



"ALL THESE LIBERATORS
HAVE GONE TO POT"

THE JOURNAL

Official Publication of the



Veterans of
WORLD WAR II



Volume 38 Number 3

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I am not now that which I have been.
— from *Childe Harold*, by Lord Byron

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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PRESIDENT'S MESSAGE

BY F.C. "HAP" CHANDLER (491ST BG)

Was it that long ago? Fifty-four years and ten months ago, along with my crew, I landed at Valley, Wales. We were greeted by a welcoming party of MPs commanded by an intoxicated major. He informed us that he had been over Warsaw the day before (?) and that the war would be over before we got into combat. Some six weeks later, on my first mission to Magdeburg, I wished he had been right. The war was not over in September 1944 — indeed I flew thirty-five missions and it still had not ended.

BATTLEFIELDS REVISITED: I live in an area where some of the fiercest battles of the Civil War were fought. It is possible to revisit several of the battlefields within a few minutes of my home. Others, somewhat more distant, are staffed with National Park Service rangers with detailed knowledge of what happened there more than a century ago. Lately I have begun to reflect on what my grandchildren will find when their interest is aroused by my experiences in World War II. The following is a quote from my address to the 52nd reunion dinner:

"You can't revisit aerial battlefields. There are no hilltops to climb with your children to show where opposing armies clashed. Battlefields of the air are defined not by terrain but by latitude, longitude, and altitude. No cannon shells are to be found there, no trenches, no memorial plaques. The evidence of aerial combat — black blossoms of flak, phosphorous tracer trails and the smell of cordite, shouts of crew members on the interphone, the plummet of stricken aircraft, airmen hanging from their parachutes, the noise of engines and guns, streaking chunks of metal penetrating aluminum skin and human flesh — all of this evidence vanishes with the same suddenness as it appeared. And then the battlefield, the sky, looks as it did before, as if nothing had happened. Images that had been so real and surreal to those who fought there became instantly etched in their souls forever. What remains of the battle dwells there in the hearts of those who survived.

"Aerial warfare is shaped by extremes. It takes place in a hostile environment in which men and machines in constant motion engage in destruction compressed in time by speed. The U.S. 8th Air Force heavy bomber crews and fighter pilots, based in England from 1942 to 1945, lived these extremes in greater depth than any airmen in history. For, in contrast to their job of "day-light precision bombing," also known to early critics as "mass suicide," they happened to be living in a friendly, English-speaking country not all that different from home. Those with enough stamina, and there were many, could fly from England in the morning, fight through flak and fighters to put the bombs on the target in "Festung Europa," then return to catch the liberty run and go dancing that night. Those three years marked the intersection of technology, geography and global politics unique in warfare. For those of us who lived through this experience, it remains forever etched in our psyche. What the fighting men of the 8th Air Force endured and accomplished was extraordinary!"

The success of the air war in Serbia had its genesis in the hard earned lessons of our World War II experience. There is no comparison between current technology and the crude devices, very high tech in 1943-45, with the sophistication of current machines and munitions. What remains is the skill and determination of the men who flew in Bosnia, no different from our own.

GOALS FOR THE MILLENNIUM: Our Association is conducting its latest fund drive for the 2ADA Memorial Library in Norwich. Paul King, Chairman of the Memorial Trust, advised that our English cousins have exceeded their goal and have had an unusually successful fundraiser. We join in congratulations and look forward to attending the dedication of the new library in 2001.

At the request of Chuck Walker, 2ADA representative to the Board of Governors, your president signed a letter to the Board emphatically requesting that the previous mural, destroyed by fire, be reproduced in the new library. Receipt of the letter was acknowledged by Roger Freeman.

The endowment committee, renamed "bequest committee," has developed a standard codicil to be utilized by interested members desiring to make a bequest to the 2ADA Memorial Library in Norwich. Received too late for inclusion in this *Journal*, it will be published in a subsequent issue. Members desiring a copy before then may contact Geoff Gregory.

Our 8th Air Force Heritage Museum in Savannah, after only three years continues to delight those who visit. We look forward to receiving the museum's design for an enhanced Second Air Division Wall and other improvements contemplated in the future. Our volunteer program has been well received, and we are hopeful that more of our Association members will take advantage of this opportunity in the future. This will be a repository of World War II artifacts and air war lore that is worthy of the enthusiastic support of all our members.

Caroline and I look forward to joining the midwest and southeast members at their annual reunion in Savannah, September 30th through October 4th when they visit the museum.

EARL WASSOM CONTINUES TO IMPROVE: As this is written (June 15th) I had occasion to call our outgoing president. He was able to take a short trip to Nashville and reports that his

(continued on page 7)



SECOND AIR DIVISION ASSOCIATION



JOURNAL



THE 2ND AIR DIVISION ASSOCIATION traces its initial meeting to 1948 in Chicago, Illinois. It was organized as a nonprofit corporation in the State of Illinois on January 10, 1950. Members of the original Board of Directors were 2nd Air Division veterans Marilyn Fritz, Howard W. Moore, Jordan R. Uttal, and Percy C. Young. The association's purpose is to advocate and support an adequate, effective and efficient Army, Navy and Air Force at all times; to perpetuate the friendships and memories of service together in the 2nd Air Division, 8th Air Force in England during World War II; to support financially, and in any other way, the Memorial Trust of the 2nd Air Division as represented by the 2nd Air Division Memorial Room of the Norwich Central Library; and to undertake such other activities as may from time to time be deemed appropriate by the membership.

REGULAR (Voting) MEMBERSHIP in the association is limited to those personnel, military and civilian, American or British, who at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division or 2nd Air Division during World War II and any person who served with any bomb group or fighter group or any other unit of the 2nd Air Division assigned or attached. Provisions are also made for Associate (Non-Voting) memberships.

Please submit all material for publication to the editor by the 15th of January, April, July, or October.

We make every effort to mail your *Journal* within 45 days of the deadline listed above. Your receipt of the *Journal* will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office. If you don't get your *Journal* by the next deadline, contact Evelyn Cohen immediately. ■

DUES INCREASE

2ADA DUES have been increased this year to \$20 domestic and \$25 foreign. Dues are payable to Evelyn Cohen immediately upon receipt of your dues statement.

WINTER JOURNAL DELIVERY NOTICE

PLEASE NOTE that the Winter 1999 issue of the *JOURNAL* will not be mailed until AFTER December 25, 1999 in order to avoid the U.S. Post Office's holiday rush. Thank you.

Executive Vice President's Message

BY FELIX LEETON (389TH)

Being confirmed by the membership at the Austin convention as the new Executive VP of the 2ADA is an overwhelming honor that takes a little time to sink in. Following Hap Chandler, Earl Wassom, Oak Mackey, and a long list of other people whom I sincerely admire is too good to be true. But there is nothing to bring one back into reality like a call from Ray Pytel saying that a report is due by the 15th. My response was, "No problem!" Then a few minutes later I realized that there was one small problem — we weren't talking about the same month!!

To introduce myself, I became eligible for this organization when, as a member of the Ed Cearnal crew, I left the port of New York on 2 May 1944. After a 13-day cruise in the North Atlantic with what may have been the largest convoy of the war, we rounded the north of Ireland at dusk and woke up in Glasgow to our first glimpse of real war — masts of sunken ships sticking out of the river! A long train ride took us to the reception center at Stoke on Trent, where we were fed and warned that we were restricted to the base. This was followed by a truck ride to a barracks where we deposited our bags on a cot and proceeded out the back door over a rock wall where a line of cabs waited to take us into town! After processing, it was off to Northern Ireland and escape school. Again we were confined to the base, but it seemed it would be an insult to



Standing: S/Sgt. Adolph J. Pribush, radio; 1st Lt. Ed Cearnal, pilot; 2nd Lt. Felix Leeton, copilot; 2nd Lt. William J. Frawley, navigator; 2nd Lt. Wayne (Rocky) Chambers, bombardier; Sgt. Carl (Pop) Nelson, gunner. Kneeling: Sgt. Terrence Moriarty, gunner; Sgt. Fred Dingleadain, gunner; S/Sgt. J.W. (Mitch) Mitchell Jr., engineer. Sitting: Sgt. Conley McKinnish, gunner, with an unidentified dog. not try out new training, so each night it was over the fence to enjoy the adventures of Duggannon. We then trundled off to England in a B-24 with a plywood floor in the bomb bay. It was good to arrive in Norwich, where we were

counted and sent off in lorries as replacements for the 389th BG at Hethel. Having completed our 30 missions on 10 September, we returned to the ZI on 2 Oct. 1944. Since my tour was five months, I didn't qualify for a Hershey Bar!

The photo shown here was taken in Blythe, California in February. Leeton, McKinnish, Mitchell, and Pribush survive and are 2ADA members. The dog, unfortunately, is MIA.

THE COMING YEAR

During the next year there are many projects that are exciting to contemplate:

The 2ADA Memorial Library is now in the construction stage and should be taking form in the next year. I hope we can all be in Norwich for the opening! During our visit to Norwich in November I was impressed by the enthusiasm of the Brits for the project. For myself, there has never been doubt that it is our 2ADA Memorial Library that makes us unique as a veterans group. I am looking forward to my inspection of the finished product in 2001!

There will be a bust of Brigadier General Jimmy Stewart unveiled as a permanent part of the 2nd Air Division Wall at the Mighty 8th Air Force Heritage Museum by my old boss, Major General (Ret.) Ramsey Potts, on 1 October 1999. Lt. Col. Stewart was at Second Division Headquarters at Ketteringham Hall during my tour and showed up at Hethel often. He was command pilot on one of my missions, Laupheim on 19 August — it was a pleasure. ■

THE 2ADA YEAR 2000 CONVENTION

The Second Air Division Association Year 2000 Convention will be held **MAY 26-29, 2000**, at the Hyatt Regency Hotel, Tampa Bay, Florida.

NORWICH 2001

Reservations are now being accepted for our November 2001 convention in Norwich. \$50 per person deposit required, non-refundable unless trip is cancelled. Space is limited and hotel reservations will be made according to date received. The first 70 rooms at the Hotel Nelson are now sold out, but we have 50 rooms at the Maids Head and 75 rooms at the Hotel Norwich. We will not assign rooms by groups. Send your check made out to 2ADA to EVELYN COHEN, 06-410 Delaire Landing Rd., Philadelphia, PA 19114-4157, or call her at (215) 632-3992 for further information. ■

Folded Wings

HDQ

Lawrence C. Geschke

Joseph J. Crocher, Jr. (AM)

Judith M. Rabsey (AM)

458th

Thomas R. Murphy
Ward L. Walhay

44th

William B. Mickley (389, HQ)
Joseph R. Wolf

392nd

Joseph F. Darnell, Jr.
John C. Henning

466th

Melvin B. Willis (96th)

93rd

Edwin C. Baker
Carroll A. Berner
Leigh A. Claflin
Arthur J. Corbin
Roy Schulbach

445th

Eddie Joe Choate
John J. Demshock
Charles W. Head, Jr.
Col. William W. Jones

467th

Phillip G. Day (492nd)
William Hensen
John J. Mario

448th

J. Sherman Thomas

489th

Frank L. Churnside
William Shaffer, Jr.

389th

William F. McElroy
George J. Makin
William E. Medeiros
Kenneth R. Olson

453rd

Raymond J. Rogala
Frank P. Russo
Joseph I. Sonnenreich

491st

Michael A. Fagan
Dale E. Wyatt

The Editor's Comments

BY RAY PYTEL (445TH)

Finally solved — a 57-year-old mystery of why the military does certain things!

Way back in 1942, at Keesler Field Mississippi, there was a major walking around the base doing nothing but looking for salutes or the lack thereof, or for someone "out of uniform" or just someone who might have looked crossways at him.

If he stopped you for some infraction, he would invariably ask for your name and what outfit you were in, including the branch of service and your rank.

If you happened to answer the "Army" or the "Army Air Corps," you were in for a 10 to 15 minute tirade about not knowing your chain of command, and just about the whole history of the air service, which started about ten minutes before the "big bang" up to the very moment he decided there was something wrong with your salute or some other behavior.

"IT IS THE ARMY AIR FORCES, PRIVATE (or whatever rank you were), AND YOUR CHAIN OF COMMAND STARTS WITH GENERAL HENRY ARNOLD, WHO IS THE COMMANDING GENERAL OF THE ARMY AIR FORCES — NOT THE AIR CORPS, NOT THE ARMY, BUT THE ARMY AIR FORCES! NOW REPEAT THAT!" he commanded, and after that you saluted him properly, you hoped, and walked away thinking to yourself that the war must be going well for us if we can spare majors who do nothing but chew airmen out.

I just received a letter from that former major, in which he admitted that this was HIS PUNISHMENT for something he did that happened to be in violation of the officers rule of conduct. He said he had to do it for a month, and probably learned more about military conduct as a "tormentor" (his words) than all the airmen he chewed out. "Please keep my name a secret!" he asked. Well, I say, only if you behave from now on, Major, only if you behave!

I wrote back to him and said the "Air Corpses" are still around and that he should have done a better job explaining the congressional law allotting big bucks for the then "Air Corps Commissions" which most flying officers got upon cadet graduation, whereupon they were immediately ordered to serve in the ARMY AIR FORCES. [See my comments under the "Answers To The Summer Quiz."] Those receiving these commissions never read the second part.

If you are looking for the 2ADA Secretary's Report, you must wait until the Winter issue. "I ain't got the ole steam I once had," writes Dave Patterson. He no longer goes "faster than a speeding bullhead" — must be that multiport bypass he had installed several years ago! It had more pipes than a manifold on an 8 cylinder Caddy, and probably weighs as much.

If you are looking in this issue for the 2ADA Secretary's report on the business meeting in Austin, you must wait until next time. "I ain't got the ole steam I once had," writes Dave Patterson. He no longer goes "faster than a speeding bullhead" — must be that multiport bypass he had installed several years ago.

In the meantime, you can read about the Austin convention in the various VP reports.

Earl Zimmerman (389th BG) submitted the picture for the front and back covers of this *Journal*, along with the comment "Too bad we couldn't keep a few" of the B-24s in the picture. In conjunction with this picture, let's have the FALL QUIZ:

- (1) Where was this picture taken?
- (2) Approximate time frame of the picture?
- (3) How many planes do you see in the picture (front and back)?
- (4) How many B-24s can you identify?
- (5) How many from the 2nd Air Division?
- (6) Which, if any, came from your group?

How many?

- (7) What was the final disposition of all these planes?

The person with the most correct guesses or numbers will be — or win — a prize, and will be mentioned in my will . . . or won't, whichever comes first.

ANSWERS TO THE SUMMER QUIZ

- (1) "Hap" Arnold's official title as proclaimed in the administrative reorganization of the Army was "Commanding General of the Army Air Forces." He rose from Lt. General to a 4-star General and eventually to a "General of the Army Air Forces" with a ring of 5 stars.

(2, 3, 4) ADMINISTRATIVE PROMOTIONS AND REORGANIZATIONS WITHIN THE ARMY: Given the temporary rank of Brigadier General on February 11, 1935, Arnold was assigned to the command of the first wing of the General Headquarters Air Force at March Field, where he remained until January 1936. He then became assistant to the chief of Air Corps at Washington, D.C., and in September 1938 he was appointed chief of the Air Corps and raised to the rank of Major General. He was designated in October 1940 as acting deputy chief of staff charged with coordination of all matters pertaining to the Air Corps. In December 1940 he was appointed a permanent brigadier general and in February 1941 he was made a permanent major general. In June 1941 he was appointed chief of the newly named Army Air Forces, while continuing to function as deputy chief of staff for the air, and in December 1941 he was given the rank of temporary lieutenant general. In March 1942 the Army high command was reorganized and simplified,

all Army activities being grouped within the United States under three generals: a commander of air forces, of ground troops, and of services of supply. This order, which gave the Army Air Forces full recognition for the first time, was followed by Arnold's appointment as their commanding general.

Although it had always been General Arnold's theory that the United States' air force should be second to none, his position as chief of the Army Air Force made it his responsibility as well as his dream. The Army Air Forces was a fairly independent unit within the Army, and Arnold was responsible only to the chief of staff, the Secretary of War, and the President. All the flying services scattered throughout the Army, however, were responsible to him.

The Army reorganization of 9 March 1942 had not sufficiently sunk into the old Army units, and in planning the 1942 African "Torch" invasion of French Algeria and Morocco, someone in Eisenhower's command ordered the 97th and 301st 8th AF bomb groups to take part and move into Africa without consulting with the Air Forces commander. The loss of two key B-17 groups greatly delayed the 8th's plans to bomb Europe when it was discovered that the return of the two vital groups was uncertain.

DECLARATION OF INDEPENDENCE: This use of 8th AF units to support the North African invasion in November 1942 greatly incensed Generals Arnold, Eaker, and Spaatz. They were further upset by continual command difficulties between the Army ground forces and AAF personnel. With the insistence and support of Arnold, Chief of Staff General Marshall issued Field Manual FM 100-20 *Command and Employment of Air Powers* on July 21, 1943, which stated that air and land forces were "... co-equal and interdependent forces, neither is an auxiliary of the other. The gaining of air superiority is the first requirement for the success of any major land operation . . . Land forces operating without air superiority must take such security measures against hostile air attack that their mobility and ability to defeat the enemy land forces are greatly reduced. Therefore, air forces must be employed primarily against the enemy's air forces until air superiority is obtained. The inherent flexibility of air power is its greatest asset. Control of available air power must be centralized and

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THE EDITOR'S COMMENTS (continued)

command must be exercised through the air forces commander if this inherent flexibility and ability to deliver a decisive blow are to be fully exploited. Therefore, the command of air and ground forces in a theater of operations will be vested in the superior commander charged with the actual conduct of operations in the theater, who will exercise command of air forces through the air force commander."

This doctrine worked well for the rest of World War II. Just as important, FM 100-20 signaled a separateness of the USAAF from Army ground forces.

Finally, a comment on the "Corpse That Wouldn't Die": Billy Mitchell as early as 1920 started agitating for an independent air arm. Although he demonstrated that bombers could sink a battleship, his constant agitation made both the Navy and Army staffers powerful enemies and drove the hidebound unsinkable battleship admirals and unconquerable cavalry generals what Gen. Arnold called "crazy!"

At the instigation of air power champions congressional representatives Fiorello LaGuardia and Charles Curry, Congress did legally create an "Army Air Corps" on July 2, 1926. Despite severe objections by most Army generals, this new "Corps" was forced upon the Army, permanent and legally "on par" with the numerous other "Corpses." The "Air Corps" became the unwanted "black sheep" unit of the Army.

Now comes the year 1939, and WWII. As Hitler enveloped Europe, President Roosevelt called for an arms buildup, and Congress voted a then huge \$300 million to go for planes, manpower, and training facilities to strengthen America's air power, i.e. the "Army Air Corps." This was a legal action and part of the laws of the United States.

Soon after the administrative reorganization of the Army on 9 March 1942, it was discovered that the administratively created "Army Air Force" *could not touch the funds* legally enacted by Congress and payable to the "Army Air Corps," only the "Air Corps" and its personnel could avail themselves of this largesse!

To avail themselves of the funds, the Army Air Forces resurrected the "Army Air Corps" (now strictly a paper entity) as the agency that paid for the equipment, training, and pay of the personnel, *who were then ordered to serve in the Army Air Forces upon the receipt of their commissions*. Finally, this awkward situation was remedied by Congress enacting the National Security Act of 1947, setting up an independent U.S. Air Force.

(5) Army Air Forces: Chief Lt. Gen. Henry H. Arnold, 20 June 1941 – 9 March 1942. Commanding General: General of the Army Henry H. Arnold, 9 March 1942 – 15 February 1946; Gen. Carl Spaatz, 15 February 1946 – 26 September 1947. United States Air Force: Chief of Staff: Gen. Carl Spaatz, 26 September 1947.

(6) Research shows no Pentagon approval of 8th AF's use of the detachable fuel tanks. ■

Second Air Division Association Annual Financial Statement

BEGINNING BALANCE, JULY 1, 1998	\$208,322.94
Income	
Membership Dues	\$93,489.00
Interest	\$5,172.51
Other	\$9,943.10
Total Operating Income	\$108,604.61
Expenses (excluding donations)	
JOURNAL & Related Expenses	\$47,848.50
Operating & Administrative Exp.	\$61,690.21
Total Operating Expenses	\$109,538.71
Net Income (after expenses)	(\$934.10)
Donation Receipts	
Memorial Library	\$76,961.50
8th AF Heritage Museum	\$10,271.00
Other	\$0.00
Total Donations Received	\$87,232.50
Donations Disbursed	
Memorial Library	\$79,261.50
8th AF Heritage Museum	\$10,000.00
Other	\$150.00
Total Donations Disbursed	\$89,411.50
Net Donations	(\$2,179.00)
ENDING BALANCE, JUNE 30, 1999	\$205,219.84

Elwood W. Nothstein, Treasurer

This report has been condensed to conserve space for other items of interest. For a more detailed report, write to the Treasurer at his address on page 2 of this JOURNAL.

The Divergent Millennium

BY RAY PYTEL (445TH), JOURNAL EDITOR

The world will soon celebrate the start of a new millennium (from the Latin *mille annum* or "a thousand years"). The only question is when? Most will answer that on 1 January of the year AD 2000, forgetting that this date is only 1999 years from the start of the Christian era, which began on 1 January of the year AD 1 — there being no year 0 in Roman numerals. However, 1999 is hardly a round number. Maybe the proper answer should be 1 January 2001; this is exactly 2000 years from the start — but 2001 is definitely not round. No doubt the world will celebrate on 1 January 2000, itself a nice round date, and then conveniently find their "mistake" and do it over again on 1 January 2001.

Beware of basing your answer to this conundrum on the notion that we are about to celebrate the two thousandth anniversary of the birth of Christ. To begin with, the available

evidence suggests he was born in 4 BC, or even earlier, so this anniversary passed off in 1997 or before. Next we must note that the exact date is problematic; even if we take 25 December as his "official birth," Julian calendar. Two thousand years on, according to Julian reckoning, from 25 December 4 BC works out as 7 January 1998 in our Gregorian calendar.

Similar controversies have dogged the celebration of the turn of the century, at least from 1699/1700, the start of the commercial age. Stephan Jay Gould has noted that the establishment (whom we might call the "elite") has nearly always preferred the later date for such celebrations, whereas the bar populace (the "hoipolloi") has preferred the earlier. This introduction of the class struggle into the debate is perhaps irrelevant to those looking forward to a good party — or parties! ■

NEW MEMBERS

44th

Quinnie Q. Crews

93rd

Robert O. Sparks
Henry P. O'Hagan
E. Wrenne Timberlake (AM)

389th

R.L. Dunlap
Ester U. Gauden
Eugene M. Herrmann
Elmer D. Huskisson
Edwin R. Ness

392nd

G. Richard Hyre
William C. McGuire (AM)

445th

James M. Baust
Lucian Farr

446th

H. Donald Cheney
Harold H. Hasselbacher
Harry E. White

448th

William S. Green
Dan McGrew
Norman R. Veenstra

453rd

Walter F. Brzycki (466th)
Ira L. Sobel (AM)
Linda Allen Wittig (AM)

458th

Frederick H. Erdmann

466th

Donald E. Miller
D. Wendall Attig (AM)
Karen Wassom Attig (AM)
Reginald E. Wassom (AM)
Joseph K. Saltarelli (AM)
Jeff Waldrop (AM)

489th

Georgette Vance Drake (AM)

491st

Karen G. Foster (AM)
David J. Leppert (AM)
Patricia M. Leppert (AM)
Richard J. Leppert (AM)
Bill Stone (AM)
Kathy Stone (AM)

492nd

L.E. Anderson (467th)
Joseph A. Ciullo
George Green, Jr. (AM)

SM

Linda Berube Gormley
Gillian Reckitt
The Rev. Edwin Walker

Report from the 2ADA Representative on the Board of Governors

BY CHUCK WALKER (445TH)

This report on the 8 July 1999 Trust Governors meeting may sound much like a travel log; however, I thought you would be interested in the trials and tribulations your governor must endure as part of the job.

In the company of my daughter and grandson, I departed for London on 27 June. The next seven days were spent sightseeing: London, Bath, York, and Hampton Court; watching Prince Charles and his helicopter land at Kensington Palace; a splendid 10-hour day with Gillian Reckitt touring quaint old English villages (and pubs) including Oxford and Shakespeare's Stratford on Avon. We are very much indebted to Gillian for such a grand day.

Oh, yes, on 29 June I endured a pouring rain to call on our new ambassadorial appointed Governor, T.J. Dowling, at the American Embassy. Much to my surprise I found the street in front of the embassy barricaded in order to contain several hundred shouting and chanting Kurds. British police had the situation well in hand. I found T.J. Dowling to be well-versed on 2ADA goals and the Memorial Library.

Then on the 6th, on to Norwich via Cambridge American Cemetery, a most solemn place indeed. Assistant Superintendent David Atkinson assured me that he would willingly hang a B-24 picture in his office if one were available.

Immediately upon arrival in Norwich, I rushed to the construction site of the new library. It appears the excavation for the underground car park is nearly completed. Piers are being drilled and poured and considerable concrete work has already been completed. I was assured everything was on schedule and so far on budget.

