



NEWS LETTER

Vol. 10, No. 4

SECOND AIR DIVISION ASSOCIATION

SEPTEMBER, 1972

JORDAN UTTAL TALKS ON MEMORIAL TRUST

In order to acquaint all our members with the relationship between the 2nd AD Association and the Norwich Memorial Trust we have asked Jordan Uttal to review the history of this unique venture. His message follows.

"Mr. President:

I welcome this opportunity to clarify the position of the 2nd AD Association with reference to the Memorial Trust.

In the Trust deed established just after VE day in 1945 the Memorial Trust of the Second Air Division was established from funds donated by members of all our Groups stationed in East

We of the Second Air Division Association have only in recent years been called upon for advice and counsel, ever since the Board of Governors found out that we were in existence and vitally interested in perpetuating this Memorial.

I visited with the library people in March of 1969 at which time I handed over funds raised at one of our reunions. I again visited with them in 1970. At that time, after consulting with the President of the Second Air Division Association, John Jacobowitz, I made a special pitch to persuade the Governors to make room on the Board for an

vide them with more money for new books. They have been most appreciative of this extra help.

At our reunion in 1970 we recognized our own status as a non-profit organization and decided that we could easily afford contributions of \$500 for the fiscal year 1970 and \$500 for the fiscal year 1971 as a contribution of the 2nd Air Division Association to the Memorial Trust. These funds have been accepted with great gratitude.

Mr. President. As I have said before it is my sincere opinion that the feeling which holds us together as an association — that feeling which is responsible for the relationship existing between the people of Norwich and the 2nd Air Division Association — centers around our Memorial. I sincerely believe that it needs and deserves our support and that annually, whenever our treasury permits, we should give that support."

(ed. note: Since the above was written Jordan has been appointed by the Board of Governors as a permanent member of the Board of the Memorial Trust and in this endeavor we wish him every success.)



Anglia at the time. It is the sole protector, guardian and controller of our Memorial in the City of Norwich. The trust deed provided for the establishment of a Board of Governors and By-laws.

The Board of Governors as specified in the Trust deed consists of certain specified citizens of Norwich plus the American Ambassador in London (or his Air Attache), plus the American Base Commander of the nearest Air Force base to Norwich. In addition, four prominent officers of the Second Air Division — General Kepner, Milt Arnold, Fred Bryan and Ion Walker — were also named as Governors.

active member of the Association.

If we do get to the point where we have an official Governor representing the 2nd AD Association that Governor will have one vote. It should be kept in mind that the library — or more accurately the Second Air Division Memorial Library — will continue to be run, protected and controlled by the Board of Governors.

Our Trust Fund produces an income of approximately 750 pounds per year (\$2,000.00) which is supposed to cover the running expenses of the Memorial. Obviously it can't. In past years we have made some personal donations to pro-

WEDDING BELLS

Ed Goldsmith - 467th, 445th and the 492nd (he got around) — recently took the big step and was joined in marriage to the former Anita Rubin. The ceremony was private with only members of the immediate family being present. Ed and Anita are planning a honeymoon to the East Coast in October where they will make their base at the home of Hazel and Bill Robertie while they tour the historic sites.

Ed is a long time member of the 2nd AD and manages to attend all the reunions. We all wish Ed and Anita a long and happy union and I have been assured that we will all get a chance to meet her at Colorado Springs.

Second Air Division Association Eighth Air Force

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NOT ALL THE HAZARDS OF WAR BELONGED TO THOSE IN THE SERVICE

by Roger Freeman

A farming friend of mine tells this story of the problems confronting parents living near USAAF bases. During the war years he became very friendly with a fellow farmer who owned a large block of land adjacent to one of the B-24 airfields south-west of Norwich. This man had three teenage daughters whose welfare became of more than usual concern when several hundred G.I.s suddenly appeared as neighbours. The problem was not helped by the young ladies' pronounced interest in the opposite sex, which the local villagers were well aware of and neatly summed up the flirty trio as being "man mad".

My friend and the father enjoyed shooting and one summer evening while going through a wood in search of pigeons they unexpectedly came upon the eldest daughter and a young officer. The couple were engaged in some pretty heavy petting and the girl's clothing was "disarranged". The father's verbal wrath first descended on the daughter, who fled, and then on the somewhat perplexed airman. "Who the hell are you?", the father demanded. "I'm Joe Soap, a Liberator navigator, sir", replied the young man. "Well, Joe Soap", the irate father thundered, "If I catch you liberating and navigating around my daughter again I'll do the Germans out of a job!"

Continuing their search for pigeons after this incident, the father was obviously troubled and embarrassed by what had occurred. My friend tried to console him by suggesting that girls will be girls and that perhaps this particular American had been frightened off. The father brightened to a thought: "At least I can be thankful that Yank wasn't a bomb dropper!" (A bomb dropper was the English term for a bombardier.)

