please call me on the phone and let me do a brief interview with you.

Flight crew:

I would like to interview anyone who is willing to share experiences.

In the 34th Bombardment Group

I'm already in contact with several members but would like to hear from others, especially crewmembers of the B-17Gs FANCY NANCY and PURTY CHILI.

In the 91st Bombardment Group

A pivotal event in this history is the loss of the command aircraft with Lt. Col. Marvin D. Lord aboard, filling in for Major Emmanuel Klette. I would like to hear from anyone who can tell me more about Lord and Klette. So far, I have been unable to locate a photo of Klette.

I'm searching for a photo of 2nd Lt. James Hensley (322nd BS, 91st BG) who flew some of the early B-17 missions and was later the father of Cindy McCain.

In the 398th Bombardment Group

I'm looking for more details of the collision of the unnamed Powell B-17G and the 1st Lt. John McCormick B-17G which may have been named MAUDE MARIA (or was it?).

In the 452nd Bombardment Group

In addition to the above, I would like to talk to anyone who flew the Berlin missions of February 3, 1945 and February 26, 1945. I would especially like to talk with anyone on the Marksian crew.

In the 486th Bombardment Group

I'm looking for a photo and biographical details on tail gunner Staff Sgt. Frank T. Chrastka, who lost his life as part of the Cloud crew aboard the B-17G BLUE GRASS GIRL.

I'm looking for more information about the Ogle crew of the B-17G LADY V II, which diverted to Poland. I especially need details about the crewchief, the fate of the airplane after arriving in Soviet-held Poland, and the repatriation of the Ogle crew.

Among the B-24 Liberator crews:

The weakest part of my story so far is the 343 B-24 Liberators that were dispatched to Magdeburg on February 3, 1945. As the author of three books, I know better than most that B-24 crewmembers often feel they are "second class citizens" when the history of the war is written.

Robert Dorr is the author of 70 books and ten thousand magazine articles and newspaper columns and has been writing about the Air Force for 54 years. Writings include a weekly column in Air Force Times newspaper, a monthly feature in Aerospace America magazine, and a quarterly page in Air Power History. I'm an author, an air Force veteran, and a retired senior American diplomat.

http://en.wikipedia.org/wiki/Robert_F._Dorr

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A New Book About Eva Braun

In February a new book about the life of Eva Braun, mistress to Adolf Hitler, was written by Heidi Gortemaker has been published and is trying to shed new light on Eva and how she became involved with Hitler and trying to prove that she was not an ditzy "empty-headed flibbertigibbet".

http://www.foreignpolicy.com/articles/2010/02/18/did_hitlers_mistress_have_a_clue

B-24 Training Stats

From official records . . .

From Pearl Harbor through September 1944, B-24 accidents in the U.S. have resulted in 2,188 fatalities. In the first 9 months of 1944, B-24's did only 6% of total flying in the U.S. but accounted for 26% of all fatalities. They flew 5% less than B-17's but had 105% more fatalities and 85% more wrecks. Had the B-24 had as good accident rate as the B-17 during the period 7 December 1941 through September 1944, there would have been a saving of 230 aircraft wrecked, 904 lives, and approximately \$60,000,000.

Bill Steitz has stated that he went back to the 15th AF in Italy for another tour of combat since he felt it was safer in combat than training new pilots in B-24s. The above bears this out.

In the 787 Squadron of the 466 BG (H) -- Lt Bob Gordon's Crew

Getting there in October of 1944 still meant a lot of dangers lay ahead to Marvin Hendrickson and the rest of the crew.

Jim Larson photo of B-24 and a new Me-262 flying in formation together near Whidbey Island with Paine Field in the background.



<http://heraldnet.com/article/20100606/NEWS01/706069881>

"Courage is being scared to death but saddling up anyway." -- John Wayne



Lt John Finn- MOH awarded for Pearl Harbor action, dies at 100

"Despite head wounds and other injuries, Finn, the chief of ordnance for an air squadron, continuously fired a .50-caliber machine gun from an exposed position as bullets and bombs pounded the Naval Air Station at Kaneohe Bay on Oahu. He then supervised the rearming of returning American planes. "

"Here they're paying you for doing your duty, and that's what I did," Finn told The Associated Press before his 100th birthday. "I never intended to be a hero. But on Dec. 7, by God, we're in a war."

He was the oldest of 97 living Medal Of Honor recipients still living from World War II.

He was awarded it on September 15, 1942.