I met with Derek Hills, Trust Librarian, and John Creber, County Council Librarian Head, for 45 minutes prior to the Governors meeting. We discussed the 2ADA Memorial Library manning situation. The library is open too many hours for adequate coverage with the present staff; however, by careful management the library is manned except for unusual situations. Judy Jerome is spending over half her time in the library; the rest of her work is outreach and "ambassadorial" work throughout the region.

The Board of Governors meeting was very ably chaired by Vice Chairman David Hastings in the absence of Paul King.

A design planning group, of which I am a member, has been formed within the Governors. This group will closely monitor the architectural design and furnishing of our new Memorial. 2,000 square feet will be the floor space allocated to our new library. The EVENT organization has been chosen to work with

the Michael Hopkins and Partners, the overall architects for the new Central Library. I presented a letter from our 2ADA President Hap Chandler asking that the same mural be used in the new Memorial Library as was used in the old library. I made a passionate plea in support of Hap's letter, but found several Governors lukewarm toward replacing the old mural which was destroyed by fire.

Financial operations for the year ending 5 April 1999 show income of £37,593 versus expenditure of £32,238, giving a surplus of £5,355 for the year. Just over £140,000 has been given or pledged in response to the appeal for the new Memorial Library. The Governors particularly thank the Town Close Estate Charity and Paul King's brother and family for their generous support. The Friends of the 2nd Air Division Memorial pledged £5,000 to the appeal. The Book Endowment Fund now stands at just under £100,000.

The use of the library remains high. The book fund has enjoyed a grant of £3,000 from the Norfolk County Council, and the council has also funded the purchase of the *Dictionary of American Biography* at a cost of £1,500. Richard Clements, a local author, has generously offered the royalties of his book, *In Search of Lady Jane* (the story of a B-24 crash in Baker Street in Norwich) to provide an endowment for the crew members.

The library has been offered and gratefully accepted a 7.5 foot wingspan model B-24 from Mr. Mike Caputo of Meadowville, Pennsylvania. The model will be hung in the new 2ADA Memorial Library.

I am sorry to report that Christine Snowden will soon be leaving the library owing to her husband's transfer. We thank her for the some nine plus years she has devoted to our 2ADA Memorial. We wish her well.

I am very optimistic about the progress being made on the construction of the new library and the financial outlook for the future operation of our Memorial. I am especially honored for the opportunity to serve with our Memorial Trust Governors. It is a joy to be a member of this group. ■

PRESIDENT'S MESSAGE (continued)

strength is returning, although weekly blood tests are continuing. He and Cindy look forward to being with us for our next Executive Committee meeting.

Having been thrust into the position of "acting president" prior to the Austin convention, I would like to thank those of you who have been so helpful in a rather difficult transition. See you at the Ex Com meeting, October 22-23 in Tampa Bay. ■

The Second Air Division Master Database Program

BY DICK BUTLER (44TH)

At our 2ADA convention in Austin, Texas this past May, demonstrations of an electronic database program that is designed to track unit members from a particular unit's mission folders took place. Many of our members attended the demonstrations and saw a database that is composed of two major sections, Military Records and Personal Data. Most of those who witnessed the demonstrations were astounded at the amount and detail of the information that was included about a unit's members, aircraft, missions, losses, individuals' biographical data, and much more.

The program has been conceived, designed, and developed by Arlo F. Bartsch, the founder, chairman and CEO of Computer Generated Data Ltd. Arlo was a pilot in the 379th Bomb Group during World War II.

The military records of each participating group are obtained from the National Archives and then transcribed into the computer database program. This information will not be changed or modified unless official documentation can be provided that will correct any errors.

Personal biographical information is obtained by individuals filling out a standardized form which has been prepared to comply with the database program. Information provided in these biographical forms is transcribed into the database program. No attempt is made to validate the accuracy of these submissions. Personal and crew photos, appropriate to the database program, are scanned into the database and then returned to their owners, if requested. These photos are attached to the appropriate personal records in the database. Personal sound clips may be recorded on a cassette device by anyone included in the database. These sound clips should not exceed two minutes in length per incident. The recordings should pertain to a personal experience or memory. The sound clips will then be re-recorded, inserted, and attached to appropriate personal records in the database.

The database contains information on and allows searches in the following categories: Names and duties; voices and pictures; missions and targets; crews and aircraft; biographies and memories; unlimited data and information searches; special criteria and much more. Individuals may purchase a personal copy of the program for themselves or other members of their families. For those who have a computer, or access to one, a compact disc (CD) version which contains the entire database program is available. Unlike other memorials, a database is not static; it must be updated on a regular basis. Purchased CDs will be updated three times at no charge.

The database information demonstrated was primarily that of the 44th Bomb Group, as over eight thousand of that group's sorties have been entered. The database for the 44th is now virtually complete, with only minor additions and biographical information to be added.

At the Second Air Division Association's business meeting, it was voted by the members present for the 2ADA to endorse for group consideration the master database program. Our new president, Hap Chandler, shortly thereafter appointed a Second Air Division Association Master Database Committee, whose mission is "to adapt the National Foundation for Military Heritage Data to Second Air Division Association Group needs and place computerized information in appropriate archival repositories." The National Foundation for Military Heritage Data is a non-profit foundation which is set up to support the creation of a database program. The committee is comprised of the following members: Dick Butler (44th BG), Chairman; Stan Katz (389th); J. Fred Thomas (392nd); Walt Mundy (467th); Jim Davis (489th); Jim Reeves (HQ); and Arlo Bartsch, consultant.

This committee encourages all of our Second Air Division groups and Headquarters to participate in this master database program in order to create and maintain an electronic database of all our individuals who served in the Second Air Division. We know that this is a gigantic task, as there is a great amount of data that exists and in many cases does not exist. We are asking for the support of each group in bringing together as much information as possible for the database. This is an ongoing "living" record that will be available for historians, authors, and family members seeking information about our Second Air Division personnel. Presently, many of us are able to help provide that information, but after we are gone, it will be the database that the foregoing people will have to turn to. It is planned that the complete database for all participating groups will be placed in our Memorial Library in Norwich, England; the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia; the Air Force Academy; the Air Force Historical Center at Maxwell AFB, Alabama; and selected universities and colleges throughout the United States.

Among those viewing the demonstration at Austin were Paul King, Chairman of the Memorial Trust Board of Governors, and Hilary Hammond, former Director of Arts and Libraries and now a Trust Governor. Both of them enthusiastically stated at the general business meeting that such a database program would be an invaluable resource for the library. Paul

was given a compact disc which contains all the information about the 379th and 44th Bomb Groups as demonstrated in Austin.

There is a demonstration model of the program that can be viewed on the Internet. Search of data is not available on this model, but example pages can be viewed at this web site: www.8thAirForce.com. Arlo Bartsch advised that he will be available to visit any stand-alone group reunion to present a demonstration.

We hope that every 2ADA group will enthusiastically consider and support this program and take responsibility for the data gathering, data entry, and individual group costs for the project. In this regard, the committee will also explore the possibility of obtaining financial grants to support the effort. Our committee members stand ready to try to answer your questions, or you may contact Arlo Bartsch directly at 8605 Servite Drive, Milwaukee, WI 53223-2540, phone (414) 355-5506, fax (414) 357-8150, e-mail Afbas@aol.com. ■

Attention! All Pet Owners Beware!

FROM 490 BG "BOMBS AWAY"

AN EXTREMELY UPSET dog owner brought in his lifeless dog to his veterinarian to have the dog examined. The veterinarian looked at the limp body and explained that the dog was dead.

The dog owner wouldn't accept the veterinarian's verdict and asked for a second opinion. The veterinarian thought for a while and then brought in a Persian cat. He held the cat over the dog and the cat looked intensely over the dog for a while and then mewed. "The cat says the dog is dead," said the vet.

"No, I need one more opinion," the dog owner said. The vet thought for a while and brought in a Black Labrador. The Labrador sniffed at the dead dog and barked.

"The Labrador says the dog is dead," said the veterinarian.

"Oh, well," said the dog owner. "I guess I have to accept that."

The vet presented the bill — \$650 plus tax. "What is this? You pronounce the dog dead and it costs \$650?"

"Well," said the vet, "I charge \$50 for my work, but the cat scan and the lab check are \$300 apiece!" ■

BEFORE I SAY ADIEU...

A SPEECH NOT GIVEN (DUE TO ILLNESS) • MAY 31, 1999 • 2ADA 52ND ANNUAL CONVENTION • AUSTIN, TEXAS
BY EARL E. WASSOM (466TH), PAST PRESIDENT

Recently, I reread an article printed in the August 1939 issue of *Popular Aviation*, the magazine read by almost every aspiring old Army Air Corps flier in pre-WWII days. The writer was Louis Johnson, Assistant Secretary of War. I remember reading this piece when I was a sophomore in high school. Johnson's title of the article really got my attention. He called it "THE FIRST \$50,000,000." Wow! What a sum of money . . . 50 million bucks!

The title and content of that article so impressed me that I searched for years in used magazine stores to find it. Four or five years ago, I located it in one of our local shops. It was as exciting to read at age seventy as it was when I first read it as a kid in high school.

The President of the United States was saying, "Here is fifty million dollars. Go out and buy the Army some airplanes. Don't buy too many of any one kind. Don't spend too much of the money in any one place." President Roosevelt sent this message to the War Department when in late April of 1939, he signed a bill appropriating fifty million dollars for airplanes, engines and accessories.

In 1939, many aircraft plants were idle. Their owners could not afford to pay wages to retain their skilled workers while waiting for a military contract. This fifty million dollars was "seed money" to get factories open, aeronautical engineers busy, factory equipment purchased, and women trained to join Rosie the Riveter on the assembly lines.

The first money spent by Louis Johnson was with Consolidated Aircraft Corporation . . . \$2,880,000. It was for the purchase of heavy four-engine bombardment airplanes.

The B-24 was still on the drawing board, but this is what he bought. Henry H. "Hap" Arnold was promoted to Major General with orders from the President to make the United States a major air power. So, on March 27, a firm order was placed for the XB-24. Nine months later, this beautiful plane was successfully test flown by Bill Wheatley in San Diego. The date was December 29, 1939.

They christened her "The Liberator." Between 1939 and 1945, 19,257 of them were built. Without our "Lib" the war might not have been won, there wouldn't have been a Second Air Division, Eighth Air Force, we wouldn't be here celebrating its 60th anniversary, "The Year of the B-24" in 1999.

The men and women who built, serviced, and flew this marvelous aircraft came from every walk of life and from all over the country. All of you, the veterans here tonight, got our "shot" at being involved with it. But, I doubt if more than one percent of us ever came near one before our military involvement.

Do you recall your first impression of the Lib? I do! It was mammoth, complicated, awe-

some, a pulse-increasing experience. The bomb bay was full of tubing, wires, with valves and gadgets galore.

Would we ever learn to master it? The flight deck . . . one buddy remarked that the B-24 cockpit looked like the Grand Canyon of alarm clocks.

Do you remember your first flight in it?

Do you remember the first flight with your full crew assembled together? Early flights bore the resemblance of a "Chinese Fire Drill" as we learned together. But we learned.

We have seen a steady decline in the general public's display of respect for our country and its symbols . . . Unless directly addressed in school, children will not know the meaning of many of our nation's traditions . . . It is up to us and to our children to keep patriotism and a "legacy of values" alive for the next generation.

Do you remember your first combat outfit? England? The weather? The Brits?

Do you remember seeing crippled planes coming home with wounded or dead buddies on board?

Remember the first flak you ever saw?

The first flak you ever heard?

The first flak you ever smelled?

The first shrapnel ripping through your aircraft or your flight suit?

Do you remember your first combat mission? Your last?

The B-24 was a great airplane, but we lost many of them. A typical bomber lasted only 147 days. The Eighth Air Force logged 6,537 heavy bombers lost and 3,337 fighter aircraft destroyed. The B-24 brought many, but not all of us, home.

When the conflict ended in 1945, almost 7,000 of our Second Air Division airmen had made the ultimate sacrifice. Thousands more had become prisoners of war. But when the victory celebration finally came, our Eighth commander in addressing his British hosts said this: "We hope that after we are gone, you'll be glad we came."

We went to England as kids. We came home as adults. We went through fearful experiences, but we were never cowards. We came home, went back to school or to our old jobs, established businesses and careers, married, had families, paid taxes, and lived honest, God-fearing lives and tried to forget war. Generally we forgot our wartime comrades. But a few, wanting to rekindle old friendships, got together in 1946 and that reunion lighted a spark which eventually grew into a veterans organization called the Second Air Division Association. This very day, we are completing our 52nd annual convention.

During these years, we have not been idle. In East Anglia we have placed memorials throughout rural Norfolk. The capstone of

early efforts was the establishment of a unique, one-of-a-kind Second Air Division Memorial Library in Norwich. It is dedicated to those of our number who made the supreme sacrifice. The Memorial Library has been funded by donations from the Second Air Division men and women and is overseen by a Board of Governors.

We are also supportive of the American Air Museum at Duxford; the Mighty Eighth AF Heritage Museum in Savannah, Georgia; and other endeavors which recognize the legacy created by the Second Air Division's pres-

ence in the war of 1942-1945.

All of these are noble. Certainly we should have done all of them, perhaps more. But what about the future? Lists of heroes on parchment, names of our many military organizations etched on stone, brick, metal, and concrete memorials are all to be commended. Military cemeteries are sacred places and must be maintained. But, what will it mean to those we love when our wings have all been folded?

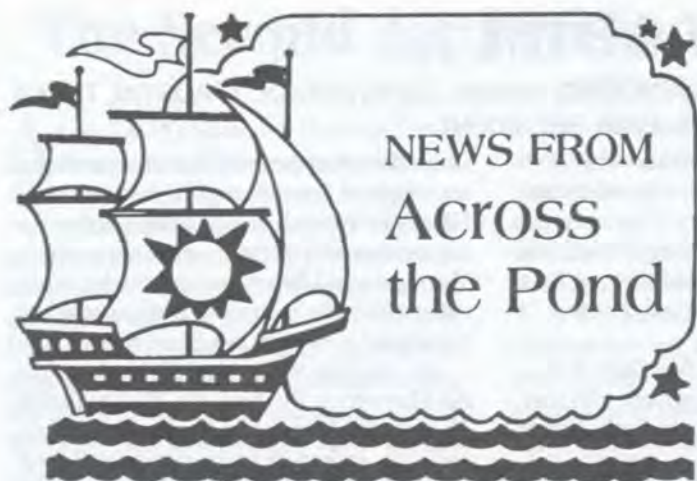
We were born, lived, fought, many died and soon all of us will be out of the picture. Our purpose was to preserve freedom and allow those who follow us the same freedoms which we have enjoyed. This is our legacy. Monuments and institutions will be physical reminders of this legacy, but will not perpetuate it. The lives we have lived demonstrate the principles, decency and honesty which we have practiced.

How will this dimension of our legacy live on? Artifacts, documents, manuscripts, pictures, paper, metal, stone . . . all are excellent in describing what we did, but do not clearly define who we were. That is done through lives lived; ethics and principles passed on.

Our English friends, both the old and the young, have done a fine job of perpetuating who we were while we were in England. Young Governors, new to the Memorial Trust, and young men and women of position, influence, and stature are stepping forward to serve and carry on the legacy we started in East Anglia. Our young friends there know and are excited about their role in passing on the legacy of the Second Air Division. School-age children are anxious and eager to learn more about the men and women who helped preserve their country.

Just one example of leadership is being demonstrated among our younger generation here in the United States by the daughter of one of our 2ADA vice presidents, a 42-year-old principal of a middle school near Phoenix who

(continued on page 12)



BY DAVID J. HASTINGS

Vice Chairman, Memorial Trust of the 2nd Air Division USAAF

There is so much exciting news from Norwich that it is hard to know just where to begin. On July 8th we held the Annual General Meeting of the Trust, and what a great day it was, but I am sure that Chuck Walker will be reporting on that. Certainly it was wonderful to have Anne Barne and Tom Eaton with us.

The construction of the new £60 million Norfolk and Norwich Millennium Library is now really underway, with a huge amount of activity on the site. On the 2nd Air Division Memorial Library side, the Trust Governors decided that in view of the tremendous support for the appeal and the chance of a lifetime to build an outstanding tribute to the 2nd Air Division, we should interview two of the top design companies in the UK. The brief to them was that we needed firstly a truly unique and moving memorial to the 2nd Air Division. Secondly we had to ensure that the 2nd Air Division Memorial Library would be the finest of its kind in the world, and thirdly it was essential that the Memorial must tell the story of the bravery, sacrifice, and friendship of the 2nd Air Division to future generations down the ages, taking full advantage of the massive strides in modern technology now available to us. Both companies gave excellent presentations, but the design contract has been awarded to EVENT Ltd., who had obviously researched the 2nd Air Division USAAF, the Memorial, and the Trust. They really understood our deep feelings about the new Memorial, as well as having a fine track record on other venues both in the UK and Europe.

Their ideas are quite stunning, and everyone is very excited now that we are able to see what can be achieved. Obviously not all their wonderful suggestions will be affordable within the budget, but there is no doubt already that we have chosen the right design team. We will be meeting with them on an almost monthly basis, so watch this space for future news!

The Millennium Company has also announced the great news that the Visitors Heritage Attraction Centre will be going ahead, a quite unique three-story part of the new Millennium Library which will tell the history of Norwich and Norfolk in sound and vision right through the ages. I am delighted to say that through the representations of the Trust a part of this history will be allocated to the 2nd Air Division USAAF, another tremendous step forward. We were so pleased to learn that the EVENT company had been also selected to produce this facility, never before seen in Norwich, so the two designs will work closely together.

The Friends of the 2nd Air Division Memorial have planned a fundraising 1940s style "Hangar Dance" for September 4th in the Zero One Flying Academy Hangar at Norwich Airport featuring the Jonathan Wyatt Big Band, which will be a night to remember. Then we will be thinking about the annual Thanksgiving Dinner, as well as working with Evelyn Cohen for your great visit to Norwich in November 2001 to formally open the finest 2nd Air Division Memorial Library in the world, a memorial devoted solely to the 2nd Air Division and built where it all happened over 57 years ago. We will never forget you. ■

U.S. veterans boost library appeal fund

Reprinted in part from THE EASTERN DAILY PRESS, June 8, 1999



Trust Chairman Paul King (right) presents check to 2ADA/Fulbright Librarian Judy Jerome and Trust Librarian Derek Hills upon his return from the 2ADA convention in Austin. PHOTO BY ALAN HOWARD

Veteran American flyers stationed in Norfolk and Suffolk during the Second World War have again dug deep to help rebuild the memorial library of their division in Norwich.

A convention of the Second Air Division USAAF in Austin, Texas raised the equivalent of about £19,000 towards rebuilding the library destroyed by fire five years ago. The association's gift, on top of the £32,000 it gave last year, gives a welcome boost to the £125,000 appeal, launched in November, to rebuild the library.

Sixty-five surviving members of the U.S. bomber crews helped launch the appeal to rebuild the library with the Memorial Trust of the Second Air Division at a church service in Norwich last year. The appeal fund will be used to enlarge the Second Air Division Memorial Library as part of the new Norwich Millennium Library.

Memorial Trust Chairman Paul King said: "The generosity of our friends in the Second Air Division Association knows no bounds. Their gift follows on from their grant of \$50,000 made only last year to our building fund. [Members of the association] retain such fond memories of the kindness of local people towards them while they were based in Norfolk and North Suffolk during the last war." ■

SAMSON & HERCULES RETURN AS DOORMEN

Reprinted in part from THE EASTERN DAILY PRESS, April 27, 1999



Above: The original statues

Two fearsome figures will be taking their rightful place at the door of a Norfolk nightspot today. Samson and Hercules, statues which were removed in 1993 after deteriorating badly, will stand guard once more outside the Ikon club in Tombland, Norwich. The original statues were in a terrible condition, but Creed Design of Bowthorpe has been working on replicas of the pair for two years, thanks to funding from Norwich City Council, Rank Leisure and the Norfolk Museums Service. The original carvings are being restored but will not be on show for some time. Cathy Proudlove of the Norfolk Museums Service said: "The restoration is extremely difficult, time-consuming and costly. While we will be able to [start] in May, it won't be finished unless more money comes in." Research by museum staff has revealed that Samson was a finely-carved, 17th-century figure, while Hercules dates from the turn of this century. It is hoped that Samson will be a star attraction in the Castle Museum when it reopens in 2001 following improvements. ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



May was a busy month for us 446ers. It all started May 19 in Tucson, Arizona with the arrival of over 250 registrants for our group reunion, each of whom joined in for some or all of the busy four-day schedule of events. Chaired by **Bill Davenport** and **Marv Anderson**, the highlight was the dinner and dedication of the 446th multimedia mini-theater at Pima Air and Space Museum.

Special guests from England were **Alan & Beryl Hague**, who were presented with a donation to the 446th memorial museum at the Norfolk and Suffolk Aviation Museum. A letter just received from Alan says that the trip to Tucson was "wonderful" and that they appreciated all that was done to make their trip unforgettable . . . especially meeting so many Buckeroos.



The 446th multimedia center is dedicated at ceremonies featuring **Frank Bigos**, 446th President; **William Healy**, president of the Arizona Aerospace Museum Foundation; and **Marvin Speidel**, past president of the 446th.



Looking over the Bungay Buckeroo at our reunion at the Pima Air & Space Museum are **Harold Hasselbacher**, **Max Minear**, **Bob Newman**, and **Bob Alexander**.



"We've seen all the exhibits," say **Gilbert Esteves**, **Charley Lee**, and **Richard Jones**, waiting for the dinner and dedication at Pima.

Alan notes that some RAF exhibits have been moved from the 446th museum into the recently dedicated addition, allowing more space for our memorabilia, including some of **Fred Breuninger's** photos; uniforms; and also a new photographic display stand to be made possible by a recent 446 donation with a generous personal contribution from **Frances Forsch** in memory of her late brother, **August Haak**, who died in a mid-air collision on April 27, 1945 near his base.

Right on the tail of the 446 meeting in Tucson, twelve of us 446ers gathered in Austin, Texas, May 28-31 for the 52nd convention of the 2ADA. Because of our numbers (we had a full table this year), we hosted a hospitality suite and welcomed 446ers and others who wandered in seeking information about members of our group they once knew.



The 446 table at the 2ADA convention in Austin. Seated (L-R): **Aud Risley**, **Joyce** and **Alan Senior**, **Mignon** and **John White**. Standing: **Charles "Andy" Hay**, **Shirley Wagner**, **Harold Deverick**, and **Mitch and Nettie Reno**.

It was rewarding to hear from **Paul King**, Chairman of the Memorial Trust, about how the Memorial Library project is moving along and how our dollars are at work making this a living, exciting memorial. The fund raising does not end. If you wish to be a part, checks may be sent to **Jordan Uttal** (address on page 2).

THE 446TH REVISITED, a 350-page hardcover historic book that all your family will enjoy, is still available from **Bill Davenport** for \$45.00 plus \$8.00 shipping. See the PX Page for details. Send your check to Bill at 13382 Wheeler Place, Santa Ana, CA 92705-1934, or you can call him for more information at (927) 705-1934.

For those of you who frequented the "hot spots" of beautiful downtown Norwich, you will be pleased to know that the famous Sampson

(continued on page 28)

James P. Hodges III, General Hodges' grandson, sent General Hodges' diary to the 8th Air Force Heritage Museum. On one of her visits to the museum, Phyllis DuBois made a copy and took it to the Second Air Division Memorial Library in Norwich. In reading the diary, she made some notes of a few of the entries. She says there is some very interesting material in the diary and that someone should write an article about it. I can't do that, but I include below some of the notes that Phyllis made.

The entries were mostly notes to remind the General of matters that needed his attention and correction. His standards of discipline and order extended to all areas of his command. There are many references to the need for better training and discipline in order to achieve good results on missions. But he insists on similar high standards on the ground. Sometimes one gets a sense of frustration as he notes matters that fail to measure up to his requirements.

He went on a diversion mission, November 17, 1942 — "Excellent fighter protection. Discipline of combat crew poor. Take-off 15 minutes late. Combat crew not in turrets. Leader fell out. Radio operator not on job. Entirely too casual about jobs."

On September 6, 1943 he flew in a Cessna to Cromer to observe formations on a diversion mission and comments on the technique of each bomb group. Only the recently arrived 392nd is rated "perfect." The entry says, "Replacement crews very ignorant and need rudimentary training on taking care of cockpit and formation flying. Get special course on cockpit troubles and give at all stations quick."

October 10, 1943 — "Raised hell with Timberlake and Johnson on Danzig mission and directed Johnson to investigate reason for failure to hit primary. Teletype directive to Wing Commanders re inspection of lead crews and ships prior to each mission, new and sharp training directive, daily bombing practice by lead crews. Air Inspector told to inspect each

KETTERINGHAM HALL DIVISION



BY RAY STRONG

lead ship and deputy lead prior to mission."

In Africa (3rd African Expedition) he flew on a mission to Italy and comments on "poor leadership and discipline." He then mentions "Jimmy Doolittle going to UK tonight. Loaned him £39."