MEMBERS AND FAMILY AT REUNION

Charter Flight

J. W. Allen - 44th; Edna & Eino Alve - 453rd; J. Avila - 44th; Mr. & Mrs. Joe Arbaugh - 466th.

Mr. & Mrs. Ray Betcher & Daughter - 467th; Lena & John Byers - 44th; Mr. & Mrs. William Brooks - 466th; Mr. & Mrs. Frank Bature & Daughter - 389th; Rhoda Bandler - Assoc.

Evelyn Cohen - Hdq.; Mr. & Mrs. Geo. Church - 467th; Dr. & Mrs. Vance Cridling - 467th; Mr. & Mrs. Walt Clatanoff - Hdq. - 4th Ftr.; Mr. & Mrs. Calvin Cook - 446th.

Mr. & Mrs. Herman Decktor - 448th.

Mr. & Mrs. Elmer Fischer - 445th.

Mr. & Mrs. T. C. Gibbs - 93rd; Thomas Goodyear - 467th; Mr. & Mrs. Lawrence Gram - 392nd; Mr. & Mrs. Clarence Gerber - 44th.

Mr. & Mrs. Joseph Haenn - 467th; Mr. & Mrs. Lloyd Haug - 467th; Mr. & Mrs. Paul Halecki - 446th; Mr. & Mrs. Russ Hayes - 389th; Mr. & Mrs. Harold Hill - 458th.

Dr. & Mrs. John Jacobowitz & Sons - 466th; J. Livingston Jones - Hdq.

Mr. & Mrs. Leon Klinghoffer - 389th-458th.

Mr. & Mrs. Ben Lear - 93rd; Mr. & Mrs. Roger Leister - 467th; Stan Langcaskey - 44th; Mrs. Rose Lerner - Assoc.

Mr. & Mrs. Harold McCormick & Daughters - Hdq.; Mr. & Mrs. Philip Mancoff - 44th.

Mr. & Mrs. Norwood Middleton - Hdq.; Mr. & Mrs. Floyd Mabey - 93rd; Mr. & Mrs. Jim Martin - 467th; Mr. & Mrs. Leo McBrien - 389th; Mr. & Mrs. Dallas G. Moran III - Hdq.; Mr. Lowell Minch - 389th.

George Parker - 466th.

Mr. & Mrs. Frank Rutledge - 389th; Mr. & Mrs. Jim Reeves & Son - Hdq.; Mr. & Mrs. Joseph Rosacker - 93rd; Edward Reynolds - 44th.

Dave Sweeney - 446th; Mr. & Mrs. Richard Shults - 361st; Mr. & Mrs. Aaron Schultz - 389th; Adam Soccio - 467th; Mr. & Mrs. Richard Smith - 389th.

Mr. & Mrs. Jordan Uttal - Hdq.

Martin Vodinelich - 44th; Mr. & Mrs. Milton Veynar & Daughter - Hdq.

Mr. & Mrs. Delmar Wangsvick - 453rd; Mr. & Mrs. Robert Wagner - 466th; Mrs. Leslie Warren - Assoc.; Joseph Whitaker - Hdq. - 392nd.

Earl Zimmerman - 389th.

Not on Charter - But Present

Gen. Milton W. Arnold - Hdq. - 389th; Robert H. Bishop - 44th; Mr. & Mrs. John Doskocz - 466th; Mr. & Mrs. Ray Julien - 392nd; Mr. George DuPont - 448th.

Col. & Mrs. Goodman Griffin - 44th.

Mr. & Mrs. Bob Halpin - 389th; Mr. & Mrs. Myron Keilman - 392nd; Mr. & Mrs. Glenn Tessmer & Sons - 93rd; Mr. & Mrs. Joseph West - 466th; Mr. & Mrs. Fred Worthen - 93rd.

Tom Flaherty - 44th; Mr. & Mrs. Bill Robertie - 44th; William Duffy & Daughter - 44th; Mr. & Mrs. Herb Jonson - 448th; Mr. & Mrs. William Denton & Son - 389th.

Mr. & Mrs. Joseph DelVecchio - 389th; Mr. & Mrs. Allen Carey - 448th; Mr. & Mrs. Leon H. Moquin - 467th; Mr. & Mrs. Robert Hawkins - 93rd & Hdq.

Mr. Alvin Sheard; Mr. John J. Driscoll - 389th; Mr. Joe Warth - 44th; Mr. R. L. Pellican - 466th; Mr. Otis F. Hair - 93rd; Mr. & Mrs. James Auman - 466th.

CAN TWO FIND HAPPINESS WHEN WIFE OUTRANKS HUSBAND? YOU HAD BETTER BELIEVE IT!

When Charles (Joe) Warth, who originally served in the 44th Bomb Group, and his wife Nellie took a stroll inside the Air bases they served at it was not arm-in-arm as most couples do. That wouldn't have been military etiquette. Joe was a Sergeant and Nellie a Major.



Their unique marital union would have been taboo 20 years ago. Of course there were instances of Officers and Enlisted men getting married, but when it happened the participants were asking for long journeys, usually in the opposite directions and more probably out of the service. But that was the old Army Air Corps and it is quite different today. Joe and Nellie managed to stay together, with the blessing of the Air Force, for most of their married life in the service.

