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215-672-2960

CHAPLAIN  
Chuck Donnelly  
215-675-3307

SHIRTS /  
MEMBERSHIP  
Don Lawrence  
215-572-5654

PROGRAM  
Bob Swan  
215-674-1935

VALET SERVICES  
Russ Neiger  
610-930-3077

ANN'S CHOICE RESIDENTS AND GUESTS ARE INVITED TO THIS FREE PROGRAM -  
(Club membership is not required)

## NEXT MEETING:

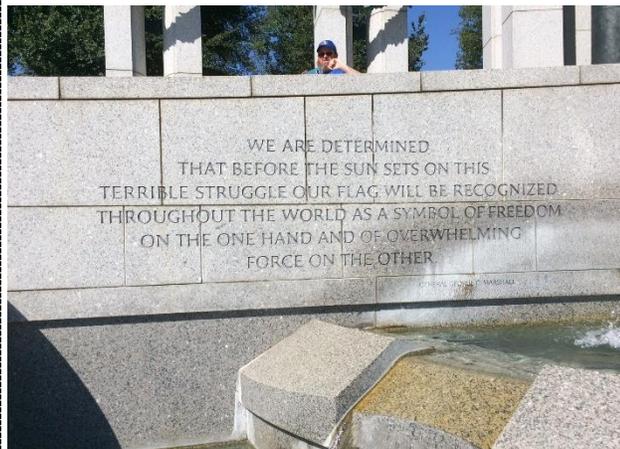
**Tuesday, October 17, 2017  
at 7:30 pm, Ann's Choice PAC**

Michael Jesberger will be returning to the Veterans Group to present another fascinating and enjoyable program related to the Civil War. Mr. Jesberger is a local Civil War and 19<sup>th</sup> century historical re-enactor.

## Valet Service Volunteer Opportunity

The Valet Services group assists residents with seating at events in the PAC and at the Chapel. With the next term of ACLLA underway and the RAC and Executive Town Hall meeting additional volunteers are welcome to assist with this service. Contact Russ Neiger at (610) 930-3077 for more information.

## Quote from World War II Memorial



"We are determined that before the sun sets on this terrible struggle, our flag will be recognized throughout the world as a symbol of freedom on the one hand and of overwhelming force on the other."

General George Marshall

## New Member

A big welcome to James S. (Woody) Kiel, Jr. (US Army, Korean War) who recently joined the Ann's Choice Veterans Group.

## November 2017 Meeting

The Veterans Group will hold its annual Veterans Day observance on Friday, November 10 at 11:00 am in the Ann's Choice PAC. Col. David Whaling (ret), 1984 graduate of West Point, will speak on changes in the military since the 1980's. The service will include patriotic songs by the Ann's Choice Chorus and a special guest speaker.

Also, on Wednesday evening at 7:30, November 8, AC Community Resources will sponsor the Veterans Assn. of Military Musicians in the AC Chapel. Tickets, while free, will be required; ticket information will be publicized later. The AC Veterans Group will be assisting with valets.

## Year-End Tax Planning

**Note:** This information was compiled by the editor on potential tax savings related to Required Minimum Distributions (RMD) from IRA accounts. This article is not intended to be a substitute for formal tax advice from your own accountant or tax advisor.

If you are 70 ½ or older, you may have an annual RMD from your tax-deferred IRA. What if you don't actually need that income? Your RMD may increase your federal tax bill, and possibly push you into a higher tax bracket.

Rolling over part of your IRA to a qualified charity can reduce your tax bill while providing vital support for the charity. Such gifts from your IRA are not reportable as taxable income, and they also count toward your RMD. They can lower your income and taxes. Gifts must be sent directly from your IRA.

For more information and to see if you can take advantage of this type of charitable donation, contact your tax advisor, financial advisor, or IRA administrator. Ask about making a "Qualified Charitable Distribution".

## Miracle from World War II

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over Tunis, became the subject of one of the most famous photographs of WW II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "*All American*," Piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the



Fortress and left elevator were completely torn away. The two right

engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through. Connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed – except one single elevator cable still worked, and the aircraft miraculously still flew!



The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used

parts of the German fighter and their own parachute harnesses to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crewmembers to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it

began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position. The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon



alone in the sky.

For a brief time, two more Me-109 German fighters attacked the *All American*.

Despite the

extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed the Channel. They radioed the base describing that the appendage was fishtailing and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the



base. Lt. Bragg signaled that 5 parachutes and the spare had

been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, he would stay with the plane.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

(Submitted to the editor by Sharon Brand.)