He scheduled "critiques" and conferences to discuss morale, discipline, and leadership, as well as modification of aircraft, PFF procedures, procedures for coordinating bombing reports. He often calls group C.O.s "on the carpet" to insist on better discipline, training, practice flights, etc. He directed wing commanders to monitor assembly formation, check navigation logs and charts, and to report weekly on bombing practice and pre-mission briefings.

His efforts were not in vain. He writes of the Gotha mission, February 24, 1944 — "Most beautiful example of precision bombing by 14th Wing and 445th Group ever seen. Not one bomb in town of Gotha. Entire target area a mass of flames."

Dance at Horsham, November 14, 1942 — "Too much displayed food. Guest list should be more carefully scrutinized. Waiters got drunk. Officers did not dance."

Conference with Station Commanders — "Discipline and corrective program of training on behavior and military appearance. Directed training program to start with Inspection Saturday and drills Monday. Arrange for tours of inspection by me starting next week."

Meeting with Lord Mayor of Norwich re vice conditions, etc. in Norwich — "Arranged

to have round table discussion with reps from Hospital and City of Norwich."

Occasionally he allowed himself a bit of relaxation. August 21, 1943 in Marrakech — "Started call rummy after dinner and played all night until 6:30 AM. Next day, Sun, slept 6:30-7:30, 9:30-12:30. Call rummy again 1:30-6:30. Left Marrakech at 8:30 PM." (The next night back at Horsham he went to bed at 9 PM.) He did some sightseeing, including a native village. "Very interesting. Streets all arcades."

In reading through to the end of the diary, one gets the impression that the General is discouraged. December 24, 1943 — "Big shifts in command published. Eisenhower - Spaatz here. Ira (Eaker) to NAAF. This means the influx of fair haired boys to win the war. Let 'em come. I'm tired."

Christmas Day — "Ira (Eaker) asked me to go along with him." December 26, 1943 — "Called Chauncey (?), told him I wanted to go but to remember I knew not one damned thing about A-4. 4 PM Back at Horsham. Good to be home. Turkey dinner. Delicious. Settled down. Opened Xmas presents."

May 9, 1944 — "Asked Toohey (Spaatz) if I was slated for return. He said yes, if and when I was promoted, to bolster training set-up. James, you've had it."

The diary ends with May 15, 1944 — "Ran out of pages . . . just as well." The last page summarizes May and June and ends "Made MG on June 21st."

When I talked with the General's grandson recently, he asked me to ask the 2ADA members if they had any recollections of experiences, conversations, etc. with Gen. Hodges. If so, he would like to hear about them. Contact James P. Hodges III, PO Box 246, Hampden, ME 04444-0246, telephone (207) 862-3086.

I hope everyone has had a good summer. I wish you would give some thought to writing up your own experiences at Headquarters and also what you have been doing over the last 55 years. Send it to me, and I will publish it in either the *Journal* or the HQ Newsletter. ■

BEFORE I SAY ADIEU (continued)

traveled with her father and mother on a trip to East Anglia last fall. Veteran's Day in England occurred while she was there.

She states: "The people of Norwich and the surrounding area continue to be absolutely fascinated with the 2ADA visits. They are so appreciative of how the American servicemen saved their town from the constant bombing and from an almost certain German invasion. Even at a country pub, the young pubmaster (who was an infant during WWII) couldn't stop asking questions and talking with the American veterans."

"Sadly," she reports, "the American interest in the war isn't as keen. I have seen a steady decline in the general public's display of respect for our country and its symbols . . . Unless directly addressed in school, children will not know the meaning of many of our nation's tra-

ditions or why we celebrate holidays."

This young Heritage League member is continuing to develop specific plans for her school to remedy some of the issues and introduce patriotism and value to her students. She addresses her peers as follows: "Fellow Heritage League members, I believe it is up to us, as we hold leadership roles in our communities and schools, to keep patriotism and these ideals alive for the next generation."

As past president of the Second Air Division Association and former liaison to the Heritage League, I am calling on the generation which we fathered — our children, and our children's children — to take part in the high calling of enriching the lives of countless others who follow, teaching them to elevate the standards of society. This will be accomplished using the creativity of the younger generation as you utilize your talents and opportunities to pass

this concept on to future generations.

The "legacy of values" we hope to encourage you to teach are: respect for authority; honor of all human life; accountability for one's own actions; service with integrity in the marketplace; esteem for the flag, our country, and honor for the Almighty.

Concern for raising the standard of living should never be done at the cost of lowering the standards of character.

This "legacy of values" is quietly fading in importance in today's society and today's homes, and in the spiritual life of our nation. We, the aging veterans, fought, gave years of our youth, and watched our friends die — to sustain it.

Because of our commitment and because of your commitment to this "legacy of values," the world we leave to those we love will be a better place! ■

THE "AIR" IS A LOT FRIENDLIER NOW!

BY EDWARD G. SCHWARM (44TH)

We hear and read many good stories of the exploits of our gang from the 2nd Air Division, but we also have some modern day heroes who quietly do heroic deeds. It is time to recognize two of them, Norwich residents Bill and Shelagh Holmes. Shelagh was born and educated in Norwich, a real native. When she was a little girl she recalls 2nd Air Division airmen visiting their house, and particularly remembers Elsworth (Bob) Shields of Waverly, Iowa, a member of the 458th BG at Horsham St. Faith. Bill is from Bedford and served as a radar operator in the RAF. He met Shelagh while on duty in Norwich in 1952-54, and they married and settled there. Bill was interested in electronics since he was a kid. Both got ham radio licenses at the same time. Shelagh's call is G4TWS and Bill's is G4TWT. Both are very active in the Friends of the 2nd Air Division and the British Radio Amateur Emergency Net (RAYNET).

On a visit to the United States in the '80s, they stopped by in Waverly to see Elsworth Shields. He has a radio ham neighbor — Earl Nissen, W0MKY, (not of the famous hut making clan) whom the Holmeses visited, cementing their common interest in amateur radio.

A bit over ten years ago, I was "just listening" on my ham radio when I overheard Bill and Earl chatting between Norwich and Waverly about the 2nd Air Division, and my concentration was suddenly focused. I was one of the lost ones, having moved several times, and did not know anything about the 2nd Air Division Association or any of the group activities. I waited until they were finished and called Bill. He didn't hear me, but Earl did and called Bill. In that chance moment my life changed dramatically, and much for the better. Bill put me in touch with Evelyn Cohen of the 2ADA, helping me find a world of old and new friends. I will always be especially grateful for finding my 44th BG roommate and flying buddy Connie Menzel, enjoying five years of renewed friendship, visiting back and forth, and getting to know his family before he folded his wings five years ago. Connie was also able to verify to my wife, Erla, that at least some of my war stories were true.

Bill, Earl, and I talked regularly on Tuesday mornings after our first meeting. Evelyn Cohen remembered that Charlie Weiss, W5SEH, of the 93rd BG had an amateur radio net some years before. I contacted Charlie and things started to happen. With his help we developed a group of 50 members, and with a single mailing the 2nd Air Division Association of the 8th Air Force Amateur Radio Net was reborn.

Charlie Weiss's 2nd Air Division Ham Net became inactive when the 11-year sunspot cycle reduced propagation to an unusable level. At the time I overheard Bill and Earl, propagation



Bill & Shelagh Holmes at their amateur radio station in Norwich, Norfolk, England.

was coming back. But more importantly, with Bill and Shelagh we have a direct line into the Friends of the 2nd Air Division in Norwich; both are active members. Since then Shelagh and Bill have been on the air nearly every Tuesday morning (afternoon there) for over ten years, acting as net control and running the net from that side of the pond. With their patience, operating competence, and devotion, we were all able to maintain communication through the recent sun spot low. This is the glue that keeps the group together.

Who is in this group and what do we talk about over a period of ten years? First, I have been appointed Chairman of the Board for Life by Bill Holmes, so I make the rules and there are none. Also, there are no dues. While most of our participants are members of the 2nd Air Division Association, we also have several interesting and active participants from other organizations. Walt Bzibziak, N1JUZ, was a B-17 pilot. His third mission was the Schweinfurt raid. WOW! Bill Gross, W3TAM, was in B-17s in the 15th AF. And George Clow, VE3FGB, is active with an air museum in Burlington, Ontario which has a flying Lancaster. How is that for a nice toy? Of course, one of our dearest friends of the 2nd Air Division Net is one of the founders, Earl Nissen, who, "too old" for WWII, is on most every week. We have other Norfolk radio hams join us regularly, as well as some from other countries who are just curious. It gets a bit embarrassing when a German drops in and asks what our net is all about.

This has become much more than a group who says hello each Tuesday. We have become close friends, sharing our military adventures, recent adventures and pleasures, health problems, and of course, those tragedies which accompany growing older. A number of wives have passed on, and ten of our members have folded their wings. We have had several mini-

reunions, always associated with the 2ADA reunions. One particularly great one was in Norwich, hosted by Bill and Shelagh Holmes, again doing so much for us.

Bill said that they are "just ordinary people," but all of us radio hams on the net will agree that they are very special, dedicated, extraordinary people and two of the nicest people you could ever have as an important part of your life. For these reasons, I nominate them for a special medal, Heroes of the 2nd Air Division Association.

For those of you who would like to listen in or have a ham radio friend who can put you "on the air," here is the schedule:

**Every Tuesday Morning:
0930-1040 Eastern Time
on 7.243 MHz (7.227 MHz alternate)
1045-1145 Eastern Time
on 21.405 MHz**

The 7.243 MHz frequency takes advantage of its medium range characteristic, and we talk from the East Coast as far as Kansas and North Carolina. Then we use 21.405 MHz, a long distance frequency, to reach the UK, California, Texas, Alabama, Florida, etc. Those of us in the Northeast usually cannot hear each other very well on this frequency due to the long skip distance, but the combination allows everyone to talk with each other at some time. Typically we have about 15 or 20 participants.

Contact the author for a list of present members of the 2nd Air Division Association of the Eighth Air Force Amateur Radio Net, with their call signs and group:

**ED SCHWARM
251 Regency Drive
Marstons Mills, MA 02648
Phone: (508) 428-0556
Call Sign: NX1V
E-mail: NX1V@switch.capecod.ampr.org**



BY R.D. "DICK" BUTLER

Thirty-two of we 44thers had a fine time at the 2ADA convention in Austin, Texas. The names of those who attended appear elsewhere in this issue. We were all pleased that Brigadier General John Gibson, USAF Retired, the last surviving commander of our World War II 44th Bomb Group, was with us. Our good friend, Goodman Griffin, as he has done for so many years, entertained us at our group dinner with some of his recollections of humorous incidents at Shipdham during the war. We never tire of hearing about his experiences as "Atrocities Officer." His son, Goodman G. Griffin III (Goodie), attended with him, and we found Goodie to be "a chip off the old block."

Adding to the significance of our get-together in Austin was the fact that the Executive Board of our 44th Bomb Group Veterans Association held its semi-annual business meeting in conjunction with the convention. At that meeting, Edward K. "Mike" Mikoloski was elected president, succeeding Roy Owen, who had been our president since he led us in the establishment of the 44th BGVA five years ago. Roy assumes the board position of immediate past president.

We are all deeply indebted to Roy Owen for the outstanding job he did in founding our present organization after our previous organization was so unilaterally disbanded. He has led us to where we have today an outstanding veterans organization. It is financially sound. We have enjoyed four great reunions; and several fine group projects have been accomplished, the most significant of which is our 44th Bomb Group Master Database Project. Our computer database now contains all the personnel, aircraft, and target information on the more than eight thousand sorties flown by 44th crews in World War II. Our program is already at the Memorial Library in Norwich, and may well be the model for other groups of the Second Air Division to follow. *8 Ball Tails*, our excellent newsletter, was established and edited by Roy, and he obtained the non-profit organization status which we enjoy. I take this opportunity on behalf of all the members of the 44th BGVA to say "Many thanks, Roy, and to you too, Lolly, as we knew you were always there giving Roy support and encouragement."

We are indeed fortunate to have Mike Mikoloski as our new president. We will benefit from his experience in both the Air Force and in civilian life and in his dedication to and enthusiasm for our organization. Mike was born, raised and educated in Worcester, Massachusetts. He graduated from Clark University in

1941 and the same month enlisted in the U.S. Army. On 4 July 1942 he graduated from navigation school at Mather AAB with orders to join the 44th Bomb Group (67th Squadron) at Barksdale. Mike transferred to the 66th Squadron at Will Rogers Field, Oklahoma, and joined the crew of JENNY, later known as LADY LUCK. He arrived in England via the northern route in September 1942 and completed his combat tour on the Rome, Italy mission of 19 July 1943. He says his most significant missions included flying to Kiel, Germany as lead crew with Abernathy and Colonel Johnson, 14 May 1943, and also as lead crew to Bordeaux, France on 17 May 1943 with Howard Moore, Colonel Johnson, and Brigadier General Hodges in SUZY Q. He was appointed group navigator in August, and the following month was assigned to the 202nd Provisional Combat Wing, which later became the 14th Combat Wing, as wing navigator. Mike returned to the U.S. in December due to the sudden death of his infant son. He carried with him General Johnson's Medal of Honor, which he delivered to the General's wife in Savannah. After short stints at Atlantic City, Selma, and Ellington, Mike ended up at Westover as Base I & E Officer. About April 1947 Mike received a call from Walt Bunker, who was working for General Johnson at the Pentagon. Walt told Mike to report to Headquarters USAF to be I & E Officer under General Johnson, who was Chief Personnel Services Directorate. His Pentagon tour was about the shortest on record. It consisted of one week-end, as on Monday next they flew to Colorado Springs where General Johnson assumed command of the Fifteenth Air Force (SAC).

In August 1948 Mike returned to England where the General was sent to set up the Third Air Force and commence negotiations with the British for the return on a permanent basis of U.S. forces. After four years in London, Mike accompanied General Johnson to Mitchell AFB where he commanded CONAC for four years. On 1 April 1956 he became the General's Executive Officer and Staff Plans Officer in Washington DC when General Johnson was appointed the U.S. Representative to the Standing Group and the Military Committee of NATO. In the same capacity, Mike accompanied him to Paris, where he was selected to be Air Deputy to SACEUR (then General Norstad) until General Johnson's retirement on 15 June 1961. Mike remained in this position under General Sam Anderson until the fall of 1961 when he was assigned to Headquarters USAF in the office of the Deputy Chief of Staff, Plans and Programs, as Chief International Affairs Division. His final assignment was as Deputy Chief of Staff, Plans and Policy, at Eighth Air Force Headquarters at Westover AFB where he retired on 1 February 1968. Mike is married to the former Yelena Krasnotchekova of Moscow, Russia. Three of his children, daughter Kathleen Cataldo, two sons, Stanley and Vincent, and grandson Evan are all life members of the 44th BGVA.

The *Air Force Association Magazine* has a section titled "Bulletin Board" in which individuals may place notices. Frequently, some of these notices are placed by persons seeking information about someone who was in World War II. In the June 1999 issue I saw a notice where a man by the name of Robert Lunenfeld was seeking information about a Lt. R.C. Lunenfeld of the 68th Squadron, 44th Bomb Group, who was killed on a mission to Wilhelmshaven, Germany on 27 January 1943. I went to Will Lundy's book, *44th Bomb Group Roll of Honor and Casualties*, and there I found that Raymond C. Lunenfeld was the navigator on the plane "Spirit of 76" that was shot down on that Wilhelmshaven mission. Will's crew listing showed only one survivor from that plane, the bombardier, one Albert W. Glass. I found Albert Glass listed in the 44th BGVA roster with an address and phone number in Florida. When I called the number, I reached Mrs. Glass who told me that Albert had passed away in June 1998. She said that Albert, who had a foot amputated in Germany as a result of being shot down, had not had much contact with any WWII people since he left the service. She thought that maybe he had received a letter from someone several years back, and that she would look for it and call me if she located it.

I then wrote to the man who had placed the notice and told him what I had found. I made copies of the page in Will's book and sent him those. I then put the letter in my mailbox for pick-up. About thirty minutes later when I went back to the mailbox, the postman had taken my letter and there in my incoming mail was a letter from the man who had placed the notice in the magazine. He had obtained my name from someone in the 2ADA. He was Raymond Lunenfeld's brother, Robert, and told me that he had been searching for information about his brother for years. He and his mother, before she passed away, had never heard any details of what happened to Raymond. As if this coincidence wasn't enough, as I was reading the letter, Mrs. Glass called me. She had located a letter Albert received in 1991 and a Christmas card in 1995 from a Robert Norsen in Seattle. I knew of Robert Norsen and that he had been Operations Officer of the 68th at the time of that Wilhelmshaven mission.

That evening I called Robert Norsen. He was very surprised to hear what was going on. He knew Raymond Lunenfeld very well. At Will Rogers Field, Oklahoma in the summer of 1942, Norsen became the pilot of the crew on which Lunenfeld was navigator and Glass was bombardier. They trained together and flew to England as a crew. Not long before the ill-fated mission, Norsen became 68th Squadron Operations Officer and a man named Sullivan became the pilot on that crew. I gave Bob Norsen the brother's phone number in New York. The next morning I called Robert Lunenfeld, who had been awakened at 11:30 the night before by the call from Bob Norsen. He said he was overwhelmed by the news, and

(continued on page 16)

How The Nazi Generals Justified Their Defeat

CONDENSED EXCERPTS FROM THE BOOK *THE WAR IN THE AIR: A PICTORIAL HISTORY OF WWII AIR FORCES IN COMBAT*, BY GENE GURNEY, MAJOR USAF. SUBMITTED BY JAMES H. REEVES (HQ)

GOERING, CHIEF OF LUFTWAFFE:

"I knew first that the Luftwaffe was losing control of the air when the American long-range fighters were able to escort the bombers as far as Hanover. It was not long before they were getting to Berlin. We then knew we must develop the jet planes. Our plan for their early development was unsuccessful only because of your bombing attacks.

"Allied attacks greatly affected our training program, too. For instance, the attacks on oil retarded the training because our pilots couldn't get sufficient training before they were put into the air.

"I am convinced that the jet planes would have won the war for us if we had had only four or five months' more time. Our underground installations were all ready. The factory at Kahla had a capacity of 1,000 to 1,200 jet airplanes a month. Now with 5,000 to 6,000 jets, the outcome would have been quite different.

"We would have trained sufficient pilots for the jet planes despite oil shortage, because we would have had underground factories for oil, producing a sufficient quantity for the jets. The transition to jets was very easy in training. The jet-pilot output was always ahead of the jet-aircraft production.

"Germany could not have been defeated by air power alone, using England as a base, without invasion — because German industry was going underground, and our countermeasures would have kept pace with your bombing. But the point is, that if Germany were attacked in her weakened condition as now, then the air could do it alone. That is, the land invasion meant that so many workers had to be withdrawn from factory production and even from the Luftwaffe.

"We bombed cities in England instead of concentrating on aircraft and engine factories despite my original intention to attack only military targets and factories, because after the British attacked Hamburg our people were angry and I was ordered to attack indiscriminately.

"Allied precision bombing had a greater effect on the defeat of Germany than area bombing, because destroyed cities could be evacuated but destroyed industry was difficult to replace.

"Allied selection of targets was good, particularly in regard to oil. As soon as we started to repair an oil installation, you bombed it again!

"We didn't concentrate on the four-engine Focke-Wulf planes as heavy bombers after the Battle of Britain, because we were developing the He-177 and trying to develop the Me-264, which was designed to go to America and return. Because our production capacity was not so great as America's, we could not produce quickly everything we needed. Moreover, our plants were subject to constant bombing.

"If I had to design the Luftwaffe again, the first airplane I would develop would be the jet fighter — then the jet bomber. It is now a question of fuel. The jet fighter takes too much. The Me-264 awaited only the final solution of the fuel-consumption problem. According to my view the future airplane is one without fuselage (flying wing) equipped with turbine in combination with the jet and propeller.

"Before D-Day, the Allied attacks in northern France hurt us the most because we were not able to rebuild in France as quickly as at home. The attacks on marshalling yards were most effective, next came low-level attacks on troops, then attacks on bridges. The low-flying planes had a terror effect and caused great damage to our communications. Also demoralizing were the umbrella fighters, which after escorting the bombers would swoop down and hit everything, including the jet planes in the process of landing.

"The Allies owe the success of the invasion to the air forces. They prepared the invasion; they made it possible; they carried it through.

"Without the U.S. Air Force the war would still be going on elsewhere, but certainly not on German soil."

GALLAND, CHIEF OF FIGHTERS:

"In my opinion, it was the Allied bombing of our oil industries that had the greatest effect on the German war potential. Even our supplies for training new airmen were severely curtailed — we had plenty of planes from the autumn of 1944 on, and there were enough pilots up to the end of that year, but lack of petrol didn't permit the expansion of proper training to the air force as a whole.

"In the African campaign and in Sicily and Italy, Allied successes were largely due to Allied air superiority. In my opinion, strategic bombing never forced any great change in German strategy and planning until after the opening of the invasion. Then, disorganization of German communications in the West by strategic bombing caused withdrawal to the German frontier. In the last two months of the war, the crippling of the German transport system brought about the final collapse."

KARL GERD VON RUNDSTEDT, COMMANDER IN CHIEF IN THE WEST BEFORE THE GERMAN SURRENDER:

"Three factors defeated us in the West where I was in command. First, the unheard-of superiority of your air force, which made all movement in daytime impossible. Second, the lack of motor fuel — oil and gas — so that the Panzers and even the remaining Luftwaffe were unable to move. Third, the systematic destruction of all railway communications so that it was impossible to bring one single railroad train across the Rhine. This made impossible the reshuffling of troops and robbed us

of all mobility. Our production was also greatly interfered with by the loss of Silesia and bombardments of Saxony, as well as by the loss of oil reserves in Romania."

GEN. VON VIETINGHOFF, SUPREME COMMANDER IN SOUTHWEST (ITALY):

"On the Italian and the Western fronts, all freedom of movement for reserves and tanks was denied during daylight hours. Thus counterattacks were impossible. In isolated instances, when we were successful in assembling troops for a major surprise attack, it could only be done at night, and then the Allies were always in a position to bring their air force into action at any desired spot in a few hours and thus frustrate every German attack."

WAR DIARY OF THE 7TH GERMAN ARMY HIGH COMMAND (GEN. DOLLMAN), JUNE 11, 1944:

"Since the beginning of the Allies' large-scale attack, our transport system has been under constant attack by their air forces. Because of the continuous bombing of the main roads and the constant disruption of the detours, some of which could be kept open for only a few hours, it became evident even after the first three hours that troop movements by rail could not be maintained. Infantry divisions which were being carried by rail, also had to be unloaded because the route was blocked even before they reached the army boundary line.

"Troop movements and all supply traffic by rail to the army sector must be considered as completely cut off. The fact that traffic on the front and in rear areas is under constant attack from Allied air power has led to delays and unavoidable losses in vehicles, which in turn have led to a restriction in the mobility of the numerous Panzer units due to the lack of fuel and the unreliability of the ammunition supply . . .

"The following information, based on the first few days' experience with the Allied deployment of air power, is reported by the German Army Supreme Command:

"1. Rail transport is impossible because the trains are observed and attacked in short order: under these circumstances, the expenditure of fuel and the wear and tear on matériel in bringing up Panzer units is extremely high.

"2. The movement of units by motor transport is possible only at night, and even then the highways and communications centers are continually bombed. The continual control of the field of battle by Allied air forces makes daylight movement impossible and leads to the destruction from air of our preparations and attacks.

"3. The Army considers it urgently necessary that our own air force be used by day and night in order to neutralize the Allies' now unbearably overwhelming air supremacy." ■



HETHEL
389th
Green Dragon
Flares

BY BARNEY DRISCOLL

Friends are a great asset, and it would be a pretty dull life without them. If you have any friends you worked with or flew with in the 389th BG and they don't belong to the 2nd Air Division Association, please send me their names and addresses. We need to provide them with the opportunity to participate in our 389th reunions and 2ADA conventions, and even if they cannot attend the reunions, they can enjoy the *2ADA Journal* and the *389th BG Newsletter*.

In this, the 60th anniversary and the Year of the B-24 Liberator, there are many people who still do not appreciate the versatility of that great bird. Never in aircraft history has there been a plane that was utilized in more areas, not only geographically, but also in variants, modifications, and functions.

Most aircraft designed as bombers were just that and were utilized as such. The B-24 Liberator, by virtue of its long range, load-carrying capacity and speed, was not just an excellent bomber but also filled a need for many other activities.

The earliest Liberator was the LB-30 (land bomber), an export version ordered by France back in 1940. When France was overrun, England took over the orders. B-24s were flown by Americans to Montreal and then picked up by the RAF and flown over the northern route to Prestwick, Scotland.

The first six LB-30s arrived in England on March 14, 1941, unfit for combat because they lacked self-sealing gas tanks and arms. These planes were used by the newly formed Transatlantic Return Ferry Service between Prestwick, Newfoundland, and Montreal, a distance of 3,000 miles. American aircraft were flown back to the U.K. and later turned over to the British Overseas Airways Corp. (BOAC). The system was also used to transport VIPs. By December 1941, 65 Liberators had been delivered to the U.K.

There has been some controversy as to where the name "Liberator" originated, but it is generally conceded that it began with the British who had christened the LB-30 and the B-24 the Liberator.