Joe's military career began in WW II. In August 1943 he and his crew mates were shot down near Foggia, Italy and he was taken prisoner by the Germans. A month later he and five others escaped from the German stockade and in October managed to rejoin Allied forces.

Nellie was commissioned in the Nurse Corps in 1944 and after a stint State-side was sent to Europe where she served in Switzerland, Norway and Germany.

As of this October both Joe and Nellie will be retired and plan to spend their retirement re-visiting the many places at which they were stationed. We wish them all the luck in the world as they are a fine couple and living proof that the so-called 'Red Tape' of the Military isn't all its cracked down to be.

NOTICE

A new Roster containing all the names and addresses of our members, with Bomb Group designation, is in the mill. A few minor problems arose in putting this together but it should be in the mails within a month.

MINI, MINI, MINI REUNION

by John Archer

Vere A. McCarty, a longtime member of the 2nd AD Association, was bitterly disappointed that he could not leave his office in Salem, Oregon in May to join with the Association at its reunion in Norwich.

However, with his widowed sister, Mrs. Lois Bryant, and wife Marie, Vere arrived just a month later in the Norwich area for a little reunion of his own.

December 1943 saw Vere move in on the lead crew of his Squadron (706th of the 446th Bomb Group) as a bombardier on the ship "Dinky Duck". Now, 28 years later, Vere was keen to look up his old field and the haunts he once knew.



Vere A. McCarty, left, views the damage to his ship "Dinky Duck" after a mission.)

As it was with all of us who managed to make the original trip many old memories were revived on touring through the old service club and mess halls. Even the old dispensary building still displays the red-cross outside the door. Approaching the one-time beer store which was located near the water tower he noticed three other people looking around. They appeared to be fellow countrymen and, in fact, one was wearing the usual attire associated with a crew chief - fatigues and the normal trimmings. They introduced themselves and the scene really came alive!

Vere not only met another member of the 446th but also from his old squadron the 706th, Victor Decaria.

Victor, still in the service and stationed in England, was unable to fly that day due to unfavorable weather conditions and suggested to members of his present crew that they tour his old base. This set up the meeting that was indeed fated.

Although Vere and Vic never actually met during the war during their combat tour old names came up which were familiar to both.

Victor Decaria was on the crew of another well known ship in the 706th called "Killjoy". After a lengthy spell

reminiscing old times the party finally departed from their one time home.

Vere missed the reunion in Norwich by a month but this mini, mini, mini reunion was certainly timed to the second. A few minutes earlier, or later, and the two would never have met.

AND THE SEARCH GOES ON

Traditionally every military organization has an emblem, and those of wartime USAAF units were some of the most colorful and apt. Most, if not all, of the 2nd Division's 19 flying groups and 72 flying squadrons had emblems or badges during their short existences and many of these designs were officially approved. No official records exist, however, of the unapproved emblems which were displayed on unit documents, wall plaques, flight jacket pockets, etc., and were considered very meaningful by unit personnel. Examples are the 44th Bomb Group's 'Eight Ball' insignia and the 93rd's flaming torch. Unfortunately the lineal successors of these two groups have official emblems which were designed since World War 2 but bear no relation to the wartime insignia.

Roger Freeman has been collecting examples of these neglected emblems and hopes to record them in color in his second volume on the Eighth Air Force, "More of the Mighty Eighth". There are, however, many gaps and Roger wonders if any members of the Association can come up with the missing insignia. These are the emblems he has been unable to locate: Bomb Groups 389th, 445th, 453rd, 458th, 466th and 492nd. He has an illustration of the 448th BG's insignia but would like to know the colors. Bomb Squadrons 66, 68, 506, 565, 567, 577, 578, 579, 712, 732, 733, 734, 735, 784, 785, 786, 787, 844, 845, 846, 847, 856, 857, 858 and 859. Fighter Groups 361st, Fighter Squadrons 375th.

Some of these units may never have devised emblems but Roger believes that most did. He suggests that we might like to illustrate any that are discovered by members in the Newsletter - and he is right. If you can supply a missing emblem send it either to the editor at P.O. Drawer B, Ipswich, Mass. 01938 or Roger Freeman, May's Barn, Dedham, Colchester, Essex, England.

NOTICE

Col. William Sheridan is seeking information on his brother Lt. Charles Sheridan who served with the 44th Bomb Group and was shot down on the Gotha raid February 14, 1944. Anyone who has information or photos please send it to the newsletter so we can forward it to Col. Sheridan.

HELPFUL HINTS FROM ANYWHERE

The rubber nipple making industry is big business in Russia. They just cannot manufacture enough.

Current production is 24 million a year but this is to be doubled shortly. The extraordinary demand for rubber nipples has little to do with babies feeding bottles.

The Russians, an enterprising race when it comes to coping with problems of austerity and chronic shortages, have discovered many more uses for the rubber nipple than just sticking it on the end of a milk bottle.