<http://www.navalhistory.org/2010/05/27/remembering-lt-john-finn-usn/>

Three UXB Experts die trying to disarm a 1000 lb bomb in Goettingen, Germany

Unexploded Bombs – UXB (also sometimes referred to as UXO - Unexploded Ordinance) – are all over Europe and the Pacific. On June 3, 2010 a thirteen man team was trying to disarm one at a construction site when one of the two fuses that were used on US 1000 lb bombs finally set it off. It could also have been a delayed action bomb that whose timer malfunctioned when it hit and never timed out, but it finally did when it was disturbed.

Gottingen was bombed by the 96th BG (H) on May 9, 1943.

<http://www.theepochtimes.com/n2/content/view/36758/>

Bombing Arnhem Bridge – After the Battle

Malcolm G. Edwards, 1st Lt., Bombardier, in the 344 BG, 495 Squadron, was part of the attack that knocked down Arnhem Bridge on 7 October 1944.

<http://www.costoffreedom.org/The%20Final%20Chapter%20of%20the%20Battle%20of%20Arnhem%20Bridge.html>

Photo Interpreters in WW II

A look at the tasks assigned to photo interpreters in WW II and how they worked – and why sometimes they ignored items in photos snapped by PR (Photo Recon) aircraft.

<http://www.globalsecurity.org/intell/library/imint/holocaust2.htm>

WASP Museum Update – Corrected Address & POC

The mailing address for the museum is P.O. Box 456, Sweetwater, TX 79556. The phone number is (325) 235-0099 and website is www.waspmuseum.org . For more information people can e-mail Sharron Davis, the museum's executive director, at waspinfo99@yahoo.com.

Memorial Day weekend at Sweetwater, Texas the museum had its annual WASP



Homecoming event. Seventeen of the women veterans returned to Avenger Field where they learned to fly military airplanes in World War II. The photo is of several of the women veterans sitting along the wishing well near Avenger Field on May 29, 2010 ... it was a WASP tradition that the first trainee who soloed in her class

was thrown into the wishing well. The statue in the middle of the wishing well was made by WASP Dorothy Swain Lewis (who is seated in the middle of the picture with a tan-colored purse between her feet). A duplicate statue is at the USAF Academy in Colorado Springs.

Swamp Ghost comes home

The Boeing B-17E that went to war and then ended up in a New Guinea swamp, came to a Long Beach California unveiling on June 11.

The plane was struck by enemy fire in 1942 while bombing Rabaul, New Guinea. When it began to lose fuel at a drastic rate, Pilot Fred Eaton crash-landed into what appeared to be a grassy field. It took the crew six weeks to get back to safety

Fred Hagen and B-17 enthusiast, restaurateur and antique aircraft collector David Tallichet spent more than \$1 million on excavating the aircraft and getting back to the USA.

<http://www.scpr.org/news/2010/06/11/swamp-ghost-comes-home-unveiled-long-beach/>

B-26s at Midway

The Battle of Midway when fought from June 4 thru 6 1942 and involved aircraft carrier and land based aircraft on the US side. The Army Air Forces had a variety of a/c on the island to support it – including Martin B-26 Marauders – which the one Jim Muri flew was named “Suzie Q”.

Jim Muri performed a torpedo attack against the enemy carrier fleet targeting the Akagi and then fought against and survived a fight with Japanese Navy Zero pilots. Muri’s plane was riddled by anti-aircraft fire and bullets from attacking Japanese fighters. Muri probably saved his crew with an improvised maneuver. He banked hard and flew right down the length of the Akagi’s deck, correctly guessing that Japanese antiaircraft gunners couldn’t swing their guns fast enough to shoot him down. When he got back to Midway over 500 holes were in his a/c and three crewman had been wounded. He was 24.

http://billingsgazette.com/news/local/article_a23d83ea-7029-11df-affb-001cc4c002e0.html

Republished Memoir of flying in the 15th AAF

Tech Sgt. Fili flew 34 missions, the last one was in “Destiny Deb”, when he was shot down over Romania and became a POW in April of 1944. “Passage to Valhalla II,” which is the memoir being republished after the initial printing in 1991, he wrote to honor of the 79,260 airmen killed during air battles over Europe (*editor: not sure which nations that total is for*) and to remind future generations to help prevent constant wars.