The RAF was closely involved with the development of the Liberator by passing on recommendations learned the hard way in two years of war. Besides the self-sealing gas tanks, these included improved oxygen systems and regulators, magnetic microphones, and armor plating to protect the crew.

In the early years, the RAF Coastal Command had the task of tracking down and destroying Hitler's submarines. The Liberator became the answer to the prayer. It greatly increased their scope of activities. The Short Sunderland had a range of 1300 miles, but they were able to squeeze a 2400 mile range out of the Liberator.

These planes were equipped with additional fuel tanks and air-to-surface vessel radar. The first Coastal Command Liberator started operations at Nutts Corner, Belfast, Ireland in September 1941 and could range far out over the Atlantic Ocean. Additional Liberator bases were established for the Bay of Biscay and off the coast of Africa, in these areas with a great improvement in U-boat kills.

New technological advancements were much improved depth charges and the Leigh Light mounted under the right wing for hunting submarines at night. This was a large 24 inch, 5 million candle-power light, a great improvement over the flares they had been using which would fizzle out when they needed them most. This light was named after squadron leader Leander H. deB. Leigh, who developed it.

A number of Coastal Command Liberators were equipped with a special airfoil winglet carrying eight 5-inch high velocity rockets on the sides of the fuselage. They were used against submarines equipped with

an anti-aircraft gun which chose to duke it out with the bomber.

In 1942 an RAF Liberator patrol squadron was established in Iceland, and in 1943, U.S. Navy Liberator (PB4Y-1) squadrons flew out of England and from bases in the U.S., joined by the Canadian Liberator operations in April 1943. They did a magnificent job of patrolling thousands of square miles of the Atlantic and adjoining waters. The Liberator struck fear in the hearts of many a German submarine commander. In one period of six days in March of 1945 the RAF sank five submarines, and a total of 95 U-boats went to the bottom thanks to Liberators.

The British had their own system of identifying their planes. The first LB-30s were called Liberator 1's, and as later variants were received with changes made to armament or other modifications they were referred to as Liberator 2, Liberator 4, etc. up through Liberator 8. One of the first LB-30s received by the British, #AL504, was adopted to be used as a personal transport plane for the Prime Minister, furnished with upholstered seats, extra wide to accommodate Mr. Churchill. It was utilized for traveling to many of his wartime conferences such as Moscow, Tehran, and many other places. The plane was named "Commando."

An interesting side note: When early in 1941 the British had a need for four-engine bombers, under the terms of the lend-lease program the U.S. sent 20 B-17C bombers along with Major Walsh and two other instructor pilots, an expert on the Sperry bombsight, a couple of Boeing representatives, and a Wright engine man.

The B-17s had a variety of problems that cropped up. The oxygen system regulators did not work properly, and above 15,000 feet the intercom did not work because the system equipped with carbon microphones depended upon air density to excite the carbon granules within the diaphragm of the microphone. The British rebuilt the system using their own electromagnetic microphones. At altitude they also experienced constant oil leaks.

One of the B-17s flew up to 30,000 feet, ran into extreme turbulence and the plane disintegrated. All the flyers were killed except one. Among those killed was the instructor pilot, Lt. James Bradley, son of Gen. Omar Bradley. The man who survived was trapped in the tail section, which broke off and he rode it down to 3,000 feet before he managed to get out.

By December 1941 there were only three B-17s left. On January 8, 1942, one of them was flying at 20,000 feet when they lost oil pressure on number 3 engine and could not feather the prop. The engine caught fire and the crew bailed out. The remaining two B-17C's were flown to India but never flew operational. The British did not develop any love affair with the B-17.

Conversely, during the period from mid-1941 through 1945 the U.S. furnished the RAF and the Commonwealth nations in excess of 2400 Liberators. The Consolidated plant alone furnished 1694. The RAF had the ability to squeeze the last possible ounce of performance out of the Liberators, and in June 1945 they set a single flight endurance record in flying a Liberator 24 hours and 10 minutes.

It is truly a shame that the Liberators were never recognized for the thousands of tons of shipping and the many lives that were saved due to their surveillance of the high seas, as well as their overall bombing record. ■

44TH NEWS (continued)

that he and Bob Norsen had talked for more than an hour with both of them getting quite emotional at times. I told Robert Lunenfeld about our Memorial Library in Norwich and that his brother's name appears in the Honor Roll there. He was pleased to know that. In conclusion, I must say that I was amazed that this entire sequence of events took place in less than twenty-four hours, and I was pleased that I had been able to help someone who had been wondering for more than fifty years what had happened to his older brother.

In the last issue of the *Journal* I spoke of our friend Roy Newton and how he had been responsible for the locating and the salvaging of the forward section of the 98th BG's Ploesti airplane "Hadley's Harem," which now rests in a museum in Istanbul, Turkey. This is the only known existing relic of a plane that flew that famous mission. I am saddened to report that Roy passed away on 21 April 1999. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

HOOK'EM COW FLIES!

Received the second report from **JOHN DEACON**, builder of the giant 18-foot B-24 Liberator named "HOOK 'EM COW." The first test flight occurred on May 12th when John took the radio-controlled model to a Yorkshire model fly-in. After re-engineering the wing flap mechanism and receiving an exemption certificate from the Civil Aviation Authority, he had the "O.K." to fly it in public. After all pre-flight checks were accomplished successfully, a taxi test was in order. Then, like Howard Hughes with the Spruce Goose, he stretched the taxi to a low altitude flight of about 10 feet and a distance of 500 feet. John states that the flight characteristics were "rock steady" and it looked beautiful in flight. Then on June 19th, HOOK'EM COW had its first officially recorded flight of 8 1/2 minutes. The wind shifted to about 30 degrees, creating a crosswind landing. On the long landing roll, he experienced a slight nose wheel steering problem and the aircraft went into the unmowed grass off the runway. The only damage sustained was a sheared nose wheel door, which was replaced the next day. However, John and his friends (two of whom took videos of the flight) were very pleased with the event. In any case, the aircraft proved that steering a 126 pound aircraft in a 15 to 20 mph crosswind was pretty much like the real thing, as I remember it. After the nose wheel door was replaced, John painted a single bomb on the armor plate below the pilot's window. He promises a video of the flight when it's converted to our VCR system. I plan to bring it to the Tampa Bay convention next year.

USS JOHN C. STENNIS

On our last trip to the San Diego area in June, I had an opportunity to experience a full day at sea on the USS JOHN C. STENNIS aircraft carrier. Commissioned in December of 1995, this most modern of the Navy's carriers had a day devoted to the families of its crew which numbers 6,200 (includes the Air Wing). Although my son-in-law, Capt. Steven Sterrett was not assigned to the carrier, his operational supply duties qualified us both to be on its cruise. Steve's first sea tour was on the USS CONSTELLATION in the mid '70s. The "Connie" was "postage stamp" size when compared with the "city block" of this one. I had a great reserved seat just under the "74" and got some excellent photos of launches and landings. The aircraft deployed were the F/A-18 Hornet, F-14 Tomcat, EA6B Prowler, S-3 Viking, E-2C Hawkeye, and SH-60 Seahawk. Absolutely amazing performance, especially the breaking of the sound barrier by the F/A-18 with a twin BOOM about 500 feet off the quarter stern! Dimensions as given in the PR packet show the flight deck to be 1092 feet long, the width 257 feet, and total deck area of 4 1/2 acres. Powered by two nuclear reactors and a published speed of over 30 knots (I'd say a LOT over that), 4 ea. 5 bladed screws each weighing 66,200 pounds, the carrier is listed at 97,000 tons. Note the small "Island" and the absence of any smoke stacks. The STENNIS is designated CVN-74 and the WWII Navy carrier pilots I talked to said that the size, speed, and capabilities (over 80 aircraft), four catapults and four flight deck elevators help make the carrier pretty much the engineering marvel that it is. All information given here was cleared for publication. By the way, every landing was a "third wire arrest," the aim of every carrier pilot. (Editor's Note: Sure beats the B-24, doesn't it?)



VERY HIGH HUMIDITY: A conical cloud follows a U.S. Navy F/A-18 Hornet, just as the fighter breaks the sound barrier — about 720 mph. Pilots say such clouds form in humid conditions, along the shock wave that forms when aircraft reach the speed of sound. A drop in temperature and air pressure at the shock front causes water vapor to condense briefly, and become visible. The pilot is Lt. Ron Candiloro, off the U.S.S. Constellation. PHOTO: U.S. NAVY / AGENCE FRANCE-PRESSE.

FINALE ON THE THANET MEMORIAL

ARTHUR PAY, one of the original founders of the Thanet Allied Aircrew Memorial, wrote: "We have decided to close the Memorial Appeal and have made good from our own pockets, the shortfall of money necessary to repay the outstanding loan." It should be noted that RAF Manston itself has been closed in March after being part of Thanet history since 1916. Arthur expressed his thanks to all the Americans who helped pay for the memorial. The RAF Museum is open and a small segment dedicated to Fire Fighting is still in operational training. ■

And Still More Aviation Proverbs:

- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- No one has ever collided with the sky.
- Any pilot who does not at least privately consider himself the best in the business, is in the wrong business.
- If you are ever faced with a forced landing at night, turn on the landing lights. If you don't like what you see, turn 'em off.
- The first thing every pilot does after a gear up landing, is to put the gear handle down.
- Three things that do you absolutely no good in aviation are: altitude above you, runway behind you, and airspeed you don't have.
- Keep looking around. There's always something you missed. ■

The 448th Speaks



SEETHING

BY CATER LEE

Another very fine 448th Bomb Group reunion was held at Dayton, Ohio, home of Wright/Patterson Air Force Base, June 30th – July 4th, attended by a goodly number of two hundred and seventeen veterans, wives, widows, and sons and daughters of our 448th Bomb Group members. Several late cancellations due to health and various other reasons reduced our attendance — we hope that those who missed out for reasons of illness will soon recover and be back to normal. We sure did miss you all.

Registration was ably handled by Sylvia Mellot, who had missed a few reunions because of the death of her husband and her own serious illnesses, but in Dayton she was bright and full of life and we were sure happy to see her again. Also helping with the registration chores were my daughter, Linda Koniar; my daughter-in-law, Cheryl Lee; Barbara and Leroy Engdahl; and of course myself. I sure appreciate all the fine help provided by these five people.

Buses provided transportation to the great Air Force Museum, which of course houses the B-24 "Strawberry Bitch" as well as early American planes and a replica of the Wright Brothers' first airplane that flew successfully at Kitty Hawk, North Carolina, in 1903. How aviation has come along since then! What technology can and has done!

Also included in our activities was a most interesting three-hour tour of the city of Dayton. The tour took us by one of their large shopping centers and back to the museum where those who wished could get off and do their thing and catch another bus later to return to our hotel, the Dayton Marriott, which was very nice. Also included in the tour was a fabulous cemetery which we were told had some one hundred thousand graves. Some of the monuments were unbelievable with heights of 40 feet.

Most of us had a great learning experience. Dayton was the beginning of and home of the "NCR" National Cash Register Company which has a very large company headquarters there. We also visited the bicycle shop where the Wright Brothers invented their "flying machine." Their first several attempts were failures, but they had confidence and persistence, and just look what they started — WOW!

In 1913 Dayton suffered a very severe flood, causing millions of dollars in damage and loss of life. The people got together and built dams protecting the city from floods from the five rivers that converge in the city. It was a successful endeavor and no floods since have damaged the city.

At our Saturday business meeting, I pointed out that our 448th BG had collected almost \$80,000 toward our goal of \$100,000 as a gift from the 448th BG to the 8th Air Force Heritage Museum at Savannah, Georgia. Hopefully, by our next reunion, when we dedicate our beautiful 448th granite memorial August 27-30, 2000, we can present our check made out for \$100,000 to the museum.

Those who have already made donations to this cause may wish to make additional contributions. You may do so by sending me a check for any amount you wish, made out to "448th Bomb Group Museum Fund" with a notation on the bottom left of your check stating that it is for our 448th donations to the 8th AF Heritage Museum. I will keep these in a special bank account. To date, only one group, a B-17 bomb group headed by General Lyle, has made a \$100,000 donation. We want to be the *FIRST* B-24 group to do so.

Our present officers left the assembly while a goodly number voted on next year's 448th officers. Almost 30 seconds later we were told to come back, and a standing ovation welcomed us as we were quickly voted to remain in office: myself as president and three vice presidents, George DuPont, Charles McBride, and Leroy Engdahl. We all appreciate your confidence.

Next came the vote on where to hold our group reunion for the year 2001. Plugging to hold it in Florida was George DuPont, who ably presented the reasons he felt Florida should be selected. This was followed by Charles McBride's presentation asking that we select California. Then Leroy Engdahl gave his reasons for Shreveport, Louisiana, home of Barksdale AFB and headquarters of the 8th Air Force. Leroy recited how wonderfully we were treated by the Air Force personnel when we had our first group reunion there in 1985 with a memorial service held in front of a B-24 on exhibit there. Leroy won out, and our 2001 reunion will be held in Shreveport, recently selected as "America's First City." A time before it gets hot will be selected, since we can choose whatever time we wish.

Visitations to Shreveport will be made next year when a brand new large hotel will be ready; personnel there now may not be then if we make our plans too early. We have one of our men living there; plus Leroy Engdahl, four hours away by car, has offered to assist.

For now, think Savannah for the year 2000. May God bless you all, and we wish you all good health. Cheers and all the best. ■

"G.I. JILL," favorite radio disc jockey of both Brits and Yanks, dies at 80

MARTHA WERNER, who has died at age 80, was known to thousands of Allied servicemen during the Second World War as "G.I. Jill," the radio presenter of the record request program *G.I. Jukebox*.

The show, which lasted for 15 minutes, went out on the United States Armed Forces Radio Service, which was established in 1942 to cater to the enormous number of Americans serving overseas.

The AFRS was one of the most successful of the entertainment services spawned by the war. It produced dozens of weekly programs featuring the top names in show business. The stars gave their services free — "for the boys over there."

G.I. Jukebox was built around a simple formula — a collection of record requests, some cheerful banter from G.I. Jill, and interviews with such celebrities as Bing Crosby, Bob Hope, Frank Sinatra, and Dinah Shore. When the American Forces Network (AFN) was set up in Britain, G.I. Jill's voice became familiar to British audiences too.

The station was intended to be heard primarily by U.S. servicemen stationed in Britain. But AFN's relaxed style was something very new to British listeners, and this, combined with its diet of the best in American entertainment, soon attracted five million British "eavesdroppers" — far more than the number of Americans stationed there.

The program's British audience grew larger when the BBC joined with AFN to broadcast the Allied Expeditionary Forces Program after D-Day in June 1944; among the most popular of the new shows featured on the program was *G.I. Jukebox* presented by G.I. Jill.

She was born Martha Wilkerson in Virginia on May 4, 1918. Her career as G.I. Jill began in 1943, and soon her distinctive, charmingly reedy voice brought her thousands of listeners; to lonely G.I.s she personified the girls they had left back home. Martha Werner was responsible for a quarter of all the fan mail received by AFRS, and she answered most of the letters herself.

The station never revealed her name, nor were the thousands of servicemen who wrote in for her photograph told that she was married.

Because it was heard around the world, Martha Werner signed off *G.I. Jukebox* with the words that became her hallmark:

"Good morning to some of you, good afternoon to some more of you, and to the rest of you good night." ■

Attlebridge Tales



by Jim Lorenz

UPDATE ON EARL WASSOM

Following up on Hap Chandler's report of Earl's sudden problem, Cynthia reported in June that he was doing fine and resting, but still tires easily. There will be continuing medical checks to monitor his progress. Knowing Earl, we can guess he has "cabin fever" — let's keep him amused! His address is: 548 Brentmoor Drive, Bowling Green, KY 42101-3772.

THE AUSTIN MEETING

Austin provided some cool weather (for them) and a few thunderstorms, but some great historical sites and fabulous new buildings. Mary Lorenz, Irene Horan, and Joann Mohr were charming hostesses for our 466th suite. Our own Vicki and Kurt Warning ran the annual 2ADA golf tournament. The trips to the LBJ Library and the LBJ Ranch (now a national park) were interesting. We had 41 attend the annual 466th BG dinner and business meeting. We were especially honored to have the Wassoms' daughter and her family spend the evening with us: Karen and Wendall Attig with their children, Cory and Chrissie. We also had seven family groups attend; it was nice to see the interest of the "younger" generation! The dinner was excellent and nicely served. At the business meeting, the current officers — Jim Lorenz, VP; John Horan, Assistant VP; and Stan Mohr, Treasurer — were re-elected for the 1999-2000 one-year term. Stan reported that we had a balance of \$179.00 as of May 1, 1999. John Horan was concerned that Stan might not have a "safe" place to keep our huge balance, so he presented him with a special miniature bed and mattress which had a special folder for slipping the money under the mattress. Stan was not overwhelmed, but accepted it.

Dick Baynes, the site chair for the B-24 International 60th Birthday Celebration, December 9-12, 1999 at the Town & Country Hotel, San Diego, California, invited all of us to attend. For more information you can call, fax, or e-mail Dick or me. Incidentally, Dick is also the new president of our 466th BGA, and continues as secretary of the 8th AF Historical Society — such energy and devotion!

After the business meeting, Frank and Louise Bostwick conducted our annual raffle with two tables of treasures. Hap Chandler, our new 2ADA president, stopped in at our meeting and thanked us for the 466th's contributions.



Having fun with family at the 466th BG dinner at the 2ADA convention in Austin Texas, May 1999. Above: Perry & Joyce Kerr, with daughter Pam and son Jay. Below: Jean Saltarelli (center) with her son Joe and his wife Mary.

PHOTOS BY MARY LORENZ



Louise promptly sold him some raffle tickets!

After the raffle, Treasurer Stan reported we now have a balance of \$647; \$368 from the raffle, a \$50 donation, and \$50 from my selling of the B-24 caps. (I might note that I have eight of the new 466th B-24 caps left; cost is \$15.00 including packaging, tax and mailing. Give me a call.)

Most of us then collected in our suite for serious chatter.

LIAISON TO THE HERITAGE LEAGUE

Mary and I have been appointed 2ADA liaison to the Heritage League, and attended our first meeting with them. They meet concurrently with the 2ADA conventions. We now have Heritage League members as "observers" on many of our operating committees and the Memorial Trust Board of Governors, so they can be familiar with our activities. It is important that we get our relatives to sign up with the League — regular voting members can be spouses, children, grandchildren, brothers or sisters. Associate membership is available for friends and other interested parties. I have the application forms!

VOLUNTEERING AT THE 8 AF MUSEUM

Dick & Margaret Baynes and Mary & I recently served as volunteers for a week at the 8th AF Heritage Museum in Savannah. We can confirm that this is an interesting and learning event, and that our presence was appreciated by the museum staff. It was a very rewarding personal experience to take the many school groups on the Mission trip — they had many questions. Our wives helped Mary Beth Barnard in the library, and at the front desk. Call the museum direct or give me a call to set up your volunteer dates.

DONALD THOMSON

We are sad to report that Donald Thomson died suddenly on June 2, 1999 from a clot in his heart. Cathy and Donald have served as volunteer base guides at Attlebridge for many years. They have hosted many reunions of our "day at the bases" when we visited Norwich, and have tended our memorial grounds. Donald had had several bouts with cancer over the past few years, but seemed in good health last November (1998) when the Nothsteins, the

(continued on page 26)

Attendees at the 1999 Convention of the 2ADA

Austin, Texas • May 29 – June 1

44th Bomb Group

Jack Butler
Dick & Ardith Butler
Julian Ertz
Jerry Folsom
Jack Gibson
Griff & Steve Griffin
Larry & Georgia Ann Herpel
Art & Mary Catherine Kleiderer
Bob, Liz, Dave & Cathy Lehnausen
Will & Irene Lundy
Mike Mikoloski
Perry & Ruth Morse
Melvin & Marilyn Murrack
Loy & Arlene Neepner
Roy Owen
Harold & Charlotte Simms
J.B. & Arlene Williams
Bob & Fran Woolson

93rd Bomb Group

Jim & Dot Adams
Bart & Betty Barton
Luke & Bernis Bird
H.W. Bludworth & Nortin Razak
Lew Brown
Bill & Lee Brown
John Cadle
Bill & Lillie Carpenter
Jim & Alice Cooley
Cal Davidson
K.O. Dessert
Ellis & Hildred Fullwiler
Ted & Frances Gilbert
James, Cindy, James III Goodgion
Charles & Jane Graves
Tom & Kathy Hernandez
Richard & Dorothy Hogan
Mark & Barbara Hontz
Kent Jaquith
George Johnson
Dick & Gibby League
Al Lee
Burt & Carol Lenhart
Bob & Mike McKeever
Floyd & Dot Mabee
Mac Magill
Roy, Leticia, Roy Jr., Mark & Elizabeth Martin
Mike & Dot Mikolajczyk
Henry & Bea Nykamp
Dan & Eileen Roure
Vernon, Phyllis, Patrick, Rosa, Michael Sadowski
Joe Schwarzgruber
John Sherman
Sparky Sparks
Don & Mary Lou Spencer
Cal & Peggy Stewart
Fred & Inez Stromborn
John & Bee Sullivan
Rojo Swaim
Hearol & Maxine Veteto
Charles & Peg Weiss

389th Bomb Group

Duffy Borland
Marty Borrok
Gaynell Clark
Bill Crum
Helene Denton
Barney, Emme & Jennifer Driscoll, Anne Key
Mary Duke, Anne Duke & Mike Shaw, Keaton & Kelly Shaw, Jeanne Duke Schattlenberg, Kay & Paul Roeber
John Fino
Geb & Betty Gebhard
Allan & Jean Hallett

Gene, Nancy & Cathy Hartley
Bill Helbling
Rudy & Myrtis Howell
Stan & Sylvia Kalz
Carole & Ann King
Bud Koorndyk
Felix & Marjorie Leeton
Vincent & Carroll Lozowicki,
Margaret Lozowicki Tisue,
Megan Tisue
Fred McConnell
Bill McCracken
Ray & Ruth Nathe
Fielder & Marge Newton
Skip & Zona Pease
Bob Peipert
Dick Peterson
Pete Rice & Suzy Rice
Tom Riggles
Bob & Jeanne Stout
Bob Young

392nd Bomb Group

Ernie Barber
Bill Barry
Vern Baumgart
Luther Beddingfield
Joe & Anne Bonanno
Bill Cetin
John & Wanda Conrad
Charlie & Helen Dye
Teddy Egan
Ebe & Jeanne Ebersole
Gil & Marjorie Gilbert
Jim Goar & Virginia George
George & Ruth Judd
Blanch Keilman & Geary Keilman
Ray & Norma Jean Kopecky
Birdie Schmidt Larrick & Sally Kauffman
Ralph & Patricia Linzmeier
Mac & Nancy McLaughry
John & Peg Malloy
Jim & Lucille Maris
Penny Pennington
Cliff & Mary Peterson
Milt & Bunny Planché
Rocky & Mary Rothrock
George Schultze
Wilbur & Ruth Stanford
Jim & Lois Taylor
Fred & Elva Thomas
Henriette Thomason
Stanley Zybort

445th Bomb Group

Mary Beth Barnard
Maurice & Hilda Bason
Tony & Lois Bertapelle,
Scott & Alice Bertapelle Ingram,
Kale & Jon Ingram
Doc Bowen
Bill & Dorothy Boyanowski,
Stephen Boyanowski,
Donna Gerarde, Barbara Smink, Julia Walker
Earl Bruck
Fred & Marjorie Dale
Dick & Jane Gelvin
Doc & Gin Haley
Ray & Jean Lemons
Dick & Marge Littlefield
Clarence & Winnefred Luhmann
George Lyburn
Glen & Jean Marsteller
Bob & Patricia Mead
Sam & Pate Miller
Len & Margaret Newton
Dave & Joan Patterson,
Lyle & Louise Reeser
Ray Pytel & Twyla Kieffer

Carl Rambo
Frank & Sue Reed
Bill & Doris Robinson
Ed, Sue & Randy Roloff
Bob & Shirley Suckow
Bob Touby
Bob Wagner
Chuck Walker
Don & Iva Wimbiscus
Ed & Rosalie Zobac

446th Bomb Group

Harold Deverick
Andy Hay & Shirley Wagner
Milt & Nettie Reno
Aud & Fern Risley
Alan & Joyce Senior
Jack, Mignon & Hilary White

448th Bomb Group

Charles & Agnes McBride

453rd Bomb Group

Lew & Trudy Barley
LeRoy & Gloria Berg
Bob Bieck
Bert & Claire Biel, Irene Humer & Rosemary Light
Slew & Marge Bragdon
Dick & Mary Cluphf
Walt & Pat Conneely
Lyman & Geneva Crumrin
Rusty & Helen DeCleene
Jim & Dorothy Dyke
Bill & Dorothea Eagleson
Jim Elkins
Dave & Harriett Hamlin
Russ Harriman
Jack & Bette Jones
John & Nita Kassab
Jim Kotopish
Joe & Lillian LeBoeuf
Eileen Lorenzo
Burt & Maggie Madison
Dot Middleton
Mo, Ludie & Lloyd Morris,
Tara Carpenter
Russ Neatrou & Nona Allen
Odo Oliva
Don & Peggy Parcels
Bob Pedigo
Nick & Frankie Plasmati
Lloyd & Irene Prang
Bob Reintgen
Dick & Heloise Robert, Glenn & Mary Anne Robert Johnson
Leo Ryan & Geraldine Suskin
Jack & Helen Sanders
Harrison & Carlie Saunders
Jim & Frances Scanlon
Wilbur & Jeane Stiles
Russ & Edna Thompson
John & Josephine Vercler
Alex & Tootie Wallace
Jack & Bobbie Ward
Ed & Francie Werner
Abe & Janet Wilen
Allen & Dorothy Williamson
Willie & Mary Jean Wilson
Harry & Letty Winslow
Herman & Linda Allen Wittig