Laid on its side and cut into thin slices it makes rubber bands. The closed end makes an admirable dust cap for a tire valve. Stretched over kitchen water taps it ensures a controlled and economic flow.

Cut up to make little rubber feet it stops precious objects from slipping off tables and shelves. It is also a safe insulator for electric connections.

Families have found a thousand and one things to do with the rubber nipple. It has become an essential item in the kitchen and the tool box. No self respecting do-it-yourself husband could afford to be without a supply.

MARTIN RETURNS

During the war Jim Martin served with the 467th Bomb Group and during his off hours made frequent visits to the local Pub "The Victoria". At the close of the war Jim bid the Victoria a fond farewell and vowed that one day in the future he would return.



Helen and Jim Martin

At this past reunion in Norwich Jim did just that - he returned. The pub was still there and although the personnel had changed the atmosphere was still the same - friendly.

This was a scene repeated many times during our 25th reunion in Norwich. I don't think there was a single person present at this reunion who didn't visit his or her favorite Pub.

TIME TO REMEMBER: THE LITTLE FRIENDS

by Steve Birdsall

If you were unfortunate enough to be caught in a lame bomber somewhere over enemy country there was no sight quite as heart-warming as one or two small, fast and friendly fighters singling you out to take you back home.



A 374th Squadron Jug slips in close to a B-24 on a mission to Ludwigshafen.

The Liberator pilots saw a lot of the yellow-nosed P-47s and P-51s belonging to the 361st Fighter Group, a unit which set up at Bottisham airfield in November 1943 and joined them in combat in the first month of 1944.



The Mustang proved to be the best allied fighter of the war. These early models are from the 376th Squadron.

The 361st, led by Colonel Thomas Christian, traded in their fat Thunderbolts for the sleek North American Mustang in May 1944, just in time to add their weight to the paralyzing missions just prior to D-Day. On May 21 they joined in on the first Chattanooga mission, and left twenty-three German locomotives exhaling their last hot steam.



Three kinds of Mustang...closest is Bald Eagle, a P-51B, next to her is Lt. Vernon Richards' *Tika IV*, a P-51D. Then there's another P-51D, and last is a P-51B equipped with the Malcolm Hood, as used on the British Spitfire. The progressive gains in visibility are obvious.

This low-level strafing work was dangerous, and on August 12 Colonel Christian was killed in his P-51 *Lou IV*, missing with three other 361st aircraft. Colonel Ronald Fallows took over the group until the end of the month, when group executive Roy Caviness took over. In September 1944 Lt. Colonel Joseph Kruzel became Commander, then during the following month Lt. Colonel Caviness was called upon again. Colonel Junius Dennison was made group CO on December 2, and finally Caviness again got the group on April 15, 1945.

During 1944 the 361st participated in the Big Week operations, the St. Lo breakout, the airborne invasion of Holland, as well as the usual bomber escort and fighter sweep missions. In September they moved to Little Walden airfield, and during the Battle of the Bulge most of the planes and pilots operated from St. Dizier on the Continent. During February 1945 the entire group moved forward, and the Mustangs flew from Chievres in Belgium until April.



Lt. Wallace Hopkins from Georgia was one of three 361st Fighter Group pilots credited with destroying six enemy aircraft. *Ferocious Frankie* was named for Hopkins' wife.

The top-scoring ace in the 361st was Captain Dale F. Spencer, credited with nine and a half enemy planes. Just behind him was Captain William Beyer, with nine, who managed to get most of them in one day. On September 27, 1944 Beyer was part of the fighter escort for bombers attacking Kassel. About forty enemy fighters intercepted and Beyer picked out eight Focke-Wulf 190s for himself. He lined up on the first and watched the German pilot bale out. He got onto the tail of the next, and the German made the mistake of trying to climb away from the P-51...number two. The third 190 took one burst before the pilot abandoned ship. Beyer struck a more determined adversary in the fourth enemy fighter, which led him all over the sky before dropping his flaps and attempting to get the P-51 to overshoot him. Beyer also chopped his throttle and undulated from side to side to keep from going past his quarry. The FW-190 turned slowly and the fifty calibers chewed into him...the pilot baled out. Number five made a steep climbing turn then zoomed toward the ground, trying to shake the

yellow-nosed P-51 from his tail. He tried to lead Beyer into some high tension lines, but the Mustang pilot went over the wires as his target zipped under them. That put Beyer right on top of the enemy plane, and he opened fire at seventy-five yards. The German slammed into the ground and exploded. Five out of eight to Beyer.

Another 361st ace with a unique record was Captain Urban L. Drew, who managed to catch two Me262 jet fighters taking off from Achmer on October 7, 1944. He dispatched both with a minimum of fuss.



The 361st's first commander, Colonel Thomas Christian, killed in *Lou IV* in August 1944.

In all the 361st flew four hundred and forty-one missions. During the course of their operations they lost eighty-one aircraft and destroyed three hundred and thirty-one enemy planes.