<http://www.delcotimes.com/articles/2010/06/02/news/doc4c05cc24bf3be058795872.txt>

Aegis Destroyer named in honor of Adm. Spruance

At the Bath Iron Works in Maine on June 5, a new US Navy 9,200-ton Aegis destroyer was launched and named in honor of the admiral that was in charge of one carrier battle fleet during the Battle of Midway.

<http://www.google.com/hostednews/ap/article/ALeqM5gsyDQwoRUKFXZ26RzOI-OwnshYgD9G59E3O2>

Highest Group Loss in a Day – 27 Sept 1944

On September 27, 1944, a bombing mission into Germany would go down as the highest loss in history for a bomber group in a single day's battle. 20 B-24s were shot down over Kassel Germany.

Read more: <http://www.winknews.com/Local-Florida/2010-05-30/WWII-veteran-to-be-honored-at-Bonita-Springs-Memorial-Day-ceremony#ixzz0qlcmXVJM>

A Dog tag necklace

On New Georgia at Munda Airfield a local resident named Graham Sale was wearing a chain of six old dog tags that he had found while digging next to the old Japanese airfield which after it was captured was used by the Americans. Shane Elliott, 44, of Washington State, works on research vessels in the South Pacific and in his spare time does research of WW II sites. He wrote down the names from the dog tags and then became a detective since one of the six names in the chain, Edward Brennan Healy, 39 a gunner on a B-24 was presumed KIA since their plane nor any of his crewmen have ever been found.

<http://www.ajc.com/news/dekalb/66-years-later-missing-538792.html?imw=Y>

Shot down on D-Day –over Yugoslavia

D-Day in France was just another mission day for the 15th Air Force in their air campaign against Germany and their allies. 2nd Lt Milton Friend was navigating his B-24 to Ploesti when after the bomb run a pair of Bf-109s came through and set the right engine on fire. "Because the gas lines on a B-24 were located in the wings, the planes "had a reputation for blowing up," Friend said; and so 9 of the 10 men were able to bailed out. Recued by the Chetniks, which were fighting the Germans and were led by Gen. Draja Mihailovic he was behind enemy lines for 66 days until the US Army sent planes behind German lines and rescued him along with 500+ other airmen who had evaded German capture.

<http://www.palmbeachpost.com/news/66-years-after-d-day-boynton-veteran-recalls-729757.html>

P-51 POW

On August 3, 1944 Robert Kurtz was shot down by a Luftwaffe Bf-109 and crashed into the Black Forest in Germany. German soldiers pulled him out of his plane, performed first aid on him, and then took him to the nearest hospital.

"I was out cold, I would have bled to death if they hadn't gotten me out when they did."

<http://www.delmarvanow.com/article/20100626/NEWS01/6260338>

Korean War – 60 years later

A lot of WW II era pilots – and infantry – were recalled to fight in Korea. This conflict is often called “The Forgotten War” , though it still burns bright for all those who fought in it.

Newton Carleton was a logistics person during the war and his scrapbook of photos tells a lot about the 15 months he was there.

http://www.amarillo.com/stories/062810/new_news1.shtml

Logistics can win – or lose – a battle before it starts.

“Behind every great leader there was an even greater logistician. - M. Cox”

“The tactics . . . no, amateurs discuss tactics . . . Professional soldiers study logistics.”

- Tom Clancy, Red Storm Rising

Another Fighter Plane Wreck Discovered in India

In East Kameng district of Arunachal Pradesh in India a trekker going through dense forest came upon the wreckage. Words on a piece of metal that he brought back stated “Black Hawk”.

http://www.dnaindia.com/india/report_another-us-fighter-plane-missing-since-world-war-ii-found-in-arunachal-pradesh_1399021

General De Gaulle Still leading France – though a class assignment

French High School students will now have as a reading assignment General De Gaulle’s third book of his memoirs “War Memoirs: Salvation 1944-1946” as well as other classics by Homer and Samuel Beckett.

General De Gaulle led the 4th French Armored division during the Battle of France - and most accounts state that his division along with the majority of other French divisions actually fought well and he led one of few successful counterattacks during the campaign. Most other French units were out maneuvered due to the tactics they were taught on how to use their tanks and mobility. The French spread most of their tanks out directly to the infantry units as support and only in a few, like De Gaulle’s 4th Armored Division, were the tanks concentrated. The Germans of course had practical combat experience in Poland (and they changed some combat methods and organization after that campaign) whereas the French only had book experience in large mobile combat.