458th Bomb Group

Jerry Allen
Bob & Marie Birmingham
Birto & Ann Brumby
Dick & Edith Butler
Bill Case
Dale & Virginia Dyer
Larry & Margie Fick
Elmo & Betty Geppelt

John Glagola
Stan & Dorothy Hammell
Dick Harland
B.P. & Georgia Hebert
Joe & Lucille Hood
O.D. & Penny Johnson
Bernie & Jean Newmark
Dick & Betty Pulse
Rick & Ceil Rokicki
U.B. & Opal Simoneaux
Frank & Olga Zoubek

466th Bomb Group

Wendall & Karen Wassom Attig
and Cory & Chryssi Attig
Dick & Margaret Baynes
Harold & Joy Berman
Frank, Louise & Neal Bostwick
Margaret Calderalo
Mac & Darryl Dike
John Gerrity
Bill & Helen Hendrix
John & Irene Horan
Perry, Joyce, Pam, Penny
& Jay Kerr
John & Martha Kraeger
Jim & Mary Lorenz
Stan & JoAnn Mohr
Bill & Lue Nothstein
Bob & Sybil Petterson, Cal, John,
David & Sara Schoonover
Jim & Elinor Russell
Jean Saltarelli,
Joe & Mary Saltarelli
Lucian Smith &
Elizabeth Smith Asnes
Joe Tikey & Amita Tikey Sexton
Jim, Verlee & Bruce Walter,
Pam Schulz
Kurt & Vicki Brooks Warning

467th Bomb Group

Ray Bickel
Phillip & Cille Day
Joe, Helen, Joe Jr. & Ann
Dzenowagis
Ralph & Yvonne Elliott
Henry & Mary Ellison
Geoff & Terry Gregory and Ken,
Marta, Chris & Andrew Gregory
Fred & Leora McCarthy
Walt & Ruth Mundy
Al & Char Shower
Jack & Lucile Stevens,
Mavourneen Harshman
John & Cathie Upp and Ron,
Carol, Britney & Kirsten Ham

489th Bomb Group

Bill & Karen Barry
Mickey & Rita Baskin
Oley Berkeley
Bud & Mike Chamberlain
John, Kathleen & Blair Dalgleish,
Diane Keller
Jim & Jean Davis
John & Rainie Foster
Charlie & Helen Freudenthal
Charlie & Olga Gabrus
Gus & Edith Gary
Bob Haley
Chuck & Flo Harkins
Morgan & Ella Higham
Wayne & Pat Hodges
Jim & Sharon Vance Kiernan,
Georgette Vance Drake
Laurence Kimbrough
John & Pat Lamar
John Nemeth & Gladys Zigre
George & Virginia Nokes
Jim & Mary Pace

Mel & Marcie Pontillo
Neal & Pat Sorensen
Chuck Taylor
Bob & Miriam Thomas
R.B. & Lucille Tolson
John & Helen Van Winkle
Don & Betty Wayne
Joe, Virginia, Cliff & Gail Woerner

491st Bomb Group

Ainsworth Family
Ernest & Margaret Ammons
Hugh Bennett & Jean Bennett
Hap Chandler
Bill & Rosemary Hagan
Jerry & Penny Ivie
Robin & Ruthie Julian
Mick McMechen & Princess Aiello
H.F. & Joanne Patterson
Harry & Angeline Skuris

492nd Bomb Group

Charles Bastien
Bud & Margarette Beasley
Bill, Norma & Craig Beasley
Bob & Dorothy Cash
Barney & Jerry Edwards
Tom, Margaret & Edie Floyd
Milt & Betty Goodridge
Joe Harris
Howard Heckmann &
Margaret Heckmann
James P, James H, John &
Jason McCrory
Sam & Edith Miceli
Bernie & Rae Murtaugh
Ellis & Edna Seaton
Bill & Molly Sparks
Walt White
Lee Woods

Headquarters

Blissy Bliss
Evelyn & Lillian Cohen,
Neil, Justin & Shane Wolf
Harriet Fau
Dorothy Krogmann
Hal & Jeanne McCormick, Roger &
Ellen McCormick Noland
Lillian Meadows Moore &
Bruce Moore
Dave Norris &
Lida B. Cowan Norris
John Ploh
Jim & Edna Reeves,
Charles & Patsie Bevis
Tess Rice Stevens
Eleanor Storms
Ray & Ruth Strong
Jordan Uttal & Gillian Reckitt
Milt, Hathy & Caron Veynar
Joe & Marie Whittaker

British Guests

Hilary & Jill Hammond
Paul King
Tony & Marlene Kerrison
Brian & Maisie Woolnough

Guest from Belgium

Luc Dewez

Other Guests

Arlo Bartsch
Mark Copeland
Blaine Duxbury
Lois Harrington, Jacqueline Buck
& Regina Dabney –
Confederate Air Force
Cheryl & Robert Henderson –
Sculptor of B-24 at AF Academy

THE 1999 CONVENTION of the Second Air Division Association, 8th Air Force was held May 29 – June 1, 1999 at the Hyatt Regency Hotel on Town Lake, Austin, Texas. The hotel was nicely located on the lake, just south of the business district, and the prices were reasonable; the convention committee — Evelyn Cohen — had done her expected good job!

It was unfortunate that President Earl Wassom was not able to attend because of illness, but Executive VP "Hap" Chandler took over and did his usual good job. We hope that Earl continues to improve, and that we will see Earl and Cynthia up and around at our next meeting!

The British delegation from the Board of

THE AUSTIN BASH

BY FELIX LEETON (389TH)

Saturday evening was Awards Dinner Night. Bill Beasley, chairman of the awards committee, narrated the program containing a record 26 Second Air Division Association awards. With the help of Craig Beasley and Edward Zobac, 2ADA Executive Vice President Hap Chandler presented the awards in the absence of President Wassom. Helen and Joe Dzenowagis and Luc Dewez came to the rescue by taking pictures for us in the absence of Vincent Re, who was unable to attend.

Sunday was the day for tours, both of which featured LBJ locations (the LBJ Ranch and boat trip or the visit to the LBJ Library). Reports are that both of these tours were enjoyable and educational. I was impressed by the



L-R: The highest award given by the Association, THE PRESIDENT'S AWARD, was presented to E. "BUD" KOORNDYK (389th BG), Honorary Governor, Board of Governors of the Second Air Division Memorial Trust. DISTINGUISHED SERVICE AWARDS were presented to ANN L. "MIKE" CHAMBERLAIN (489th BG), JOSEPH M. "JOE JR." DZENOWAGIS (467th BG), JOANN B. PATTERSON (445th BG), and VICKI BROOKS WARNING (466th BG). Not pictured: THE PAST PRESIDENT'S AWARD for President EARL WASSOM was accepted by Earl's daughter, Karen Wassom Attig, in his absence.

Governors of the Memorial Trust; Paul King, chairman, and Hilary Hammond, member, accompanied by his wife Jill; were encouraging with their description of the progress of the library construction and the prospect of a return to Norwich for the dedication. This was so well received that a show of hands from people who wanted to attend was 100%! We missed the presence of David Hastings, vice chairman of the Trust, and his wife Jean for the first time in my memory.

Guests at the convention included sculptor Robert Henderson and his wife Cheryl. We can all be proud of the Bronze B-24 he produced and placed at the Air Force Academy last September. No one who was present at the emotion-filled unveiling of *our bird* at that impressive and fitting ceremony and setting can doubt the importance of the 2ADA's organizational and financial leadership in this project.

Arlo Bartsch was the guest of Dick Butler and the 44th Bomb Group to display his Mili-

tary Heritage Database Program (please see Dick Butler's article on page 8). Incoming President Hap Chandler appointed Dick Butler chairman of the Second Air Division Master Database Committee consisting of J. Fred Thomas (392nd BG), Stan Katz (389th BG), Walt Mundy (467th BG), Jim Davis (489th BG), and Jim Reeves (HQ); with the developer of the program, Arlo Bartsch, as consultant. Although the basic reporting unit will be the sortie (one aircraft on one mission), there is ample opportunity to include data and personal information for all who served! It will NOT be inexpensive, but I am certain it will be well worth the price.

Friday's early registration brought in the usual number of "eager beavers" who swelled the ranks for the early bird party and got first whack at the items at the PX tables. There was a new B-24 Liberator shirt that caught my fancy. I hope these shirts will be available to our members in the future.

Registration continued on Saturday, and

number of ex-navigators who opted to drive to San Marcus to visit their old base. I understand there is a museum there they found interesting.

The group dinners that follow the cocktail party are always a special occasion. This year the 389th BG featured a group picture-taking, which is always an adventure with folks in our age group. We had 24 veterans posing for the photograph.

The first meeting on Monday was that of the Heritage League. Craig Beasley presented their program. It was interesting to see the number of "baby boomers" increasingly involved in the trials and tribulations of the business world such as cross country moves, etc. After 15 years it all seems so far away!

The 2ADA business meeting followed. The meeting was called to order and the announcement made that all regular 2ADA members in good standing were voting delegates to the annual convention of a meeting of an approved

(continued on page 22)

THE AUSTIN BASH (continued)

veterans organization.

The 2ADA nominating committee presented a slate of officers for the next year, including F.C. "Hap" Chandler (491st BG) as President and Felix Leeton (389th BG) as Executive Vice President of the Second Air Division Association. All other officers remain the same. The slate was approved.

All committee reports were approved.

The ladies luncheon featured a display and modeling of Indian and western jewelry and accessories presented by a group from Austin. The men's luncheon featured sculptor Robert Henderson with an interesting commentary on the Air Force Academy's Bronze B-24.

The evening banquet was most enjoyable. The Eight Candles ceremony is always a moving experience for me. The messages from Paul King, Hilary Hammond, and Charles Walker were inspirational as they underscored my belief that our Norwich Memorial, and the mutual admiration and cooperation between the Brits and our vets, makes us a unique outfit!

I'll see you all in Tampa next May!! ■



L-R: GROUP VICE PRESIDENT'S SERVICE AWARDS for three or more years as Group Vice President (1996-1999) were presented to RICHARD "DICK" BUTLER (44th BG), JAMES DAVIS (489th BG), and WALTER MUNDY (467th BG). 2ADA CERTIFICATES OF RECOGNITION were presented to the officers of the B-24 Groups Memorial, Inc. for achieving the placement of the Bronze B-24 in the Honor Court of the Air Force Academy. Shown are RAY PYTEL (445th BG) and NEAL SORESENSEN (489th BG). Neal also accepted for ALFRED ASCH (93rd BG) who was not present. JAY JEFFRIES, who had been president of the B-24 Groups Memorial, Inc., was honored posthumously at the 2ADA Southern California Dinner in February, 1999. In addition, the 467th BOMB GROUP was recognized for raising the money to purchase the B-24 model needed to make the Bronze B-24. Walter Mundy accepted for the 467th BG.



CERTIFICATE OF APPRECIATION was presented to DAVID and JEAN HASTINGS for their past and continued help to the 2ADA. Paul King (left) accepted the award from Hap Chandler in their absence.



CERTIFICATES OF APPRECIATION were presented to the ladies who work in the registration area during 2ADA conventions. L-R: ARDITH BUTLER (44th BG), MARJORIE LEETON (389th), DOROTHY CASH (492nd), DOROTHY MABEE (93rd), TERRY GREGORY (467th), Karen Wassom Attig accepting for her mother, CYNTHIA WASSOM (466th), EDNA REEVES (HQ). ELIZABETH DiMOLA (445th) & MAXINE MACKEY (392nd) were unable to attend; their awards were mailed.



(L-R): CERTIFICATES OF APPRECIATION were presented to Heritage League officers CRAIG BEASLEY, President, and EDWARD ZOBAC, Treasurer, for their help to the 2ADA during the candle-lighting ceremony and the awards ceremony.



Hap Chandler presents the SURPRISE AWARD, a new award given at the discretion of Awards Committee Chairman Bill Beasley, to EVELYN COHEN, 2ADA VP Membership and Chairperson of Conventions, for her dedicated service. She was rewarded with a certificate and a box of chocolates. It was definitely a surprise and a fun ending to the program.



NORTH PICKENHAM

492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY



BILL BEASLEY, Chairman of the 2ADA Awards Committee, narrates the awards program at the convention in Austin, Texas, May 30, 1999.

GROUP DINNER AT THE CONVENTION

The following members, wives, children and other relatives attended our group dinner at the 52nd 2ADA convention in Austin, Texas, May 31, 1999: Charles R. Bastien; Bill, Craig & Norma Beasley; Bud & Margaret Beasley; Bob & Dorothy Cash; Barney & Jerry Edwards; Tom, Margaret & Edie Floyd; Milton & Betty Goodridge; Joe Harris; Walter & Margaret Heckmann; Jim, James, John & Joshua McCrory; Sam & Edith Miceli; Ellis & Edna Seaton; Bill & Molly Sparks; Walter White; and Lee Wood.

Bud Beasley led the group in the Pledge of Allegiance, followed by the invocation given by Barney Edwards. Following dinner, Sam Miceli gave a memorial service in memory of our fallen members.

Barney Edwards reported he has a supply of red 492nd BG caps. Anyone needing one of the original caps should get in touch with him.

Bill Sparks, chairman of the nominating committee, gave his report and the unanimous vote was for Bill Beasley to continue as group vice president and Sam Miceli as assistant vice president. Norma Beasley will continue as co-editor of the "Happy Warrior."

Dorothy and Bob Cash were in charge of the prize drawing and table decorations. They did a superb job, and everyone went home with a prize.

The 492nd sold tickets to all convention attendees for an opportunity to win one of Michael Garman's bronze sculptures. The profit after expenses was given to Evelyn Cohen of the 2ADA to help with convention expenses. Bob Cash was excited to be the winner of

"Another Mission." Hathy Veynar won the other piece, "There I Was."

Milton Goodridge represented the 492nd BG in the candle-lighting ceremony before the banquet on Monday, Memorial Day.

Following dinner on Saturday, May 30, as chairman of the 2ADA awards committee it was my pleasant duty to provide awards and citations for 26 members of the Second Air Division Association. I narrated the program, and with the help of Craig Beasley and Edward Zobac, 2ADA Executive Vice President Hap Chandler presented the awards in the absence of President Earl Wassom, who was ill. *(Editor's Note: Please see pages 21 & 22 for further information and pictures of the award recipients.)*

Dorothy Cash received a Certificate of Appreciation from the Second Air Division Association for the work she does at the registration desk during 2ADA conventions.

MEMORIAL DAY AT CAMBRIDGE

Russell Ives traveled from West Yorkshire to lay a wreath for the 492nd Bomb Group at the Cambridge Battle Monuments Cemetery. In Russell's words, "The wreath carriers came down the front of the Wall of the Missing and we were asked to go and stand in front of the person holding our wreath. This year it was a young man from the 1109 Squadron, Air Training Corps. He handed me the 492nd BG (H) wreath and moved off. On the Wall of the Missing where I was going to place our wreath was the name of one of our navigators, 2nd Lt. John J. Yankovich of the 856 BS. John was flying in "Four Beers Doc" with 1st Lt. Roscoe E. Harris Jr. on the 20 June 1944 mission to

Politz. They were shot down by an ME410 of ZG26, and three of the crew managed to bail out before the ship exploded, carrying the rest to their deaths in the Baltic Sea off Sassnitz, Rugen Island. So it was very fitting for our wreath to be close to one of our boys in true 492nd fashion. We had overcome all obstacles and achieved our objectives; laying the wreath is a duty and an obligation which gives us all great satisfaction in remembering the fallen and MIA men of World War Two. God Bless Them All, Lest We Forget."

WREATH AT ARDENNES CEMETERY

Because of the excavation of the crash site of the Lloyd Herbert crew by Enrico Schwartz and Svetlana Reimer and the help given to them by Ferdinand Dessente of the Ardennes Cemetery, the 492nd arranged to have a wreath laid at the Ardennes Cemetery in honor of the fallen and missing men of the 492nd. Ferdinand did the honors for our group. His letter touched me deeply, stating: "During the laying of the wreaths I felt very honored to lay the 492nd Bomb Group (H)'s beautiful wreath. It was the only bomber unit represented, and this for the first time since the Ardennes Cemetery's existence! This year 77 wreaths and flower arrangements were laid down in front of the public. It certainly is the most moving part of the Memorial Day ceremony. Thank you again for the honor bestowed upon me."

Upon receipt of Ferdinand's letter, I ordered a set of burial records for the Second Air Division and compiled statistics for all group burials in the European American Battle Monument Cemeteries. The 492nd BG has 47 members buried or on the Wall of the Missing in the Ardennes, 124 in Cambridge, 8 in Henri-Chappelle, 4 in Lorraine, and 24 in the Netherlands, for a total of 207. ■

GOLF TOURNAMENT WINNERS

The 1999 2ADA Golf Tournament was organized by Vicki and Kurt Warning and held on Saturday, May 29, at the Circle C Golf Club in Austin, Texas. A total of 27 golfers participated on a beautiful day in the rolling hills of Austin. Each of the following winners received 2ADA logo golf balls:

LOW GROSS:

Ray Lemons (445th)
Chuck Walker (445th)
Ed Zobac (445th)
Jerry Ivice (491st)

LOW NET:

Burt Madison (453rd)
Bob Reintgen (453rd)
Leonard Newton (445th)
Bob Suckow (445th)

CLOSEST TO THE PIN:

Ray Lemons (445th)

MOST ACCURATE DRIVE:

Bob Reintgen (453rd)



WENDLING 392nd B.G.

BY J. FRED THOMAS

IT IS SAID that diplomacy is saying "nice doggy" until you can find a stick. So, I have to be a diplomat, which, as you know, is my strong suit. But then, I passed milestone 80 in life on May 26 at Austin, Texas. No big deal; a lot of old men turn 80. However, it does give one the ability to be on both sides of an issue at once.

The 392nd BGMA piggybacked its 1999 reunion on the 2ADA convention. I want to say "nice doggy" to those who joined us. It was one of our better reunions, both for the 392nd BG and the 2ADA. We had fifty-four men and ladies, plus thirteen guests, go on the bus with us to our group stand-alone dinner at Salt Lick. We had fifty at our group reunion dinner. The hospitality room, again, was a big success; that is from what I saw during the few minutes we



Convention first-timer **RALPH LINZMEIER** (center) with J. Fred and Elva.

could be there. We had several newcomers, as well as a few we hadn't seen in years. We believe the events were enjoyed by all. Now, the stick. Where were the other hundred we hoped to see there? We know there are many valid reasons, and we sympathize, but more than several put in a lot of work preparing for you. We have to be somewhat disappointed for them. It's history now, however. We live in hopes for another year together. So, please start laying your plans to join us in full numbers next May on Memorial Day weekend at Tampa. We cry a lot over empty bunks.

There were five 2ADA and group business meetings. They come with the job, but it does cut down on hospitality room time. The 2ADA meetings would have been conducted by President Earl Wassom, but as many of you know, he was struck down by a serious health problem. A pity, since Earl had a number of matters on his agenda which he really wanted to address. However, the Executive VP, Hap Chandler, assumed the office and did a fine job, especially since he was thrust into the office

on such short notice. The greater part of the meetings took up routine matters, but there were some changes made and plans considered for the future. You will recall that I was appointed to head a committee to study the criteria for names being placed on the Division Roll of Honor. In the past, only a few other than combat airmen were put on the Roll. Our position was that anyone in the theater of war and killed in the line of duty should have his name on the Roll. After our study and presentation, the Executive Committee voted that would be case from now on. We know many of you have friends you thought should have their names on the Roll. Well, the ball is now in your court. We are sure the procedures will be appearing in the *Journal*, but Mr. Jordan Uttal, who has been in charge of the Roll of Honor, gave out a note saying that the person and agency to write to authenticate the fact that your person was killed in the line of duty is: Mr. John Johnson - Mortuary and Casualty Support - TAPC Ped F - U.S. Army Total Personnel Command - Arlington, VA 22331-0482. After authenticating, send the names to Mr. Uttal, whose address is on page 2 of the *Journal*.

If you read what I write to try to keep you informed, and damn, I hope you do because I work at it, in the Spring issue of the *Journal* I wrote about the matter of our 392nd BG having our group history preserved in a database which could/would be located in Norwich and/or Savannah where our data could be accessed by anyone with a computer. Mr. Arlo F. Bartsch was at Austin to again demonstrate the program for any and all members who had an interest. Further, the officers and decision-makers of the groups and the division association attended demonstrations. As far as we have heard, all were impressed with all the capabilities of the program. In fact, the 2ADA endorsed the database concept with the hopes that the program would grow to include a Division history. Also, with 2ADA endorsement, the tax-exempt National Foundation for Military Heritage would have more clout when seeking grants from donor organizations.

President Hap Chandler set up a committee, the Second Air Division Master Database Program Committee, chaired by 44th BG VP Dick Butler who has considerable experience with the program since his group is in the last stages of having their database completed. He will have an article in this *Journal*, and I hope I am not stepping on it. Lucky me, I am a member of the committee, and we want you to know how your 392nd BG decision-makers think. It is the consensus that we go for it; that is, after further study and a lot of nebulous fine print is ironed out as to who will own what, the total cost, how accessible the history will be to the Internet, etc., etc. It is estimated that the cost will be about \$3 per group sortie. That's one plane flying one mission. Sounds like a lot of money, but we can raise it

if enough of our members and non-members care enough about leaving our history for our descendants and researchers. To simplify, that would be 250 people donating the tax-deductible amount of \$100. We think we should have the funds before signing any contract. The 44th BG has paid the money along as they could, and from all reports, it has been a hassle.

Along with Dick Butler's report, Jim Goar will be writing an article in our 392nd BG News. We hope through all our efforts, you will be able to form an opinion and let us know how you feel about the whole thing. I suggest that for a tax-deductible \$20 fee you join the National Foundation for Military Heritage - PO Box 65856 - Tucson, AZ 85728 and ask for all the information you need. Think of it this way. Wouldn't you give a pretty penny for a database on the Civil War to be able to read the reports of your ancestors involved in all the battles and other trials of the period? Give me a break; talk it up with as many as possible and let us know what you think.

Lastly, we have recouped a few of those men who hadn't paid dues, but we need your help to find new members or get the dropouts to renew. We are a dwindling number, and I can't do it all. To top it off, I get a ration from Evelyn Cohen about people not sending her a change of address or sending the word of deaths. So, if you plan to move or die, heaven forbid, tell your folks to get the word to Evelyn. Do let me hear from you!!!

Bless you all. bomberb24@aol.com, FAX (714) 536-2184. ■

General Doolittle in the Chow Line

SUBMITTED BY LORN MATELSKI (392ND)

Late in 1942, when the 12th Air Force Command was temporarily placed at Maison Blanche, the entire airfield was on British Field rations, and only two meals a day. The base orders were that everyone got in the chow line regardless of rank, with only combat crews going to the front of the line.

It seems, one day, Brigadier General Doolittle was in the chow line when a newly arrived non-combatant 2nd lieutenant started to saunter up toward the front of the line. Doolittle gave a loud whistle and hollered, "Hey, Lieutenant, the line starts back there," pointing to the rear of the line. The lieutenant, not seeing the stars on Jimmy's shoulder, blustered up toward him, and you could see the wind deflating his ego when he saw the stars. He meekly said, "Yes, Sir," and moved to the rear. ■



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

I'll bet the first thing you'd think I'd write about, as the new Group VP, would be what a good time everyone had at the Austin convention, and you'd be right! But before we get to that, I believe we should show our appreciation to **JULIAN WILSON**. "Willie" stepped into the job of 453rd VP of the 2ADA at a very difficult time and provided extremely able leadership. A few of us said "Thanks" to him while we were in Austin — now it's time for everyone to join in. Thank you, Willie.

THE AUSTIN CONVENTION

Irene and I arrived on Wednesday at about 4 PM amid billowing clouds and bright sunshine. At 6 PM the weather changed and treated us to a Texas-style thunderstorm — high winds and horizontal rain. The rain pounded the plastic roof of the atrium so hard that it seemed like baseball-sized hail. There was also a beautiful display of lightning along with loud sound of thunder. For an encore, nature repeated the show on Thursday at about the same time. In addition to everything else, lightning struck a tree just outside the windows of the hotel bar. It also knocked out a transformer in the area so that traffic lights were inoperative. The hotel switched to its auxiliary power source, and all was well in our little world.

After we returned home, we learned that **FRANK** and **JACKIE THOMAS** had been hit by a severe storm that went through Carlinville. They're OK, but they're still picking up the pieces and trying to put their lives back together again. The storm in Austin was a wonderful sight to behold, but we're thankful that we were in a hotel, not in our own home, at the time.