From: The Post House
Ipswich Road
Norwich, Norfolk
To: All Members of the 2nd AD

Dear Mr. Robertie,

I thank you most sincerely for your generous write up in your newsletter and also for forwarding a copy to me.

I endorse everything said and will be only too pleased to look after any members of your Association who may visit the United Kingdom or Norwich in the future.

On behalf of the staff I would like to thank you and assure you that your kind words will be brought to their attention.

Best wishes,

Yours sincerely,
J. F. Delaney, Manager

"THE TROUBLE MAKER"



He who says that the nose art featured on the Liberators of the 2nd Air Division was not an art form in itself is either devoid of feeling or a stranger to talent. The sad part is that so much of this art work has disappeared as photos became lost or misplaced.

Fortunately, however, John Spillman of the 466th BG still has his leather patch which he wore as a member of the crew of "Trouble Maker" which did indeed make a lot of trouble for those on the receiving end. She was one of the more famous planes of the 466th and flew a total of 97 missions.



THE CREW OF "TROUBLE MAKER"

[L to R Back Row] Bill Moore, Frank Grimes, John Spillman, Roy Johnson, Dale Perkins and Fred Davis.

[L to R Front Row] R. W. Harrington (P), Tom Walsh (CP), Lloyd Ennis (N) and Herb Leopold (B).

Can anyone out there top this record?

NOTICE

Good news for all. Ken Darney has advised the newsletter that 2nd AD pins (tie-tacs) are in abundant supply. Now will you please take them off our hands at \$2.00 each. As in the past just send your check to Kenneth A. Darney, 4510 Ridge Road, Baltimore, Maryland 21236. And many thanks.

56th FIGHTER GROUP HOLDS REUNION

The 56th Fighter Group, one of the most famous fighter outfits of the 2nd World War and a unit of the 2nd Air Division, has its own, little publicized, Veterans Association. Ten former members of the Group and their wives paid a sentimental return visit to their wartime haunts in England early in July. For most this was the first time back in England since the war. Their trip took in the 56th's old bases at Kings Cliffe, Horsham St. Faith, Halesworth and Boxted.

The Veterans were all from ground organizations with the exception of William Janson who did two tours as a P-47 pilot.

The association is run by Leo Lester, formerly a machinist in the service group engineering section and now a pattern maker with John Deere. It appears to be pretty much of a one man administration service with Lester devoting a great deal of his spare time to secretarial work helped by his English born wife, a former Norwich Girl.

With any luck we should be able to bring this Association into the 2nd AD family.

466th ON THE GO

July saw the culmination of a year of hard work on the part of Ed Sjöholm, Jr. and John Woolnough when 100 plus former members of the Group met in Dayton, Ohio for their first reunion since the war.



Ed Sjöholm welcomes members and guests to the reunion dinner.

For many months both John and Ed spent countless hours writing, writing and writing and at reunion time had located over 300 former members of the 466th BG. While not everyone could attend those who did were enthusiastic over the reunion and all expressed every intention of getting to Colorado Springs next year for another get-together. At that time the 466th will be having a mini-reunion in conjunction with the 2nd AD convention.



[L to R] Ed Sjöholm, Evelyn Cohen (2nd AD membership secretary) and John Woolnough.

At the business meeting held prior to the banquet it was decided that instead of maintaining a separate organization the 466th would stay Association. Along these lines future newsletters will incorporate the "Attlebridge Notes" as a separate section in each issue. Harold E. Anderson was elected Vice President of the 2nd Air Division Association representing the 466th Bomb Group in all Association affairs.



[L to r] Dr. John M. Jacobowitz (former 2nd AD President who served with the 466th) Thomas J. Barr, William H. Cleveland and John H. Woolnough.

Everyone who has ever attended a reunion of any kind will agree, I'm sure, that such occasions bring out the best in everyone, but the conviviality and good cheer present at the 466th reunion will be remembered by this writer for a long time to come. Our congratulations go to Ed and John and the Sjöholm family workers.

1973 REUNION

The reunion dates for Colorado Springs next year will be July 18, 19, 20 and 21. Full details and reservation forms will be mailed to members with the January Newsletter. We urge all those planning to attend to get those reservation forms back early. All festivities will be conducted at the Antlers Hotel. Mini-reunions are already being planned for the 44th, 389th, 466th and 467th. Any others?

LETTERS

Dear Sirs,

I am writing to you in the hope that your members will be interested in a project which we are carrying out in the Norfolk and Suffolk area of England. A group of us are engaged in digging up the war-time wrecks of fighter and bomber aircraft of both the RAF and the US 8th AF.