<http://www.bloomberg.com/news/2010-06-17/de-gaulle-s-inclusion-in-school-curriculum-divides-french-on-anniversary.html>

Reloading .50 Caliber Shells in England

Does anyone know if spent .50 caliber shells unloaded from bombers were reloading in England? Did they send them back to a factory for reloading or were they hauled off the bases as scrap to be re-melted down and then reused in the war effort that way?

95th BG(H) Reunion in DC This Year

From August 25 thru 29th the 95 BG(H) is having their re-union in Washington DC. Brad Petrella is the Reunion Chairman this year and you can get information and registration forms from their website: www.95thbg.org

Local Oregon 8th AFHS Chapter News

Archive Update

<http://www.8thafhsoregon.com/archive/Oregon-Chapter/index.aspx#toc>

Edited lots of the PDFs with corrected metadata and uploaded 2 more sets of individual information onto the chapter's web site in June.

Local Aviation Groups

Old Bold Pilots Club

Meets on the 2nd Wednesday of each month from around 11:45 till when people leave. Meetings are at The Village Inn Restaurant; 17070 SW 72nd Tigard right at Lower Boons Ferry Road and I-5 on the west side of I-5 at Exit 290. Open to everyone. No fees, no dues, it is designed as a gathering to talk aviation over lunchtime.

ANA – Association of Naval Aviators

--- No meeting in July or August ---

Meetings are the last Thursday of each month from 11:30 till around 2 PM.

Contact: Lt Col George H. Bickford Sr. USN (Ret) at 503-656-6643. e-mail: bick @ teleport.com

Mailing address: Flying Beaver Squadron #39; PO Box 432; Clackamas, Oregon 97015-0432

Southern Oregon Warbirds Association

If you live in southern Oregon you can meet x-aviation personnel at the Southern Oregon Warbirds Association (SOWA) <http://www.southernoregonwarbirds.org>.

Meeting location: New Life Christian Center, 1723 NE Vine Street. Roseburg, OR and they meet on the 2nd Wednesday of each month at 12:00 noon. The July / August dinner meeting is on the fourth Tuesday of those months at the American Legion Hall 406 SE Oak Street. 6:30 pm Elmer L Giles, Sec.. POC: Elmer L Giles, 102 Shadow Ranch Lane, Roseburg OR 97470 Cell phone 541 430 4165. Dues \$10 a year.

Breakfast at Twin Oaks Airpark

EAA chapter 105 <http://www.eaa105.org/> holds a breakfast at Twin Oaks Airpark www.twinoaksairpark.com on the 1st Saturday of each month. Cost is \$5 and you get to eat in the hanger. Their next breakfast is at the same time as our 8th AFHS meeting on November 7th. It is a pancake breakfast so you could go there and then still get to the 8th AFHS meeting that starts at 10 AM.

Bomber Restaurant Breakfast

On the first Friday of each month people meet at The Bomber Restaurant (find the B-17 along McLaughlin – hard to miss) at 10 AM till noon. The Bomber Complex, Inc. 13515 S.E. McLoughlin Blvd.; Milwaukie, Oregon 97222; 503-659-9306

The B-17 restoration project has its own web site at:

<http://www.b17wingsoffreedom.org/>

Aviation Breakfast Club

This is the Walt Bohrer Chapter and they meet on the 2nd Sunday of each month (3rd Sunday in May; **no** meeting in August) American Legion Post #150 at 8329 SE 89th Ave. in Portland. Doors open at 9:30 AM and usually meet on the second Sunday of the month. Contact person is Ron Brockelman at (503) 890-0914; e-mail: aviationclub@aol.com Exit 16 off of I-205.

“Milk Run” Definition

Milk Run: noun; uneventful, routine. Slang for an “easy mission”. A combat mission where you attack the enemy and get credit for a mission toward your tour total but no enemy fighters, nor any effective anti-aircraft guns, are expected to be firing at you. Word origin based upon the routine nature of delivering milk every morning to people in the US in the 1920s. First referenced in print 1925. See “cake walk”. Antonym of Schweinfurt.

Send Stories and documents to be Borrowed / Archived

If you have items that you wish to share with others, they can be loaned to the Oregon Chapter, scanned and catalogued and then returned to you. You can always donate them permanently to the chapter if you wish. Contact Tom Philo to make arrangements for the documents.

All items in the archive will be posted onto the web site so that everyone can learn from what others have experienced.

Contact Information E-mail and Postal

If you wish to be removed from the e-mail list please let us know.

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