The 453rd had 85 people in attendance at the Austin convention. This tops the convention last year in Oak Brook by 23 people. At the last minute **MILT** and **LUCILLE STOKES** found they would be unable to attend. They were very disappointed. We'd like them to know that all of us missed them a whole bunch too. We also missed **WIB** and **DIANA CLINGAN** and Frank and Jackie Thomas. A large round of applause is due for **MO MORRIS**, who provided chauffeur service for the go-for to go for the snacks for the hospitality room. Thanks, Mo. **JACK SANDERS** had five members of his crew present. This was the first time that **JACK** and **BOBBIE WARD** had gotten together with the crew, and it was also their first convention. Every time I saw Jack he had a smile on his face. I wish more of the crews would get after their members to attend our meetings. Our crew got together for the first

time at the convention in McAfee, and we'll never forget it. I taped three hours of our conversation — we just never quit talking. Another first-timer was **RUSTY DeCLEENE** and his wife **HELEN**. Rusty was the radio operator on the **WAGNER CREW**, 733rd Squadron. We hope Rusty and Helen will want to follow the example of **HAL** and **CARLIE SAUNDERS**; this was their second convention. Hal hadn't known of the existence of the Second Air Division Association. His nose gunner, **BOB PEDIGO**, is still getting there first. Thanks for spreading the word, Bob. At this point in our lives we need all the help and friends we can get.

The 453rd dinner turned out to be a very happy affair. Usually it's hard to get people to say anything when they get a microphone placed in their hands. This time it was hard to get them to stop — maybe it was all that good Texas air. Let's hope the enthusiasm we witnessed continues at future conventions. The Headquarters group had their dinner to a room adjacent to ours, so it was no problem for **JORDAN UTTAL** to spend a few minutes with us. Jordan always has a good story tucked away in his memory, and this evening was no exception. Thanks for spending some time with us, Jordan.

If I had to pick out only one thing that **Mo Morris** did right in his life, I think it might be when **LUDIE** and he brought their son, **LLOYD**, into this world. Lloyd Morris designed a web site for the 453rd and dedicated it to his Mom and Dad. You had to be at the group dinner and see what he created to appreciate what I'm talking about. This is an excellent example of a living tribute to two fine people. What a guy, and he plays a mean guitar, too. The main comment about his musical performance was that it was too short.

At the 453rd business meeting, the election of officers for the coming year included **LLOYD W. PRANG**, 453rd Chairman & Group Vice President of the 2ADA; **ALEX S. WALACE**, Assistant Group Chairman and Assistant Group VP of the 2ADA; **ALBERT BIEL**, Secretary; **FRANK THOMAS**, Treasurer; **WILBUR STITES**, Public Relations Director. All regional chairmen have been reappointed.

FUTURE CONVENTIONS

Next year the 2ADA convention will be held in Tampa Bay, Florida, at the Hyatt Regency Westshore Hotel, 6220 Courtney Campbell Causeway. The dates will remain the same — Memorial Day Weekend — as this is the time the best hotel rates are available. The Savan-

nah site has been cancelled.

Upon hearing of the change in meeting sites for the 2ADA convention, the members of the 453rd elected to hold a "stand alone" reunion in Savannah. The date is scheduled for the third week of October, 2000. The rates at the downtown hotels are extremely expensive. Therefore, it was decided to use the facilities near the 8th AF Heritage Museum. **BILL EAGLESON** has made arrangements for us to stay at the Country Hearth Inn, which is three miles from the airport and ten miles from historic downtown Savannah. Complete details are still being worked out. We'll be able to tell you more in the 453rd Newsletter.

THE FINAL FAREWELL

Fall 2001 is the target for a 2ADA convention in Norwich in conjunction with the "grand opening" of the new 2nd Air Division Memorial Library. Hotel space is very limited. To reserve your attendance, send a \$50 per person (non-refundable) deposit to Evelyn Cohen, 6410 Delaire Landing Rd., Philadelphia, PA 19114-4157.

FUND RAISING

The **JAY JEFFRIES** Memorial Fund has reached its intended goal. A sincere Thank You to all who participated in making this a success. A check in the amount of \$1,295.00 has been sent to **CHARLES WALKER**, 2ADA Representative, Memorial Trust Board of Governors, for transmittal to the Special Endowment Fund for Jay Jeffries Jr. This amount will ensure that every year, in perpetuity, a book will be purchased in Jay's name and donated to the 2nd Air Division Memorial Library in Norwich, England.

The members present in Austin approved a fund raising project for a sculpture of a bust of **JIMMY STEWART** to be placed in the Mighty 8th Air Force Heritage Museum. A picture of the bust will appear in the 453rd Newsletter. The sculpture will be displayed in the center of the rotunda of the museum, where they have special lighting to accent it. A date of October 1, 1999 has been established for the dedication of the sculpture. A bronze plaque will be affixed to the bust, with an inscription that will state that the bust was donated by the members of the 453rd Bombardment Group in memory of the many missions Jimmy Stewart flew with our group.

Generals **RAMSAY POTTS** and **ANDREW LOW** will prepare the exact wording for the plaque. A \$2,000 limit was placed on this project. A donation of whatever amount you wish to send will be gratefully appreciated. Please make your check payable to the 453rd Bombardment Group and send it to Frank Thomas, 118 Lakeview Dr., Carlinville, IL 62626. Thanks.

MEMBERSHIP DUES

Dues for the 453rd are only \$10.00 per year. Two issues of the 453rd Newsletter are included. Check the label on the front page of your

(continued on page 26)



491st BOMB GROUP POSTREMUM ET OPTIMUM the RINGMASTER REPORTS

BY JOHN D. LEPPERT

On 8 May 1999, seven Ringmasters along with fourteen of our U.K. friends held a memorial service in North Pickenham. Wreaths were placed for both the 491st and the 492nd Bomb Groups.

On 9 May 1999, the Ringmasters along with another group of fourteen of our U.K. friends dedicated a new memorial to the 491st Bomb Group at Metfield, our first base in England. The 491st BG was at Metfield from April 1944 through mid-August when we moved to North Pickenham. Our base in Metfield was on the Godbold family farm, and Terry Godbold was very instrumental in our having a memorial placed there.



The pattern of the runways and taxi strips is etched on the foundation of our memorial monument at Metfield. The inscription reads "In memory of the men of the 491st Bombardment Group (H), Metfield, England 1944."

The 491st will return to Tacoma, Washington for our reunion in the fall of the year 2000. The group was deactivated in September 1945 at McCord AAB. We were scheduled to re-form after a 30-day delay enroute, convert to newer aircraft and fly to a base in Okinawa. Fortu-



THE U.S. FLAG atop St. Andrew's Church, Metfield, England, 9 May 1999.

nately, the war ended in August, and that was the end.

CHARLES STEVENS AND BILL HOLM

On June 20, 1944, Lt. Charles Stevens and his copilot, Lt. Bill Holm, did an outstanding job with their aircraft when they ditched their plane #42-95171 with the nose turret shot off. One flak burst had shot away the entire nose section, instantly killing the navigator, Lt. Harold R. Meng, and the bombardier, Lt. William F. Weck. The plane left the target with two engines out, and a third engine was lost over the English Channel. The remaining engine was losing power as they ditched just off Dover. Two other crew members parachuted and were lost. Bill Holm reported that an Englishman on shore was trying to wave him back into the water. When he finally made shore, the man told him: "You're lucky, Yank — the area's mined and a Typhoon pilot was blown to bits following your path yesterday."

Lt. Stevens returned to combat on November 26, 1944 only to be blown clear of his aircraft over Misburg. He finished the war in a POW camp. He remained in the Air Force after WWII and was killed flying fighters in the Korean War. Bill Holm, retired from NASA, continues to fly his own plane today. ■

NEWS OF THE 453RD (continued)

Newsletter. The top line contains the year through which your dues are paid. If the date reads 1999 or there is no date shown, please send your check, payable to the 453rd Bomb Group Association, to our Treasurer Frank Thomas (address above). Immediately is good, it will save the expense of having to send you a separate dues notice. Thank you for your cooperation.

Dues for the 2nd Air Division Association are now \$20.00 per year and include four issues of the 2ADA Journal. Please send your check, payable to the 2nd Air Division Association, to the VP Membership, Evelyn Cohen, 6410 Delaire Landing Road, Philadelphia, PA 19114-4157.

I saved the subject of money for the last item, hoping that as you finish reading these paragraphs you'll immediately reach for your checkbook and do what you know you should do. Nuff said! Cheers! ■

ATTLEBRIDGE TALES (continued)

Wassoms, Everett Jones, and Mary & I hosted our base guides and twenty local Weston Longville residents at a pub lunch. Cathy sent a fax to Bill Nothstein on June 7, informing us that the memorial service for Donald would be on June 9, 1999. I sent our official condolences, which she appreciated. *Editor's Note: A late note from Cathy Thomson sends grateful thanks to all who sent cards and letters.* Cathy's address is: Conifers, Colton Road, Honingham, Norwich NR9 5BB; telephone from the U.S. 011 44 603 880209.

MAIL CALL

A letter from Harold Kitchens, who was in the WWII air force but never got assigned to a combat group, noted that he had a friend who was in training with him and was assigned to a crew in the 466th BG, 785th Squadron. He had his last letter returned in April, 1945, marked "MIA." All this time he didn't know what had happened to his friend, Fred Bender, on his last mission, April 5, 1945. Someone gave him my name. I was in the 785th Squadron and was on that mission (my 34th, the 466th's #220 to Plaven, Germany) as an instructor pilot taking a new crew on their first mission. I was able to tell him that Fred was the on-board engineer for Lt. Ross's crew 589 and to name the others. We had no flak or fighter attacks over the target — it was foul, cloudy weather, and I believe we used H2X for bombing. One plane left the formation, crossed a part of Holland still held by the Germans, and was shot down by intense flak. This was believed to be Ross's plane — no survivors or records of burial sites. Harold was grateful for this information, tragic as it was.

See you in May 2000 at Tampa Bay! ■



Open Letter to the 93rd HARDWICK

There will be no report this quarter from VP ALFRED ASCH, who has been hospitalized. Get well cards and wishes may be sent to Al at his home address: 6205 Meadow Court, Rockville, MD 20852-3637. ■

The following is part of the *History of the 445th Bombardment Group*, taken from microfilm in the archives. It is in two loose-leaf books sent to me for our records by Craig Harris, vice president of the 457th Bomb Group Association. This excerpt is an account of two crew members from the 703rd Squadron who were shot down and escaped:

"T/Sgt. John F. Goan, 23, a tail gunner from Chattanooga, Tennessee, was on his 32nd mission, north of Paris. Just after bombs away, a direct burst of flak hit the ship between the flight deck and the bomb bay, starting a fire. The command deck and the waist section became a blazing inferno within a few seconds. A solid wall of fire separated the front of the plane from the rear . . . The navigator called to the crew to check in. John heard this call but was not able to answer, due to the failure of the intercom which was blown away with the burst. The heat was so intense that it caused Goan to look behind him. He saw the flames reaching back and the waist gunner trying to clear the camera hatch of the chaff and heavy clothing surrounding it. A spell of dizziness overcame Goan. He checked the oxygen system and found that it was nil. At this time the plane was out of control, and gradually going into a flat spin. The bomber exploded and Goan was blown out, still inside the turret. The blast had temporarily knocked him out, but he recalls tumbling earthward while still inside the turret. From time to time he came to and was able to see the revolution of the earth and the sky. He tried desperately to get out (fortunately, for the first time on any mission he had checked out a backpack, and credits this with the saving of his life). Finally he crawled free and opened his chute. While floating down, he noticed a wing and an engine fall past him. The sudden change of sound from the roar of the engines, the explosions of flak and the explosion of the bomber itself to the peace and silence of the upper air was startling. He noticed a fellow flier coming down a distance away, and tried to call to him and motion to



BY FRED A. DALE

him where to run after their landing. (Goan's experience was not one of fear but of foresight. He constantly kept on the lookout for a safe place to land.) Upon landing he stiffened, and on impact was temporarily knocked out. He came to under the rustling of a French girl taking off his parachute harness and pointing to the nearby woods, trying to make him understand he should run to that point for shelter. But the impact of the fall had stiffened his back and he was unable to get up and go under his own power. The girl helped him get up, and he ran to the woods, followed by the other flier, Hall. (Hall had followed Goan down, floating directly above.) Since Hall had lost his shoes, gloves, and helmet, Goan led the way through the briar that fringed the outskirts of the woods. The chutes were taken by the French people; the fliers didn't take time to hide them, assuming the French were going to take care of them.

"Goan dug a deep hole in the woods and buried the Mae West and the helmet and the money bag after he had given Hall first aid. He held on to the money, compass, maps, and the complete escape kit. He gave Hall the inners of the heated flying boots, and they continued into the woods and slept there for the night."

Ralph L. Hall, from Cleveland, Ohio, was the copilot on the plane, on his 31st mission. John F. Goan now lives in Estill Springs, Tennessee,

and is a member of the 2ADA. The French underground arranged their escape.

NEW MEMBERS OF THE 445TH

New member **ROBERT F. SCARIETT**, Allen Park, MI, was tail gunner on the crew of pilot Robert Shoemaker, 703rd Bomb Squadron. New member **GEORGE E. SCHMIDT, JR.** says "I was the last plane shot down over Germany," April 7, 1945. Reinstating his membership is **ARTHUR SHAY**, navigator on Cecil Isom's crew of the 703rd Squadron, who made it back from the Kassel Mission.

DECEASED MEMBERS OF THE 445TH

Pilot **JACK FLEMMING** passed away recently. **CARL B. LUTZ** of Altoona, PA, died in March. **EDDIE JOE CHOATE**, ball turret gunner on the Richard Klopfenstien crew, died on June 18th. Also passed away is **FRED HEINIGE** of Jacksonville, IL, radio operator on the Richard Klopfenstien crew. Deceased wives: **BETTE PELTON**, wife of Jack Pelton, and **DOROTHY "DOT" WITHEY**, wife of Jim Withey. ■

Last Minute News: Colonel Jones Dies at 82

Most of you will recall our 445th C.O. **COL. WILLIAM W. JONES**, who took over from Col. Terrill on July 25, 1944 and continued through the end of the war until the group was deactivated on September 12, 1945.

His daughter phoned *Journal* editor Ray Pytel to say that "Jonesy" passed away on August 5, 1999. He was living at 1061 S. Sandhill Road, Las Vegas, NV 89104-4736. He was 82, and had been ailing for some time.

Sympathy cards to his widow and family may be sent to the address above. 445th VP Fred Dale will forward a card on behalf of the group. ■

Some Americans Just Couldn't Do Anything Right!

AUTHOR UNKNOWN • REPRINTED FROM THE 491ST BG RINGMASTER'S MAGAZINE

An American soldier, serving in World War Two, had just returned from several weeks of intense action on the German front lines. He had finally been granted R&R and was on a train bound for London. The train was very crowded, so the soldier walked the length of the train looking for an empty seat. The only unoccupied seat was directly adjacent to a well-dressed middle-aged lady, and was being used by her little dog.

The weary soldier asked, "Please, ma'am, may I sit in that seat?"

The English woman looked down her nose

at the soldier, sniffed and said, "You Americans. You are such a rude class of people. Can't you see my little Fifi is using that seat?"

The soldier walked away, determined to find a place to rest, but after another trip down to the end of the train, found himself again facing the woman with the dog.

Again he asked, "Please, lady. May I sit there? I'm very tired." The English woman wrinkled her nose and snorted, "You Americans! Not only are you rude, you are also arrogant. Imagine!"

The soldier didn't say anything else. He

leaned over, picked up the little dog, tossed it out the window of the train and sat down in the empty seat. The woman shrieked and railed, and demanded that someone defend her and chastise the soldier.

An English gentleman sitting across the aisle spoke up:

"You know, sir, you Americans do seem to have a penchant for doing the wrong thing. You eat holding the fork in the wrong hand. You drive your autos on the wrong side of the road. And now, sir, you've thrown the wrong bitch out the window." ■



BY WALTER J. MUNDY

RACKHEATH

As reported in the 467th Poop from Group, the Mighty Eighth Air Force Heritage Museum recognized our contributions to the museum by adding the 467th to the Silver Level on the Sustaining Donor Wall. The 457th is the only other bomb group so honored. A letter to me, dated June 17 from Barry M. Buxton, Ph.D., President & CEO of the museum, stated:

"It is my pleasure to send to you this certificate which commemorates the membership of the 467th Bomb Group Association at the Silver Level on our Sustaining Donor Wall in the beautiful General Lewis E. Lyle Rotunda. This select membership is restricted to giving of \$10,000 to \$24,999. The 467th Bomb Group Association has been so generous in your support of the Heritage Museum. This generosity has allowed the museum to move forward on our mission to preserve the stories of the members of the Eighth Air Force and to provide the exhibits and programming necessary to effectively share their history with our visitors."

"This certificate is a small token of our appreciation for your support. Please thank the members of the 467th Bomb Group Association for all that they do for the Heritage Museum."

We have since been advised that, based on our latest donation, the 467th will be added to the Gold Level.

Following the 2ADA convention in Austin, I coordinated with Geoff Gregory and Bud Koorndyk in preparing a draft of a *Bequest Pledge and Codicil* for the membership bequest committee. A committee report will be made at the next 2ADA Executive Committee meeting. Following 2ADA approval, I plan to put the pledge and codicil information in the 467th Poop from Group Newsletter.

The committee to adopt the National Foundation for Military Heritage Database to the Second Air Division has sent a letter from Chairman Dick Butler to all of the group vice presidents to inform them of the proposed program. I have invited Arlo Bartsch to the 467th convention, September 30 – October 4, 1999 at Tucson, Arizona, to demonstrate the database and to review the 467th records. I know there are many questions and serious concerns about the program, including cost, ownership, content, access, cost recovery, distribution, etc., and it is the task of the committee to provide answers that are satisfactory to our bomb groups. Let there be no doubt about it, this will be a major undertaking for each group, but I am convinced that if the 2ADA groups will put our major records on a database that can be readily accessible by our future generations, then we will ensure that division, group, squadron, unit and individual historical records can be found without having to go to Savannah, Norwich, or the National Archives. As a major part of what Tom Brokaw calls "The Greatest Generation," we need to continue to embrace new ideas and new technology, and keep our eyes on the horizon. We can show the 21st century "new millennium" generations that the 2ADA has been there and done that with respect to preserving freedom.

After consulting with several 467th members, I intend to propose to the 2ADA Executive Committee that they consider the following:

- Have the remaining conventions at one central USA city.
- Have the conventions in early summer or late summer and not during holidays.
- Negotiate with a hotel that can provide a range of number of rooms for a specific four-day time period.
- Have the mid-year Executive Committee meetings in conjunction with one of the 2ADA regional meetings.
- Those bomb groups that continue to want their own separate convention can schedule either before or after or overlap with the 2ADA activities. I feel that it will be more attractive to the groups' memberships to have to attend only one convention, particularly from the standpoints of travel, cost, and administrative effort. ■

446TH BUNGAY BULL (continued)

and Hercules statues have been replaced (please see page 10). A photo of this historic landmark was sent to us recently by our Norwich friend, Jean, and it warmed our hearts to see those guardians of the "Muscle Palace" back where they belong. (Someone "pinched" the photo in Tucson, or it might have appeared here.)

Added to the 2ADA membership list is 446er **Harold Hasselbacher** of Naples, Florida. Harold was originally from Hinsdale, Illinois (just down the road from yours truly) and was a bunkmate of mine in the 705th at Bungay, 1944-45. It was good to see you in Tucson, Harold. A reinstatement also adds **Henry Gibson M.D.** of Barnwell, SC to the list of 446ers who are also 2ADA members.

There is always news from **Luc Dewez**, his wife **Marie**, and daughter **Sophie**. An e-mail message this summer was addressed to "my American friends" and wished all a wonderful and peaceful 4th of July . . . with love from "the small country," signed "The Belgian Trio." Many of us remember meeting Luc at the 1998 2ADA convention in Oak Brook and visiting with him regarding his project on the Kassel Mission, September 27, 1944.

The Bungay Bull editor recently received a request from **Robert Hood** regarding his brother, **Alva W. Hood**, who was in the 707th Squadron. Robert has little information other than that his brother, who played the banjo, was on a mission to Berlin on March 8, 1944 on a B-24 serial #4129292 which eventually crashed on the way home. He also says that another B-24, #42100231, crashed at the same site and all were buried in a mass grave. The remains were later moved and eventually buried in the national cemetery in St. Louis, Missouri.

Robert believes the pilot of his brother's plane was **Lt. Clifton C. Helfer** of Detroit, Michigan. The copilot was **Edgar A. Worsham, Jr.**, who was taking the place of regular copilot **Thomas E. Serton** of Enfield, NC, who was sick that day.

Alva Hood was from Midvale, Idaho. If he was known to any of you, please contact Robert Hood at 555 Freeman Road, Unit #132, Central Point, Oregon 97502, telephone (541) 664-1693, or e-mail bob1927@ccountry.net.

Jean Milcher, niece of **Jimmy L. Calhoun** who was killed on a mission to Berlin on April 29, 1944, would like to hear from anyone who knew him. Her address in the Beachbell Echo was incorrect, and two letters have been returned to **Charlie Perry**, who knew of him. Charlie lives at 1954 N. Rd. 100E, Danville, Indiana 46122.

Also seeking information is the family of a **Sgt. William McNeal**, a mess sergeant with the 446th at Bungay from November 1943 to July 1945. They are looking for information regarding his years of service. He was born in Quincy, Illinois and died in 1955 at the age of 36. **Christine Armes**, 5 Primrose Ct., Thorpe St. Andrew, Norwich, Norfolk NR7 0SF, England, is the person to contact. If anyone has questions regarding this inquiry, give me (Aud) a call at 847-741-7757.

Finally . . . word has been received of the death of three 446ers and one dear friend to all who knew her. **John J. Kivlehan**, Elk Grove Village, Illinois, died in May of 1998. **John Corichides**, Boynton Beach, Florida, died on April 24, 1999. He served in the 707th and was a radio operator. **James Campbell**, 705th, died June 29, 1999. Born in Scotland, he served as ball turret gunner with the Star Dust and Misfit. **Ethel Sherman**, wife of **Eric Sherman** of LaJolla, California, died suddenly on May 27, 1999.

DATES TO REMEMBER!

OCTOBER 28 – 31, 1999 . . . Chaplain John Gannon Chapter of the 446th BGA, "Florida Bash" in Orlando.
Contact Frank Bigos, (303) 753-4602.

MAY 18, 2000 . . . 446th BG Memorial Dedication and Reunion at Arlington National Cemetery.

On a final note, please keep the news coming. And put the upcoming 446 and 2ADA events on your calendar now and join us as we get together in the months and years ahead.

E-mail me at Aud446@aol.com or call me at (847) 741-7757. Our address is still 682 Slade Avenue, Elgin, IL 60120. ■

During World War II, 1939-1945, a total of 327 aircraft from belligerent countries found their way to Sweden. Most were damaged during missions, some had navigated astray, some brought refugees or deserters.

Of these 327 aircraft, 140 were American, 113 German, and 58 British. The most diversions occurred in 1944, when 160 aircraft came to Sweden. During this year the Allied Air Force bombings of industrial targets in Germany and German-held territories were most intensive.

As Sweden had declared neutrality, and did not support any of the belligerent states, a diversion to Sweden meant internment for aircraft as well as crews. Nearly all interned airmen were repatriated before the war's end, after longer or shorter terms of internment. The reasons for how long different airmen were interned, and the time of repatriation, varied.

A BRIEF HISTORY OF SWEDEN'S NEUTRALITY

To understand Sweden's neutrality and foreign politics of the war years, one must take a glance back at history.

Sweden had not been at war since 1814. During the seventeenth century Sweden had been one of Europe's most wayfaring "superpowers," with superiority over most of the Balkan states. Slowly the Swedish position weakened, and the country was a militarily "weak" nation in 1939. With a low population of just over six million inhabitants, and an outdated Army as well as Navy and Air Force to protect the long border, Sweden could never have defended itself against one of the stronger nations.

The nation was, however, rich when counting natural resources and industrial products. Ore, steel, and the much-demanded ball bearings became "bargaining chips" when Sweden declared neutrality at the war's start, and continued to stay that way during the whole war.

Historic and economic traditions made Sweden more orientated towards Germany rather than Great Britain. Especially within the Army and Navy, pro-German forces thrived.

In 1940, German forces occupied Norway and Denmark. Sweden was isolated from the rest of Europe. An established historic fact is that Germany did not need to occupy Sweden, but could maintain a steady flow of ore, steel and ball bearings, shipped from Swedish harbors to northern Germany.

Sweden was even "persuaded" to allow transit trains with German troops to pass from Norway and southwards.

It must be said that the general public supported Sweden's occupied neighbors, and the support for the Allied countries steadily increased during the war. When information of German atrocities started becoming public, opinion turned even more. By 1943, not many Swedes dared to support Germany openly.