Amongst the USAAF airplanes we have dug up are the following Second Air Division machines:—

1. B-24 Liberator No. 294744 of the 448th BG based at Seething, Norfolk, shot down on the evening of Saturday 22 April 1944 by enemy intruders. Crew bailed out safely. This machine crashed in a marsh and we recovered 2 engines, steel helmets, oxygen masks, instruments, tools, navigator's brief-case containing mission maps (still legible and in fair condition), flares, ammo, a large quantity of broken alloy, props, etc., etc.
2. B-24 Liberator of the 489th BG based at Halesworth, Suffolk, crashed after colliding with another B-24 on the 27 September 1944. We are at present re-building one of the engines of this machine and the carb. on this engine is in almost new condition.
3. B-24 Liberator of the 453rd BG based at Old Buckenham, Norfolk, also shot down by enemy intruders on the evening of Saturday 22 April 1944. We have recovered a main undercarriage leg and tyre, supercharger etc.
4. B-24 Liberator of the 446th BG based at Flixton, Suffolk, crashed on 11 April 1944 after colliding with Group's Pathfinder machine on returning from operations over Germany. Recovered were 4 engines, main U/c leg, props, oil coolers, spinner hubs, life dinghy etc. Airplane was identified as No. 42-50790.

Other machines excavated include a Hawker Hurricane (Battle of Britain machine shot down by the high-ranking German ace Adolf Galland. Galland has written to one of our members describing the action), 2 P-51 Mustangs, 2 B-17 Forts, 2 Stirlings, and 2 German a/c.

If any of your members are interested in further information or any of the above or photographs of our souvenirs we will welcome letters from them. We also have extensive crash records of crashed USAAF machines in East Anglia.

Another project that we are hoping to embark on this year (conditions and land-owners permitting) is a search for wreckage of the PB4Y Liberator piloted by Lt. Joseph Kennedy (the late President Kennedy's older brother), this ship was, as you probably know, an Aphrodite, flying bomb, Liberator which ex-

ploded over Blythburgh, Suffolk, on 12 August 1944.

I am very keen to obtain an 8th Air Force patch (shoulder badge) to go with our collection and I wondered if any of your members could help me in this direction? Another item which would greatly help us in our B-24 engine rebuild would be any engine manuals, plans, or information on the B-24 engine if these are available.

I look forward to hearing from you,

Sincerely,
Stewart P. Evans
133 Yarmouth Road,
Lowestoft,
Suffolk, England

(ed. note: I had the pleasure of meeting with Mr. Evans at our reunion in Norwich and can testify to their interest and dedication to this project of recovering and preserving as much WW II material as possible. Any help our members can give Mr. Evans will be greatly appreciated.)

Dear Bill:

Just thought I'd pass along a few comments about the pictures in column 2 and 3 of the last newsletter.

1st, I never saw 24's fly upside down to avoid flak. We tried everything we could think of but I guess we missed one. I do remember a British Lancaster doing a slow roll over London when we had the big air parade after V.E. day.

2nd, I don't know what group was flying that lousy formation but if it were us, the 467th, you'd better believe Col. Albert Showers would have us flying practice missions the next day — and day, and day.

I really enjoy the newsletter and I hope that one of these days I can make a reunion. Keep up the good work.

Sincerely,
Lynn D. Allen

(ed. note: The upside-down bit was a secret maneuver to fool the Germans. You'll note that the flak was upside-down also! 2nd, the outfit flying that "Perfect" formation was the 44th. 3rd, how about joining us next year at the Air Force Academy?)

The following was sent to Col. Charles T. Merrill as a request for information. He in turn sent it to the newsletter and we ask that anybody who can help Mr. Collins please write to him.

Dear Col. Merrill.

Several years ago I contacted secretary Evelyn Cohen who very kindly included in your November 1965 newsletter my request for information and pictures from former members of the 389th Bomb Group.

Reason for this request being that at the time I was engaged upon an illustrated biblical account of this groups combat activities when based at Hethel from 1943 thru 45, response from members

was somewhat limited, however I did receive one or two replies that were helpful, but due to lack of sufficient material and also many other circumstances among which was my immigration to the United States for two years and then returning to England the whole project was shelved.

However, due to the large amount of groundwork and research put into this project and now having recovered from a prolonged illness I have decided to take up from where I left off and continue with writing the book.

Alas, I still do not have on file enough good first hand accounts of combat mission experiences by crew members, or enough really crisp photographs that would stand up to print reproduction, and you will of course understand that this is absolutely essential to make the book a winner, if any of the former 389th crew members that belong to your organization feel they can help with narratives, true first hand combat accounts and good pictures of the ships they flew in during that period would they be kind enough to write me with details.

I have included a short list of the names of 389th B24s that I am concerned with.

Perhaps if you could find enough space in one of your Newsletters to reproduce this I might get enough response to help continue with the book, already I have met with immeasurable assistance from all the known military departments and historical foundations.

I would like to add that I am truly grateful for the help already donated by the few people who bothered the last time, they are not forgotten,

Yours sincerely,
Gerald P. Collins
2a, Watford Way,
Hendon Central,
London NW 4, England

389th BG B24s (info required)

Liberty Belle, Nana Wahine, Flamin' Mamie, Mary the Flying Redhead, Martha R, Old Glory, Vagabond King, Patches, Lucky Lady Betty II, The Little Gramper, The Little Gramper Junior, The Sky Shark, Delectable Lady, Sweet and Lowdown, Wicked Widget IV, Stinky, Heavy Date, Ole Buckshot, Pistol Packin' Momma, Tondelayo, Pugnacious Princess Pat, Sweet Peaz.