THE FIRST INTERNEES AND INTERNMENT CAMPS

The first aircraft to divert to Sweden was a Polish RWD 13 with refugees. The second was a German He 60. These two came in Sep-

AMERICAN INTERNEES IN SWEDEN

BY PÄR HENNINGSSON
UPPSALA, SWEDEN



From left, Hopper (the man with the pipe), who worked at the U.S. Legation as "an 8th AF historian"; Leo Sager, who was in charge of all the Allied camps in Sweden; General Axel Ljungdahl, chief of the Swedish Air Force; General Curtis, USAAF; and C.O. Capt. Bob Davey, USAAF. Other persons go unidentified. Photos courtesy of Herbert Grant (492nd BG), who was interned at Mullsjö.

tember 1939. During 1940 mostly German aircraft came to Sweden. The crew members were interned at an internment camp in Kronobergshed, a former Army training camp, in southern Sweden.

The first British aircraft to force-land in Sweden was a Swordfish Mk 1, in September 1940. It was followed by various Blenheims, Hampden and other medium bombers later that year. The Allied fliers were interned in Främby in the county of Dalarna. Internment camps in various villages in Dalarna were to become the ones most used for housing Allied airmen.

During the first four years of the war, airmen were repatriated on a basis of "one for one." As one German was sent home, also a Brit was repatriated.

AMERICANS CHANGE THE BALANCE

In July 1943, the first USAAF aircraft came to Sweden. It was the "Georgia Rebel," a B-17 F from the 535th BS, 381st BG based at Ridge- well, UK. The "GR" had participated in a massive raid against southern Norway, been hit by flak, and turned towards Sweden for safety. When the "GR" crashed in a bog in western

Sweden, piloted by 1st Lt. O.V. Jones and co-piloted by 1st Lt. G.B. McIntosh, it started a new era in Swedish internment history.

During 1943 only seven American aircraft came to Sweden. The boom of force-landed aircraft was to start during the spring of 1944. Flying Fortresses and Liberators started coming in large numbers as the Combined Bomber Offensive (CBO) was re-started by the USAAF against targets in Germany.

The targets were aircraft industry and fuel plants. The Germans had many of these in northern Germany and Poland. The safest, or least dangerous, way of reaching these targets was

to take the route over Denmark and approach over the Baltic Sea. This took the formations very close to Sweden, and the USAAF issued maps of southern Sweden to guide damaged aircraft to safety.

INTERNMENT CAMPS FOR AMERICANS

Sweden was not prepared for this "invasion" of Americans. No proper internment facilities were ready. George McIntosh, copilot of the "Georgia Rebel," tells me his crew had to stay in an ordinary flat in the town of Falun for the first weeks. Later a closed guest house, Humlebackens Pensionat, was reopened to accommodate them. As the number of Americans increased, more guest houses and health spas were converted into internment camps. These were in small villages in the Dalarna/Bergslagen area in central Sweden. The villages were Rättvik, Korsnäs, Älvdalen, and Loka. Later two more camps were opened in southern Sweden in the county of Småland. They were in Gränna and Mullsjö.

The internment camps had very few restrictions for the internees. There were some guards, and a curfew time of 10:00 PM, but not

(continued on page 34)

I was a private and a pilot in the 67th Observation Group, 8th Air Force. We arrived in England in August of 1942. The group consisted of the 12th, 107th, 109th, and 153rd Squadrons. (See my story on page 22 of the Winter 1996 Journal, Vol. 35, No. 4).

We didn't have any kind of aircraft to fly for a while. But, in time we somehow got three Tiger Moths, open cockpit biplanes from the English government to fly and get some familiarization around the countryside.

Each squadron contained eight liaison pilots, a total of 32 enlisted pilots plus officers to fly these three planes. We all got assigned to fly one hour at a scheduled time. If you missed your scheduled flying time for some reason or other, you were out of luck until you got rescheduled.

With only three Tiger Moths to fly, and all the liaison pilots and officers, you didn't get to fly a lot of hours. But, you did the best you could with what you had to work with.

The Tiger Moth was a beautiful aircraft with a two-place open cockpit. It was hard to get into the front cockpit for the instructor or passenger as the gas tank was above your head after you got seated. You flew the Tiger Moth from the back seat.

It had a 130 HP engine which turned counter-clockwise to American engines. The aircraft was painted yellow, with a target insignia blue outside circle, white and red center. The ignition switch was mounted on the left top side of the front and back side top of the cockpit. You got into the cockpits from the left side. Each cockpit had a fold-down door to squeeze into the cockpit. Both cockpits had a wind screen so the wind didn't hit you square in the face. The aircraft had a 23-gallon tank. The rudder and elevator cables ran *outside* the fuselage. The landing gear was narrow, and it had a tail skid. It had no brakes. On takeoff you picked a spot and headed for it. You build up speed, the tail comes up and before you know it you are sailing along and airborne.

This was a tricky little airplane to fly, and you had to pay a lot of attention to what was going on all around you. You had to get a feeling about this strange aircraft, but things seemed to fall into place as you got a little more flying time.

I didn't just jump into this flying machine and take off. I admired the yellow bird as I walked around and checked it inside and out. As I mentioned, the landing gear was narrow, and the bottom wing was about two and a half feet above the ground. A ladder was used to gas up this bird. This aircraft was going to be something to fly!

I remarked to myself, "This aircraft needs tender loving care to handle and fly. No rough stuff." However, it could take it if needed at any time.

Everyone marveled about how this aircraft flew, and I couldn't wait for my turn to fly it. When my turn came, I was ready. I said, "Tiger, you and I have to work together to have fun." And we did just that!

Fast and Furious in a Tiger Moth

BY AL SABO
(67TH OBSERVATION GROUP)

After I got checked out, the biggest part was finding the right field to land on. There were so many training fields close by that I didn't recognize the field I took off from. They all looked alike.

I landed at a field I thought was the one I took off from, and there I was told that my field was two miles up ahead. I was embarrassed, but they told me that other "Yanks" had been "lost" before me, and it just happens all the time. They were used to it, and enjoyed our company. I thanked those English mechanics and took off for my home base right on schedule.

My approach had to be just right. I dropped down to my landing strip, and just about a foot above the ground, I eased down lower to about a couple inches above the grass. I cut back on the throttle and at the same time eased back on the control stick. The nose came up and the tail came down; I held it steady and then all three points hit the ground at the same time! The tail skid helped drag the aircraft to a complete stop.

I held my ground steady so that the plane wouldn't weave right or left, as that would cause it to ground loop. If that happened, ouch! We would be in big trouble!

I taxied back to our parking space and swung the Tiger around so it could be facing the airfield and also it could be gassed up for the next pilot to fly. I jumped out and said, "Tiger, you did very well this time. You and I are going to get along just fine." And that's the way it went.

I got about ten hours in the Tiger Moth. I enjoyed the open cockpit, wind in my face and my white scarf flying behind my neck, and the steady humming of the strut wires in the wind. The countryside was peaceful, except for the sound of other aircraft in the area around me. Flying the Tiger was a fascinating experience, different from any other aircraft I have flown.

I talked to the English mechanics on the field, and they said that when the RCAF (Royal Canadian Air Force) or the RAF (English Royal Air Force) students get their pilot training they have to know how to fly seven to ten hours in the Tiger Moth or they are washed out. If they couldn't master the Tiger, they couldn't go to the next step, which was getting into the fighter class and flying the famous "Spitfire" against Germany.

Both pilots and aircraft were hard to come by. Those who mastered the Tiger Moth were able to master the Spitfire. Better to master the Tiger than to wipe out a much-needed Spitfire.

I mastered the art of flying the Tiger Moth. I never had much time going cross country. It had a range of about 200 miles. Nobody did cross country time. We just didn't have that kind of flying time.

You had to be on the ball and let the aircraft know that you are the boss. If you weren't careful, the aircraft became the boss, and then you are in big trouble.

It was fully rated as an instrument aircraft, and had more instruments than our L-4 Piper Cub.

I enjoyed every minute I had in the Tiger Moth. I wish I had more time in it.

WHAT I LIKED ABOUT THE TIGER MOTH

The engine cowling hinged upward for easy inspection.

The gravity fuel tank in the center of the top wing.

The fuel had a float in a glass tube so it was easy to note fuel levels.

Both cockpits had a small fold-down door for easy entrance.

It had a turn and slip indicator.

The rudder and elevator cables were outside the fuselage and easy to inspect.

The Tiger Moth was a "grass field" aircraft because it had a skid shoe on the tail. Not for concrete runways!

WHAT I DIDN'T LIKE ABOUT THE TIGER MOTH

You couldn't see over the nose.

It was hard to taxi without a tail wheel.

It took two people to start the Tiger, one to pull the prop and one to operate the outside switches.

You had to taxi with the rear cockpit door hinge down to get to see the ground and taxi straight.

→ → → →

In conclusion, it would be fun to fly one again or "wing it" over Britain, as the Spring 1999 Journal (Vol. 38, No. 1) said on page 15. ■

Midwest-Southeast Regional Reunion

A Midwest-Southeast Regional Reunion of the Second Air Division Association will be held September 30 - October 2, 1999 in Savannah, Georgia. This will include visits to the Mighty 8th Air Force Heritage Museum and a Jimmy Stewart "Bust" Dedication. Contact:

BILL DEWEY
Box 413, Birmingham, MI 48012

NOT A HAPPY NEW YEAR'S DAY

BY JULIAN K. WILSON (453RD)

The following is taken from the Station 144 report filed on 4 January 1945. Subject: Mission #197, 1 January '45, Target: Remagen.

The marshaling was very slow due to the fog. The takeoff was a nightmare. The visibility was never over 100 yards. There were five pots placed on the right side of the [printing not legible] to assist the copilot in keeping visual contact with the runway. The first ship off was a little to the left of the runway as it passed the end. The second ship, Lt. Putman, made a good takeoff. The third ship, Lt. Judd, made a sharp left turn, went through the 732nd hardstand area, took the tail off WHAM-BAM, the wing off another ship, and cracked up just outside of the 732nd area. The next four ships all went to the left of the runway. Capt. Lutes drug a wing on takeoff and Lt. Stout took over and flew the aircraft off. One aircraft started to take off and when the pilot felt the aircraft running over rough ground he chopped the power and got the aircraft stopped to the left of the runway about 100 yards. The tower controller at the upward end of the runway could neither see nor hear this aircraft although it was not over 100 yards away."

This is an excerpt from a document classified at the time as "Secret":

"... Judd leading off in #65 veered left about halfway down the runway. His wheels clipped the tail off WHAM-BAM as the plane started to climb. Even then he might have remained airborne were it not for another ship parked in the path of the oncoming and partially stalled #65. When Judd's wheel hit the wing of the parked plane, #65 flopped over on her back, hurtled forward until a tree stopped the remaining momentum... Two men lived through the disaster miraculously enough: S/Sgt. Walter E. Beck, waist gunner, and Lt. Frank Pitcovich, pilotage navigator. Beck's condition is very serious, while outside of a few broken bones, Pitcovich got out with a bad case of shock. It was a sudden finish of a crew whose average age was 19, and which in the past month had really earned a fine reputation for outstanding ability... Only six ships got off that day — two from the 735th. Schauerma made a normal takeoff while Garrett, on his last mission, left the runway at approximately the same point as Judd. How he managed to stay in the air with a full bomb load will remain one of the unsolved miracles of combat operations."

✈ ✈ ✈ ✈

Fifty years later I was asked to reply to correspondence that included an exchange of letters with Marjorie Zilm of St. Louis. On January 1, 1945, Marge lost her brother, Frank E. Sallee, a bombardier on Judd's crew, in a takeoff crash at Old Buckenham. She had spent considerable time to date trying to unravel the details of the events leading up to, and the crash of the B-24 that carried her brother to his death.

I had been the aircraft armorer assigned to that ill-fated plane Judd tried to take off on Jan-



This photo of Alan Judd's crew was submitted by Marjorie Zilm, sister of 1st Lt. Frank E. Sallee. Sallee is standing in back at the far right, and to his right is pilot Alan C. Judd. We have no IDs for the others in the picture, but others believed to have been members of Judd's crew were: 1st Lt. Bill B. Basick, T/Sgt. Stephen J. Bolger Jr., 2nd Lt. Carl F. Franke, T/Sgt. William C. Grady, S/Sgt. Harold W. Leach, S/Sgt. Frank A. Mayer, 2nd Lt. Herman J. Meek, S/Sgt. Robert T. Mercurio, S/Sgt. Thomas E. Nosal, 1st Lt. Frank Pitcovich, and S/Sgt. Walter E. Beck. Pitcovich and Beck survived the crash.



Bill Garrett's crew (Garrett is standing at the far right). We have no IDs for the others.

uary 1, 1945. I had been friends with the gunners of Judd's crew, spending time with some of them at the Aero Club New Year's party. When that plane went down, it was the greatest loss I had felt since we had started our operations a year before. Most of the crew were my age or younger. They had volunteered to fight with an airplane, but not to die in one.

I "mined" all of the references I had at hand, seeking details that would spell out the truth of the events of that foggy, dismal morning so long ago. I had at my disposal the letters I had

written home, all saved for me by my mother; *The History of the 453rd* by Don Olds and General Andrew Low; information from Tom Brittan's files; information found in the letters Marge Zilm had already written and passed on to me; and lastly, but most importantly, information from a paper in my possession written by William Lee Garrett, pilot of the 735th Bomb Squadron along with Judd.

Garrett has written about the events of January 1, 1945 from the standpoint of what he

(continued on page 32)

NOT A HAPPY NEW YEAR'S (continued)

was doing that day, titling his paper (unpublished to this date) "The Bulge, The Bridge, and Bodenplatte." I have the approval of Bill Garrett to include the direct quotes used in this story taken from his paper.

A number of persons still active in the 453rd Bomb Group Association will recall the events of this day as well. They include the 735th Engineering Officer, Harry Godges.

Harry Godges has maintained a logging of the operational status for each of the aircraft assigned to the 735th Squadron. Tom Brittan has similarly compiled a record of the history of each specific ASN numbered B-24 assigned to the 453rd.

After the war, Don Olds, the person who must be credited with being the active motivating force in collecting the original nucleus of the members of the 453rd together as an association, collaborated with General Andrew Low to produce the first record of the history of the 453rd outside of the microfilms in which the group history had been imbedded. In order to do this, they had gleaned the official records of daily reports filed during our operational period at Old Buckenham, Station 144. This was supplemented by memoirs held by General Low of his days at Old Buck.

Data from each of the above references are combined in the following story. Fact is the backbone of what could be read as fiction by most any reader.

The following is a recreation of the scene on that morning of January 1, 1945. All quoted text, written by William Garrett, is excerpted out of context.

→ → → →

"At about 0600 we received our first information as to where we were going and what we were to attack. We then picked up our parachutes, emergency kits, maps, and "flimsy" (paper with code words, call signs, colors of the day for flares, control points and radio frequencies and channels for various target and weather information) and catch assigned trucks which carried us to the hardstands where our B-24s were dispersed over the airfield. We would arrive at our respective aircraft at least one hour before takeoff, which was scheduled that day to commence at 0805 hours"

"... The weather was a big problem all through the first few weeks of the Battle of the Bulge, and New Year's Day 1945 was no exception. There was heavy fog at Old Buckenham, with visibility at dawn of a maximum of 100 yards. There was snow on the field, and although the runways had been cleared of it, they were slick. It was a very cold morning. Incidentally, the Allies had converted to British summer time (from British double summer time) on 17 September 1944, and the Germans went back to middle European time on 2 October 1944. As a result, both sides used the same clock time during the entire battle..."

"... After checking out SQUEE-GEE with the crew chief, Master Sergeant Harold H. Fox, and his people, we set up our stations and gath-

ered around the plane awaiting time to be at stations — ready to start engines. We would not have been surprised if the word had come that the mission was delayed or scrubbed because of the miserable visibility conditions. Due to the desperate struggle going on in the battle area, the decision was that we had to go — weather or no."

"... Our load of four M66 2,000 lb bombs on 1 January 1945 was the heaviest bomb load our crew ever carried. Previously we had carried three 2,000 lb bombs on 26 September 1944 when attacking a railway bridge over the Lippe Canal, on 4 November to the railway marshaling yards at Karlsruhe, and on 6 November to the Mittelland Canal Locks at Minden. Since these targets were deeper into Germany than Remagen, we had probably carried 2500-2700 gallons of fuel rather than the 2300 we were carrying to Remagen. This would explain, from a weight standpoint, the additional 2,000 lb bomb on our 1 January 1945 Remagen mission."

"... As we taxied out to the main runway 26 in the fog, I detected what I thought was a bit greater visibility — perhaps more than a



The SQUEE-GEE Ground Crew (L-R): Alex White, 735th armorer; Frenchy, 735th engineer; Harold H. Fox, 735th engineering crew chief; Burbeen, 735th engineer.

football field, a bit greater than when at our hardstand 23 nearby. On the way to takeoff position (we were seventh in line) we were stopped longer than what was normal for such a procedure. It seemed to me — perhaps it was wishful thinking — that visibility was increasing slowly. I thought I might be able to make a visual takeoff. I told my copilot to keep a sharp lookout from his right seat window at the edge of the runway and let me know quickly if we were moving towards or away from it."

"... When I received the green light to go (we were on radio silence as the Luftwaffe Horchdienst, their Y service, was listening), I made a carrier type departure — brakes fully engaged while the throttles were advanced to the stops and the electronic supercharger was set at position 8. This was standard takeoff power with flaps set at 20 degree position. When the engines seemed to be running at full power, with the propellers at high RPM (2700), I released the brakes and we began the takeoff roll."

"... The takeoff made on 1 January 1945

will remain in my memory, vividly, as long as I live. The smaller details, considering it occurred more than fifty years ago, are hazy, though the broader event itself will haunt me as long as I live. I had made a fully instrument takeoff in similar dense fog on 19 December 1944 without any problem. I should have attempted the same on 1 January 1945. I recall SQUEE-GEE, upon release of brakes, rolling forward, slowly at first, but accelerating with alacrity, heading out along the 26 track. Rapidly glancing back and forth, ahead at the directional gyro, it seemed that SQUEE-GEE was continuing in the center of runway 26. Then all at once, as I should have known, visibility ahead was down to almost zero. I shifted back again to the directional gyro and saw that the 26 was not centered. As I attempted to bring it back to center, I felt SQUEE-GEE jolt and bounce, which made it clear that she was off the runway to the left. I immediately twisted the electronic turbo control to the "10" position from the standard setting of "8" on takeoff. This was "War Emergency Power" which drove the manifold pressure from 48 inches to about 56 inches of mercury. There was an immediate surge of power easily felt. I had never used this power setting before... this was a power setting for a dire emergency only, that it could be used for five minutes maximum... SQUEE-GEE was pulled or lifted off the ground with an airspeed of 120-130 miles per hour. We were in dense fog with nothing visible ahead or to the sides. Gear was retracted and we began to gain altitude. In a few minutes we were out of the dense fog and into blinding sunshine."

"... The takeoff was a clear example of the excellence of the designers and builders of SQUEE-GEE, the superb Pratt and Whitney R-1830-65 radial engines, and the dedicated and conscientious maintenance by Master Sergeant Harold H. Fox and his ground crew. These factors and SQUEE-GEE overrode the handicap imposed on her by an improper procedure by me and rescued us from the consequences of my mistake."

Upon mission return:

"... When we landed we were met by the usual truck to take us to the standard debriefing procedure. A jeep also arrived, with, I believe, Lt. Col. Edward F. Hubbard, the Air Executive of the 453rd Bomb Group. He may have been accompanied by Lt. Col. Van Dowda, who had just become Group Operations Officer. I recall being shown, as they drove me down runway 26, the still visible tracks of B-24 wheels going off the runway to the left (southwest). Some of these tracks were undoubtedly mine. I can't recall now how far from the takeoff position they began to go off to the left, but I believe it was near 4,000 feet down the runway. They identified Judd's tracks in the same area, and we drove to the latter's crash scene..."

"Ellingham, near Attleborough, Norfolk, England... Pat was an 11-year-old schoolboy who lived near our base. He was walking on

(continued on page 33)

For This Was Our Holiday to Remember, Our Very Own Memorable Christmas!

BY JOHN N. ROMANO AND ROBERT A. OSBAHR (93RD)



John Romano (left) and Robert Kaufman after forced landing at GHENT, Belgium, December 24, 1944.

It was the day before Christmas, December 24, 1944, when we set out on our 21st mission. The primary target was Ahrweiler, Germany.

The bomb run was relatively uneventful except for losing one engine from anti-aircraft fire. Returning to England we tried to maintain our position with the formation but the plane was losing altitude and air speed. A second engine began to falter and we then knew we had to attempt a forced landing, hopefully in friendly territory, as we were somewhere over the front lines. The best we could sight below was what appeared to be a short airstrip, probably a fighter plane base. Fortunately, by the superb effort of our pilot, this failing aircraft landed roughly but without injury to any of the crew, although the plane was so severely damaged that it could never be flown again.

Our next great concern was the reception we would find upon exiting the plane — friendly or enemy? Our good luck prevailed, as we were greeted warmly by British soldiers; we had landed at Ghent, Belgium, which some



Standing (L-R): Olav Aaker (P); Brice Hammack (B); George Loutsch (N), and Sidney Biggs (CP). Kneeling (L-R): Wallace Pearson, Robert Kaufman, John Romano, Harry Ruminsky, Robert Osbahr, and Herbert Roe.

time earlier had been enemy-occupied. We were quartered in a small hangar while they were trying to decide what to do with us.

To pass the time, two of us walked down the country road and came upon some of the villagers gathered in front of a small building — it was a movie house. Not having the coin of the realm, we didn't expect to be admitted, but when they saw we were Americans we were again welcomed with open arms. Who would have thought when taking off from Hardwick that morning that we would be viewing an American cowboy film in Belgium later that same day?

The next morning, while feeling disappointed that our Christmas dinner would consist only of K-rations, a convoy truck arrived to take us to the House of Parliament in Brussels, which was then the headquarters of the Royal Air Force. It turned out that we were invited to join them in a full-course turkey dinner. This sumptuous feast was climaxed by each of us being given a full box of German cigars. In their hasty retreat, the Nazi troops

had left behind hundreds of boxes of cigars.

Our continuous good luck began to wane, as it was a full week before a C-47 cargo plane arrived to take us back to our home base. The flight across the Channel was in such a severe storm that we almost went down. The extreme turbulence put our stomachs to the test.

On New Year's Eve, we found some beverages at the base but the only festivity consisted of standing outside watching the silly German buzz bombs pass overhead. Of course, if the buzzing stopped one would run for cover. We were given New Year's Day off to rest, then resumed flying the next morning. Our tour of 35 missions was completed on February 22, 1945.

It is said that in any sport contest the good breaks and the bad breaks tend to even out. Even with our share of close calls, we had to be way ahead of the game. And so, as we gave thanks for having come through unscathed, we also had thoughts of the many fellow airmen who had suffered injuries, were missing, or had lost their lives at such a young age. They were our heroes. ■

NOT A HAPPY NEW YEAR'S (continued)

Abbey Road, along the south perimeter of our airfield, to Old Buckenham School when he came upon the wreckage of a B-24 blocking Abbey Road and his route to school. This was the B-24 piloted by Lt. Alan C. Judd, who had been scheduled to lead the high right squadron (in which we were to lead the high right element that morning). This location is also verified by reports which state that Judd went off runway 26 to the left on takeoff and into the area of the 732nd Bomb Squadron hardstands which were just south of runway 26 and just north of Abbey Road. In the 732nd

area, Judd's B-24 struck the tail of WHAM-BAM (our brightly painted formation and utility B-24D), took the wing off another parked B-24, and then ended up at Abbey Road where Pat Ramm encountered it. . . This crash was the cause of our delay in getting to takeoff position. Since we were on radio silence, we did not learn of this accident until we returned from the Remagen mission."

This is the end of Garrett's report.

→ → → →

After preparing this material, I felt I had accomplished two things:

(1) A person who had collected bits and pieces of the events involving the crash of her loved one, could now sort out and trash accounts that were not true, plus the true events assembled for her were now identified in their proper sequential series (except for the Station 144 report of 4 January 1945 at the opening of this article).

(2) A remarkable story has been brought to life that would have otherwise gone unpublished. This indeed was the case, and, now practically fifty-five years after the incident and almost five years since its writing, a small portion of the entire story is now seeing daylight! ■

HALESWORTH 489TH NOTES

BY
JAMES M. DAVIS

I am sorry that all our members could not be with us at the Second Air Division Association convention in Austin. It was a real pleasure to once again visit with many great friends from the World War II era.

Last year we had 25 members attend the 2ADA convention in Chicago. This year in Austin, we had 63! Homer and Geneva Haile were unable to attend, although they had registered. I don't know how many the other groups had in attendance, but I am sure we were close to the top. Thanks, 489th BG members.

We were honored to have Georgette Vance Drake attend our reunion. This is the first convention she has been able to attend. For those who are not familiar with 489th BG history, I would like to explain why the Vance name is so special. Lt. Col. Leon Vance was deputy group commander of the 489th BG. On June 5, 1944 the 489th flew a bombing mission on the coastal defenses in preparation for the June 6th invasion of Europe. The group encountered heavy anti-aircraft fire over the target area. Col. Vance was the command pilot in the lead group. Because of electrical failure, they had to make a second run over the target area. Their plane was hit; the pilot was killed and Col. Vance was wounded. When he looked down he saw his foot was barely hanging on by a piece of skin. They got the plane turned around and headed to England. They had to feather three engines, and the fourth was left windmilling because they could not feather it. The plane was in a free-fall glide and the crew was told to bail out. Col. Vance thought there was still one crew member in the plane and decided to try and ditch the plane in the English Channel. We all realize it is almost impossible to safely ditch a B-24. When he hit the water, he was trapped in the fast-sinking plane. It was a few feet under water when an explosion occurred that blew him free of the plane. The English rescued him from the cold Channel waters, and he spent several weeks in the hospital. In late July he boarded a C-54 at Prestwick, Scotland to return to the United States. No doubt it disappeared into the Atlantic Ocean,

for it was never heard from again. Col. Leon Vance was awarded the Congressional Medal of Honor posthumously. Thank you, Georgette, for giving us a chance to meet and visit with you.

Our 1999 489th BG reunion is being held September 17-20 at the Hope Hotel, Wright Patterson AFB, Ohio. Charles Freudenthal or Neal Sorensen can give you any additional information. All the activities, costs, etc. were in our last group newsletter. I would like to take this opportunity, on behalf of all the members of the 489th BG, to thank Neal, Charles, and Bud Chamberlain for all the work they have done for the 489th BG and for the Second Air Division Association. Please drop them a line or give them a pat on the back when you see them.

Looking at the planes we flew during World War II and the war planes of today is like comparing daylight to darkness. A friend of mine has a son-in-law who has just returned from flying F-16s in the recent conflict in eastern Europe. He has over five hours of combat film, taped mostly at night. He flew 28 missions and was credited with destroying many tanks, bridges, and buildings. I find it most difficult to understand how they can do it all in total darkness. The thousands of missions they flew with the loss of only two planes seems impossible considering all the anti-aircraft fire and missiles that were thrown up at them. Even the pilots of the two planes shot down were rescued. Everything indicates that the B-2 bomber proved its ability to do the job it was designed to do. Flying 30-hour missions to eastern Europe from a base in Missouri is also difficult to believe. The last figure I saw was that the B-2 bombers had flown only about two percent of the missions but accounted for about 33 percent of the damage. The Air Force and all the men who flew did a great job. The tremendous cost of these modern day planes seems to be well worth it.

A few years ago I was privileged to attend a meeting and lunch at Carswell AFB in Fort Worth, Texas. I sat by the General who was the C.O. of Carswell AFB. He introduced me to his son, who he said was flying airplanes older than he was, referring to the B-52s. I asked him how much longer the B-52 would be a first line bomber. He told me the B-52 was one of the best, if not *the* best, bomber ever built, and they projected it to be active until at least 2015. I thought he was kidding, but it looks like he may have been right, for they flew many missions from England during the recent war. They are almost fifty years old!

For my part, I can say that it was a privilege to have flown the grand old B-24 and to be a part of aviation history. ■

AMERICAN INTERNEES *(continued)*
much more. Some internees even stayed at different AF bases and helped the Swedes with maintenance of interned aircraft.

The reason for the relatively easy life of the internees was an agreement between the U.S. and Sweden, giving Sweden the right to use nine B-17 Fortresses and convert them to courier planes. Five of these planes were actually converted and used on the route to Prestwick, Scotland. One of the men behind this deal was the American Air Attaché in Stockholm, Lt. Col. Felix Hardison. In his honor the converted aircraft were named "Airplane Felix."

REPATRIATION OF INTERNEES

As mentioned before, the earlier internees from Britain and Germany had been repatriated on a "one for one" basis. With the large number of Americans arriving, this was not possible. "There were not enough Germans!" as Bo Widfeldt writes in his book about internees in Sweden.

The Swedish authorities allowed Americans to be repatriated "as soon as possible," meaning when there was a place on one of the courier flights. Some had to stay several months; some could go home pretty soon. As the Swedes only had a few courier aircraft, the American Air Transport Service (AATS) started courier flights using C-87 Liberator transport aircraft. This operation was started in April 1944 and led by Colonel Bernt Balchen. The AATS flew a total of 549 missions to Sweden.

AMERICAN CASUALTIES IN SWEDEN

A total of 40 American airmen were buried in Sweden. Two of these had been killed in accidents during their internment. One drowned during a canoe trip; one crashed while test-flying an aircraft. The remaining 38 died of wounds after arrival, were dead on arrival, or were later found at sea. All 40 American casualties were buried in the town of Malmö. 38 of these were moved to military cemeteries or private burial places in 1948.

Today there is a monument at the cemetery in Malmö. It consists of a full-sized propeller and bears the inscription:

DUTY CALLED THEM
TO GOD AND COUNTRY
THEY REST IN PEACE WHILE MEMORY
OF THEIR SACRIFICE
IS WRITTEN IN ETERNAL GLORY

Modern Times . . . With the intense bad publicity, the presence of armed police and intensified school security measures, this was overheard at the Elkhorn high school registration. Two seniors were talking: "I can't wait until I graduate from high school and join the military, where I'll be safe!"

● THE PX PAGE ●

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When Adolph Hitler ordered Herman Goering to send his mighty Luftwaffe against England in the summer of 1940, an American teenager in Oklahoma was thrilling to the excitement of watching traveling flying circuses. Little could the German dictator have dreamed that less than four years later, such a lad would lead squadrons of P-47 Thunderbolt fighter planes on America's first large-scale bombing of Berlin. Lieutenant Colonel Robert S. Johnson, who has died at 78, was one of the two top American fighter pilot aces during World War II in the European Theater.

Like Francis Gabreski, Bob Johnson had the cold blue eyes and great eyesight often attributed to the aces in fiction. He was modest and reserved with a fine sense of humor. At five feet eight inches Johnson had the strong arms and shoulders, as well as a powerful back, required by WWII aircraft which were without the hydraulic controls which would come with the jet F-80 Shooting Stars and F-86 Sabres of the Korean War.

Contrary to popular beliefs, shooting skills and not flying abilities were the most important assets likely to make one an ace. Never exaggerating, and always giving the impression of poise and confidence, the deadly young ace was the first to break Eddie Rickenbacker's World War One record.

At first, enemy kills came slowly. But under

"ALL HELL" WAS THERE WHEN ALL HELL BROKE LOOSE!

the tough and brilliant Colonel "Hub" Zemke's leadership, "The Wolf Pack" would claw down 671 aerial victories, more than any other group in the Eighth Air Force. It was with this background that the small-town boy from Oklahoma would meet his most daring challenge.

On March 6, 1944 the heavy bombers made their first large-scale strike on the enemy capital. On that day, escorted by long-range fighter planes, 660 heavy bombers dropped 1,600 tons of bombs on Berlin in broad daylight. At the briefing Zemke had announced that the 56th would divide into two groups. He would lead A Group and Johnson would lead B, having charge of thirty-five P-47s, half the group's total effort. Like a seasoned group commander, at briefing Johnson made his talk brief. He merely outlined the order of flight and warned his

men to be on the alert. He wished them luck, and they walked to their aircraft. Johnson was flying "All Hell," and before the day was over "All Hell" would weather an experience approximating the aircraft's name.

Although "rated" a success, the Eighth Air Force lost 69 bombers, 11 fighter planes, and almost 700 men. For his gallant attempt to break up the enemy's fighter attack on the bombers while heavily outnumbered, for the destruction of an enemy fighter and possibly another, and for his aggressive leadership and daring in combat, Johnson was awarded the Distinguished Service Cross. His group destroyed seven German fighters while losing only one.

Bob Johnson flew his last mission on May 8, 1944 and returned to the United States, finishing his combat career.

After a personal meeting with President Franklin D. Roosevelt, the twenty-one year old hero went on tour helping to sell government bonds, traveling all over the country in a P-47. In addition to British and French decorations and the Distinguished Service Cross, Colonel Johnson wore the Distinguished Flying Cross with eight clusters, the Silver Star, the Purple Heart, and the Air Medal with four clusters. ■

Editor's Note: The cover letter with the byline for this article got lost. Will the author stand up and sign in, please?

Notes from the 2ADA Membership Vice President Evelyn Cohen PLEASE READ!

1. DO NOT SEND changes of address, notices of deceased persons, or any other corrections to *Journal* Editor Ray Pytel. All these should be sent to Evelyn Cohen, VP Membership.
2. If deceased persons are not members of the 2nd Air Division Association, we DO NOT list their names in our Folded Wings column.
3. If you need a new 2ADA window decal or membership card, send me a stamped self-addressed envelope.

EVELYN COHEN
06-410 Delaire Landing Road
Philadelphia, PA 19114-4157

WASHINGTON LODGE NO. 428, SONS OF NORWAY, WASHINGTON, D.C.

Remember A VIKING IN THE 8TH AIR FORCE?

Bernt Balchen was an aviation pioneer and the foremost expert on polar aviation. However, during and after World War II, Col. Balchen was also very important to the defense of the United States and the Nordic countries. He was a Norwegian national hero, but most Americans, including Army Air Force veterans, do not even recognize his name. Yet he was both an American and an 8th Air Force B-24 pilot! [See the Fall '98 Journal, Vol. 37, No. 3.]

THE BERNT BALCHEN CENTENNIAL COMMITTEE has established the following program for October 22 & 23, 1999, to recognize the centennial of Bernt Balchen's birth.

On Friday, October 22, at 7:00 PM there will be a slide presentation and panel discussion on the life of Bernt Balchen, followed by a reception. Panelists will include Col. C.V. Glines, USAF Ret., aviation author; Col. Carl Finstrom, USAF Ret., historian; Mr. Fred W. Hotson, Chairman Emeritus, Canadian Aviation Historical Society; Dr. William E. Leary, Professor of History, University of Georgia; and Mrs. Bernt (Audrey) Balchen. This event will take place in the Caucus Room of the Cannon House Office Building and is open to the public at no charge. The Smithsonian Institution Press will be releasing the latest biography of Balchen at this time, by panelist C.V. Glines, and some autographed copies will be available by prior arrangement.

On Saturday, October 23, at 11:30 AM the life of Balchen will be honored and celebrated at a graveside memorial service at Arlington National Cemetery. Balchen was born on this day in 1899. In attendance will be representatives from the Department of Defense, the Nordic Embassies, the Balchen family, and retired officers' associations, as well as other interested parties. This service is open to the public and is free of charge.

On Saturday, October 23, at 6:30 PM a testimonial dinner and reunion in honor of Col. Balchen will be held at the Bethesda Naval Center Officers' Club. We are expecting several guests of honor in addition to panelists and service members who served with Balchen, all of whom will be able to make personal statements of their experiences with him. Reservations are required for this event, which will cost \$35 per plate.

For more information, reservations, or a copy of the forthcoming Balchen biography, please contact CARL JACOBSEN, 1208 Jackson Ave., Takoma Park, MD 20912-7531, phone (301) 445-2993. ■



To the editor:

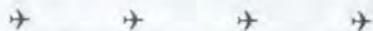
I am trying to find someone or some firm who can retouch my "Distinguished Cross" citation. For many years I had this citation put away in what I thought was a safe and protected place. A few months ago I decided to frame it and hang it on the wall along with other things I consider now sacred to me. Lo and behold, several of the letters on the citation, and in some places entire words, are missing, either eaten away by moths or by the humidity we have here in our southeast Texas climate.

I've made photocopies and sent them to several places to see if anyone could fix up the obliterated letters and make it look like new.

It is dated 11 May 1944, "By Command of Lt. Gen. Doolittle," and signed John S. Allard, Col. A.C. Deputy Chief of Staff.

I would be happy to pay anyone who can help me repair or replace this precious item so I can display it.

Leroy J. Engdahl (448th)
1785 Wexford Drive
Vidor, TX 77662



To the editor:

In response to Earl Zimmerman's note and picture in the Spring 1999 issue of the *Journal*, the airplane is the former 389th Bomb Group "O-", 42-70743. This was Dale Sisson's airplane at Ploesti. I flew it a number of times later on.

This picture came up previously in 1992, when I analyzed the airplane and discussed it in the Fall 1992 issue of the 389th Bomb Group Newsletter. The airplane details, including the bombs on the pilot's external armor plate, makes this a virtually certain identification.

In the Spring 1992 Newsletter note, I (since I left Hethel in August 1944) fell into the trap of thinking it might be a "Green Dragon II." I remembered this airplane being shown in Dick Petersen's video which included views of Hethel taken at the 200th mission celebration, held on 23 September 1944. I am glad I looked at this video this morning, since it clearly shows the tail as being marked for the 491st Bomb Group (light tail and dark diagonal forward sloping stripe). The evidence indicates to me that this 389th "war weary" airplane was transferred and used as an assembly airplane in

the 491st BG, and someone borrowed it back for display as a Ploesti airplane at the 200th mission celebration.

Actually I was glad to learn it was not a "Green Dragon II," as I thought the paint job was not up to the 389th Bomb Group standards. (I was Assistant Group Engineering Officer until I came home.)

H.H. "Chris" Christensen (389th)
625 Valley View Drive
Endwell, NY 13760-2550



To the editor:

I'm living in Florida now, on the west coast. While driving Route 40 East to Daytona Beach to visit my daughter, we came to a small town called Ashley, about halfway across the state. Lo and behold! This sign hit me right between the eyes! Even after all these years, it brought back lots of memories.



I guess I was one lucky so and so back then! The day I lost my crew (Webster's), it was my turn to stay on the ground. Since the ball turrets had been removed, we had an "extra" crew member. They went down and all were lost.

While waiting to be reassigned, I got a week's pass to Edinburgh. Upon my return I found out that the group had lost 31 out of 35 bombers on the Kassel raid. I was lucky again!

I left the 445th on Thanksgiving Day 1944 to return to the States. I had flown 28 missions as a tail gunner.

Ed Kowalski (445th)
3830 N. Goldencup Terrace
Beverly Hills, FL 34465

Ed. Note: Hey, we lost only 25 B-24s over Kassel and 5 more on the way home; let's not exaggerate!



To the editor:

I have just returned from England. Group VP Rick Rokicki had sent me the names of people who could show us around Norwich and Horsham St. Faith, where I was stationed as a navigator in the 458th BG.

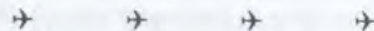
Believe me, the people of Norwich really remember the B-24 groups and they take pride in making former members of the 2nd Air Division feel really welcome. Especially those who lived near the Liberator bases and were too young to serve in the war.

They found a picture of our plane, MIZPAH, and copied it for me to take home. Our hostess, Mrs. Christine Armes, drove my wife and me all around Norwich and out to the old base, which is now a commercial air field. Much of the base has been preserved in "moth balls — boarded up," but they have preserved a lot of memorabilia such as 458th Bomb Group photos and patches. This material will have a prominent place in the newly remodeled lobby of Norwich Airport.

The people at the temporary 2ADA Memorial Room in Norwich were so genuinely interested in making us feel at home. I would like to encourage our membership to support the rebuilding effort now going on.

This experience will be among my fondest memories!

Dolph Clachko
1322 Taft Road
Teaneck, NJ 07666-2827



To the editor:

May I, through the medium of the *Journal*, thank the members of the 2nd Air Division Association for the warmth of the welcome which all of you extended to my colleagues and me whilst attending the 52nd convention of the Association in Austin, TX.

I had a wonderful time making many friends once again as well as attending the convention itself. I also enjoyed having the opportunity of exploring Austin and visiting L.B. Johnson's ranch. That was a great experience.

I was dumbfounded to receive such large financial support for our Memorial Library Building Appeal, with the gift of \$30,000 following the sum of \$50,000 received during the course of last year. This is generosity on a huge scale, for which my fellow Governors and I are extremely grateful. These gifts will enable us to finish our new library to the highest standards.

We are looking forward to having you all back in Norwich in November 2001 to formally open our new Memorial Library.

Paul R. King
Chairman of the Board of Governors
1 Lime Tree Road
Norwich, Norfolk NR2 2NF
ENGLAND



To the editor:

We flew combat from January to May, 1945. This is an excerpt from my diary, written after our mission of March 4. We heard later that we had bombed Zurich, and in the warehouse they had ball bearings that they were selling to Germany:

On March 4, 1945, Ralph McGowen's crew (491st BG, 852nd BS) flew to France to form but couldn't find our group. We then joined a small group of five other planes. But it fogged up so bad we couldn't go to the target, so we started south, opened the bomb bay doors and made a run on a town, didn't bomb, so closed the doors and went on a ways.

We flew on south in 10-10 weather. Finally we came to a town by a lake, made a run on some warehouses and dropped the bombs. Afterwards, the navigator, Richard C. Webb, said we were in Switzerland.

We flew north and then saw the Swiss border markings on the ground.

The nose gunner, Gerry Werdell, can verify this story!

Lloyd W. Giles (491st)
1123 28th Street S.E.
Albany, Oregon 97321-5628

Ed. Note: Page 456 of Roger Freeman's "Mighty 8th War Diary" sez: "Nine 466 BG B-24s bombed Basel, and six 392nd B-24s bombed Zurich, both units believing they were over Freiburg. Swiss casualties 5 killed, 19 injured." Also see the article on the the same subject which appears to the right of this column. Question - "In the view of the general court martial, where were you when the ship hit the sand?"

→ → → →

To the editor:

Super shot of Norwich Market on the front cover of the last *Journal*! The above ground air raid shelter is in the front of the market stalls, with the water tank on the left. Not that those shelters were much good . . . we had one in Highland Road next to where we lived in Norwich, and a bomb completely demolished it and all those inside.

David J. Hastings
Vice Chairman of the
Board of Governors
"Westering", Salhouse,
Nr. Norwich NR13 6RQ
ENGLAND

→ → → →

Underage Veterans Sought

If you enlisted before your 17th birthday, a Veterans of Underage Military Service Association seeks your membership!! Please write to: VUMS, Commander Ray D. Jackson, 710 E. La Jolla Drive, Tempe, Arizona 85282. ■



McGowen Crew, 491st BG. Kneeling (L-R): Richard C. Webb, navigator; Guy Casio, copilot; Ralph McGowen, pilot. Standing (L-R): Lloyd W. Giles, armor gunner; James Adams, waist; Robert Hurling, tail; Gerald Werdell, nose; Joe L. Byrne, radio; Ronald Hughes, mech. Guy Casio got frostbite on his feet on the first mission and was replaced.

THE DAY WE BOMBED SWITZERLAND

AIRLIFE PUBLISHING LTD., well-known publishing house of Shrewsbury, England, has announced that it will publish, in the year 2000, the book *THE DAY WE BOMBED SWITZERLAND*, by author Jackson Granholm. The book relates the author's experiences in World War II, flying as group navigation officer of the 458th Heavy Bomb Group, Second Air Division of the 8th USAF, out of England. During his tour of duty Granholm served, in addition to his staff and flight duties, as defense counsel to two lieutenants

tried in a general court martial. The lieutenants, members of the 392nd Bomb Group, had led a squadron which, lost in bad weather, bombed the city of Zurich, Switzerland. This attack killed people and did considerable damage in a neutral country.

Author Granholm lives in Roseburg, Oregon. He is a contributing editor of the Seattle weekly, *Western Viking*, and the editor of *Keystrokes*, a newsletter about pianos and organs. He is the author of over a thousand magazine and newspaper articles, some about World War II events. His work appears in three anthologies. Twenty of his scripts have been produced as motion pictures.



Jackson Granholm Photo: Dr. Boosie

For further information, contact The SIRGLENNY Agency, 568 Third St., Lake Oswego, Oregon 97034 • E-mail: Sirglenny@aol.com ■

To the editor:

I want to know what happened to the stand and gavel (pictured at right) that was made by John Archer, a 2ADA associate member from England, which he donated to the 2ADA to be used at "future meetings." Who got it? It should end up at the 2ADA Memorial Library!

Earl Zimmerman (389th)
8922 Haverstick Road
Indianapolis, IN 46240

→ → → →



To the editor:

I give up. The whole damn country is going to celebrate the start of the new millennium 1-1-2000, so I'm going to stop fighting it. As she (Abby) says in her last paragraph to Rev. Tinsley, I won't have any trouble getting a reservation for a celebration on 12-31-2000.

I found the enclosed picture for the *Journal* of four guys from my crew plus a naval officer who came over to England with us on US Billy Mitchell in May, 1944.

H.C. "Pete" Henry (44th)
164-B Portland Lane
Jamesburg, NJ 08831

Editor's Note: Don't despair. Please see my article "The Divergent Millennium" on page 6.

→ → → →

To the editor:

Mr. Raymond D. Janulis, 445th, 7908 Deerwood Dr., Palos Park, IL 60464-2155, received his *Journal* without contents. He asked me to request that another copy be sent to him. He stated that he enjoys this publication and looks forward to reading it.

Unfortunately his *Journal* was damaged during mailing. I am sorry for any inconvenience this causes you and am hopeful that you can grant my customer's wish.

Thank you for your help in this matter. If you have any questions, feel free to call me, Wednesday through Saturday, 8:00 - 4:00.

Edward J. Miller
Worth Post Office
11114 S. Harlem Ave.
Worth, IL 60482-9998

Editor's Note: Now if we could only make Ms. Noelke (Stamp Advisory Chairperson) pay us such attention!

→ → → →

AMERICA: Land of Dumb Laws?

When you're traveling, it's good to know the local laws. For instance, it's illegal for mourners at a wake in Massachusetts to eat more than three sandwiches. In Maine, it's against the law to step out of a plane in flight. And in Vermont, whistling underwater is definitely illegal.

Those are three silly laws that, at last look, were still on the books. And there are plenty more. Here are some of them:

- In New York, the penalty for jumping off a building is death.
- In Cleveland, you can't catch mice without a hunting license.
- And in Arizona, it is illegal to hunt camels within the state borders.

You can find more on the Internet, at www.dumblaws.com ■



"The London Assault," 17 August 1944. (L-R): "Pete" Henry, pilot; Ira J. Lee, navigator; Roland Blancalana of the Navy; Al E. Jones, bombardier (died 3-18-91); Al Winter, co-pilot (died in the late 40s or early 50s); Bernie Bail, radar-navigator.

B-17 Outfit Congratulates B-24s On Their 60th Anniversary

Mr. Wally Blackwell, President
398th Bomb Group Memorial Association
2897 Balmoral Drive
Rockville, Maryland 20850-3067

Dear Mr. Blackwell:

I have recently received a copy of your fine newsletter, *Flak News*, and was pleasantly surprised to see, on page 9, a friendly recognition of our old war horse and plans to celebrate its 60th anniversary this year.

We actually plan two celebrations, one in conjunction with our 52nd annual 2nd Air Division Association convention during May in Austin, Texas and, the other, to gather ALL B-24/PB4Y operators from around the world in San Diego, CA, December 9-12, 1999 at the Town & Country Hotel and Convention Center. This was the first flight month, on the 29th, and this was where it happened. So, we judge that the site is appropriate from that standpoint, and convenient for worldwide travel, as well.

Again, we are extremely pleased that you devoted a full page to "that other bomber" and helped us to Liberate the Liberator from relative obscurity beyond all reasonable judgement. We appreciate your good taste and recognition that we did it together. Thank you.

C.N. "Bud" Chamberlain
Chairman, Year of the B-24
Liberator Committee

Mr. C.N. "Bud" Chamberlain, Chairman
Year of the B-24 Liberator Committee
21055 George Brown Avenue
Riverside, California 92518

Dear Mr. Chamberlain:

Your "Thank You" for the 398th's recognition of the "60th Anniversary - Year of the B-24" is very much appreciated. The production of the 398th's "fine newsletter" *Flak News* is the work of Allen Ostrom, our public relations officer. The 398th is fortunate indeed that we have such a dedicated and talented B-17 tail gunner who has done such a splendid job of publishing the *Flak News* for the last fourteen years. Allen has never lost the spirit of what we all accomplished fifty-five years ago, and helps us all remember those years with his selection of topics for the *Flak News* and then writing about them in an outstanding manner.

I will pass your letter onto Allen with my thanks for another award-winning article. I know he will truly appreciate it. Again, thanks for your kind thoughts. I wish you much success with all your endeavors. You are correct, the name says it all.

Wallace H. "Wally" Blackwell

The 398th Bomb Group flew B-17s as part of the Eighth Air Force 1st Air Division, based at Nuthampstead, England.

B-24 GROUPS MEMORIAL — SAN DIEGO

THE B-24 INTERNATIONAL 60th BIRTHDAY CELEBRATION

December 9-12, 1999

BE THERE!!!

R.C. "Dick" Baynes, Chairman
71 Nighthawk
Irvine, CA 92604-3683
Tel. (949) 552-3889
Fax (949) 551-2151
E-mail: rcbaynes@hotmail.com



SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

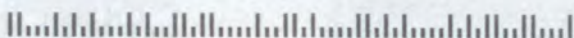
RAY PYTEL, JOURNAL EDITOR
P.O. BOX 484, ELKHORN, WI 53121-0484

CHANGE OF ADDRESS?

Address changes should be sent to:

Evelyn Cohen
6410 Delaire Landing Road
Philadelphia, PA 19114-4157

JORDAN UTTAL, HDQ
7824 MEADOW PARK DR APT 101
DALLAS, TX 75230-4939



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