Also simply ANYTHING concerning the group Formation or "Assembly" ship (colours yellow and green stripes).

Dear Evelyn:

My sincerest compliments on a flawless trip. I'm well aware of the time and effort you invested and it must be a great satisfaction to you to know how much we all enjoyed ourselves.

In addition, I want to tell you that it was a pleasure to meet you and I do

hope that we can manage to keep in touch.

With many thanks for everything,
Rhoda Bandler

Dear Bill:

Hathy suggested that I drop you a note telling you some of the thoughts Vera and I had after returning from the 2nd Div. 25th Anniversary visit in Norwich.

For one thing, we were both a little skeptical about making the trip as I was sure I would know no one other than Hathy with whom I worked at Div. headquarters 1943 - '44. However, I did know one other, John Driscoll, from the 389th. As it turned out, our fears were groundless as everyone was so friendly. In no time we felt we were with many old time, warm friends.

This is a point I feel worth mentioning when future reunions are organized, I am certain others would have the same feeling we did, that the trip may not be enjoyable because of not knowing more than a few from their old bases. We feel it should be stressed that even though one will not know many - if any - it is a grand way to make new friends - fast!

Another suggestion is to include home towns on the name tags in addition to the Bomb Group numbers. This would be a big help in bringing people together quickly.

We certainly had a wonderful time and feel the arrangements and activities were very nicely handled. The hard working committee deserves a big hand. We are now looking forward to Colorado Springs in '73 and hope a charter flight will be set-up for those of us on the East Coast.

Best Regards,
Frank Rutledge

(ed. note: Couldn't have said it better myself Frank. There just are no strangers at a 2nd AD Reunion. It is 'Verboten'!)

Dean E. Moyer, Esq.,
Treasurer, Second Air Div. Assoc.
549 E. Main Street
Evans City, Pa. 16033,
United States of America

Dear Mr. Moyer,

Thank you for your letter of 22nd June and for the cheque for five hundred dollars which you enclose. This is indeed a generous donation from the Second Air Division Association and one for which we are most grateful. I am sorry that you were unable to come over in May. The visit to Norwich was a great success as far as we were concerned and I think that your members thought so too. I understand that the Association is already considering another visit in five years time, and we hope to see you then.

I am passing the cheque to Mr. J. H. Howard, Clerk to the Governors, who will acknowledge it formally on their behalf. I usually send to Jordan Uttal the list of books purchased with money donated by the Association and assume that it will be in order to continue to do so in due course.

With renewed thanks and kind regards,

Yours sincerely,
P. Hepworth
City Librarian
Central Library
Norwich, NOR 57E,
England

Dear Bill:

Today's mail brought me the Second Air Division Assn. Bulletin. I immediately dropped all work that I was doing and read it from cover to cover; as it was indeed a sad decision that I had to make when I decided not to take the Norwich trip. Your commentaries and highlights of the meeting in Norwich certainly brought memories to my heart and tears to my eyes.

Page six, however, brought a smile back on my face when I read "1973 Colorado Springs And The Air Force Academy". You can rest assured that Gladys and I will be present at the 1973 reunion in Colorado Springs. I am sure that all members of 2AD will be especially astounded in seeing the tremendous U.S. Air Force Academy. It has been my pleasure to visit the Air Force Academy on three different occasions and each time I am awed with its beauty and splendor.

I just had to stop and write you this note. It is with gratitude in my heart from the Bulletin that I received today, that I am looking forward to the 1973 reunion.

Sincerely,
Lenard Ludwig
Box 643, 310 Broadway
Yankton, S.D. 57078

AIRCRAFT CRASH SITES

by James Auman

According to English excavators of WW II Aircraft, over one thousand fighters and bombers are resting on the bottom of the North Sea. Another thousand are buried in the heavy turf of the East Anglia countryside and no one knows how many are still undiscovered in continental Europe.

On May 28th during the Norwich reunion Bill Robertie asked me to take his place on a digging expedition of a crashed Liberator. Early the next morn-



Ronald Edward Buxton, Agricultural Engineer, has had great interest in U.S.A. WW II aircraft.

ing Steward Evans and Paul Crickmore arrived at the Post House Hotel with raincoats, boots, shovels and a file of maps with crash site information. Driving through the maze of narrow roads to Metfield Airdrome brought back many memories. We arrived at the 491st Bomb Group station about 10 A.M. and found John Ingate, Stanley Kuziel, John Mortimer, Mike Reeves, and Don and Ron Buxton. They had already unearthed oxygen tanks, parts of wing sections, a pair of sunglasses, 50 calibre ammo and a rusted machine gun that apparently had a shell explode in the chamber when the B-24 was on fire. According to the police records the bomber had crashed in 1944, exploded and burned. Ten flyers were killed. Remaining parts like engines and turrets were salvaged but everything else was buried.



The many parts of a B-24 that crashed in 1944 are displayed by Stewart P. Evans at crash site. The 50 caliber machine gun had a shell explode in its chamber perhaps when the airplane was on fire. J. O. Auman.

Our English friends made me most welcome and asked endless questions about the procedures of a combat mission. I found it hard, however, to identify many of the wrecked parts that were excavated.

We experienced some excitement when Ron Buxton, who was digging up some bomb bay door pieces, suddenly announced that he "didn't wish to alarm anyone but he felt he had uncovered the nose of a live bomb!" After unearthing

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CAN YOU REMEMBER? GLENN MILLER'S AAF ORCHESTRA

by James Hoseason

In mid 1944 Glenn Miller and his orchestra sailed for Europe. Three weeks after D-Day on June 9, 1944 a tired and travel-weary group of US Army musicians arrived at London's Euston Station after an all night journey from Scotland.

The band was a completely self-contained unit 65 strong. It had its own production staff headed by Warrant Officer Paul Dudley; its own announcer Cpl. Paul Doubis; a portable instrument repair shop (and a technician to go with it); their own music stands and band platforms, and a vast library of arrangements by Gerry Gray and his three assistants. Sgt. Johnny Desmond was the band vocalist.

Within a few days their memorable music was pumping new life into the hearts and minds of all allied personnel. After being nearly obliterated in Chelsea by a flying bomb the band was hastily moved to Bedford where Miller set up his own HQ in the Red Cross Club. Bedford at that time was the out-of-town HQ of the BBC and it was from here, at the corn exchange, that the band made so many of its broadcasts.

One of the amusing sights of Bedford at that time were the queues for fish-and-chips with Major Glenn Miller there in the middle, looking very serious as he always was, coming out with them wrapped up in a newspaper. As it was with all Americans he enjoyed his fish-and-chips flavored with the taste of newsprint.

The American Band of the AEF, which it was now called, was not just a dance orchestra but a comprehensive entertainment unit capable of presenting all types of music. The Orchestra was on the air practically every day of the week and the various sections operated separately for various types of programs.

Sgt. Ray McKinley led the Dance Band — the orchestra minus the strings — twice a week in the swing shift; Sgt. Johnny Desmond starred in his own program "A Soldier and a Song" accompanied by the full orchestra; Concert Master George Ockner conducted the string section "The Strings with Wings" in light and classical music also twice a week; Cpl. Jack Rusin had a solo piano program and small-band swing was presented three times a week by the Up-town Hall Group led by Sgt. Mel Powell; And then twice a week they all combined for a major broadcast under the direction of Major Glenn Miller.

Throughout the summer and early Autumn the band toured the American bases in England — notably the airfields. They played live and in the open only

taking to hangar accommodation as the weather dictated.

As it became clear that the war would drag on into the winter Glenn Miller became determined to take the band over to France. The US Army band was already there. By December 14 everything was ready. Miller had already been over to Paris two weeks earlier to "fix a few things". So it was on December 15 that Lt. Haines drove



Glenn to Twinwoods Airfield near Bedford where Miller had booked a ride to Paris with Col. Baeselle in a Norseman. The aircraft took off and they were never heard of again. The weather was dreadful and almost certainly they got iced up over the channel and lost lift.

Three days later the band flew over in their regular C47's. It was only when the band got to Orly Airfield, where Glenn had been heading, that they learned the band leader was missing.

In the ensuing months scores of rumors and false reports about Miller made the rounds and each one was tirelessly investigated by Dudley and Haines and the army authorities. But no trace of the missing aircraft or its passenger was ever found.

The band, now billed as Major Glenn Miller's American Band of the AEF, carried on directed by Gerry Gray for broadcasts, and by Ray McKinley for stage shows.

Their last performance together was given in Washington before President Truman and Gen. Eisenhower who had said of the band that "Next to a letter from home they were the greatest morale booster in the ETO".

At this last concert Ike requested a repeat by Ray McKinley of the solo he played once before back in Europe. He asked for just one more airing of that great combat-crew favorite "The GI Jive". And so when the show closed a legend passed into history.

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[L to R] Paul Francis Crickmore, S/Sgt. Stanley S. Kuziel, member U.S. Air Force; John Incate (holding 50 cal. shells).

the remainder of the object with the utmost care we found a high pressure hydraulic tank that resembled the nose of a 100 pounder. After six hours of digging we uncovered hundreds of Liberator fragments, window glass, control cables, and twisted and pitted aluminum parts. Just about the time we expected to call it a day, John Mortimer dug up a badly burned chest-pack parachute that was still attached to the crew members' harness.

There was moisture in my eyes and a lump in my throat when I realized an 8th Air Force flyer had been wearing this very parachute on his last mission.



(ed. note: The above photo shows Jim Auman at his favorite spot (the waist window of the "Queen of Hearts") with his favorite and constant companion (SNOOKIE the gun) which he traded after the war for "SNOOKIE" the wife, a lovely and delightful wife and companion.)