

NEWS LETTER

Vol. 12, No. 1

SECOND AIR DIVISION ASSOCIATION

March 1974

THE PHANTOM AIR FORCE

The bomber formation was somewhere over the Zuider Zee, the heavies spaced out in squadrons, groups and divisions, and the fighter escort stooing about the big birds, when three Mustangs passed by above and streaked on ahead.

The three Mustangs were Weather Scouts, unofficially known as the Red Raiders, the Wet Waders and — because in the past their work had been highly secret and they had appeared unpredictably at odd hours in any weather — the Phantom Air Force.



Lt. Col. Frank Elliott (left) and Lt. William H. Bancroft, Jr. Bancroft flew cover for the Scouts.

It was routine for the pilots of these will-o-the-wisp Mustangs to meet Luftwaffe interceptors. It was practically S.O.P. If the Luftwaffe was coming up at all, its planes would almost invariably be in the air, forming for combat, by the time the Weather Scouts reached the target.

The destruction of the Luftwaffe, however, was not the primary purpose of the Scouts. They flew out ahead of the bombers to give last-minute information about clouds, haze, smoke-screens,

and any other factors that would affect the bombing mission.

The idea of a Scouting Force was hatched in the brain of Col. Budd J. Peaslee, a West Pointer with a passion for riding crops and six inch cigarette holders, known to all as "Uncle Budd" despite the Colonel's chickens on his shoulders.

Peaslee first got his idea for the Scouting Force in 1943 during a bomber attack on Heroya, Norway. The briefed course for the bomb-run was covered by a low overcast and the heavies had to make two runs over the target. The flak was terrific on the first run. It was even worse on the second. Every plane that got back showed battle damage. Peaslee climbed out of his plane, put a cigarette in his holder and did some thinking. If somebody had been up ahead of the bombers a few minutes before they got there, he reasoned, a report could have been flashed back that alternate runs on the target were free of clouds. With this thought in mind he began his climb into the hair of the high brass. He got results and the official 'go ahead' to form his Scouting Force.

Peaslee decided that the need was for bomber men to fly the Mustangs, experienced bomber men who had been lead pilots and command pilots and had gone through a tour of operations.

How to get them was another problem. Peaslee had scrounged some P-51 fighter planes, but he had no T/O. Lead and command bomber pilots on finishing a tour were ripe for promotion and desk jobs. Peaslee could offer no promotion, no recognition, no glamor — and, besides, the whole project was on the secret list. Men who joined up wouldn't even get their names in the papers. The job meant trouble. Sometimes there would be four Scouts, sometimes eight, sometimes a dozen, and sometimes just one. They were to fly out there ahead of the bombers, after the Germans had been alerted and the Luftwaffe had risen to repel the assault. They were to take

off at night so as to be over the proposed target at dawn. They were to gun their Mustangs down the runway in any visibility to see what it looked like upstairs. They were to scoot across the Channel at 200 feet through fog to get a look at what the clouds were like over Europe.



Capt. Gordon W. Lamers and Capt. Richard W. Hyman. Both were veteran Liberator lead pilots before joining the Scouts.

All in all, it was not a particularly inviting prospect to hold out to lead bomber pilots. Yet Peaslee got his men. In fact he had a waiting list. Why? "Rocks in the head," said Capt. Harry R. Hayes, Jr. of New Canaan, Conn., an ex-bomber pilot and then a Scout. Another Scout, Capt. Charles W. Getz of Fort Wayne, Indiana defined it as "a bad case of the clanks." Lt. Col. Frank Elliott of Riverton, N.J. said that he got into Scout work because "I was upside-down at 30,000 feet at the time."

The Scouting Force of the Second Air Division laid claim to the most colorful character of all the Scouts. William E. Whalen (nick-named Gooney Bird) was a lanky pilot with a big grin who claimed the town of Hamilton, N.Y. for a home. He was the first flier to become an ace in the Scouting Force, but he was known among his conferees principally as the only man known to light a cigarette in the prop-wash of a Jerry fighter.

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VICE PRESIDENT'S CORNER



Dear Troops:

It is with a great deal of pride that I was elected to the Vice-Presidency of this organization at the Colorado Springs reunion in July 1973.

I attended my first reunion of the 2nd Air Division Association in 1956 at Chicago. There were just a few there at that Reunion. I did not go to any other reunions until I went to the Norwich reunion in May, 1972. It was utterly amazing to see the difference in this organization between 1956 and 1972. The great stride in the organization is a product of a lot of hard work by a lot of interested people who have kept this group going over many years. I am proud to finally become associated with these great people.

The culmination of it all was the hour spent in the Air Force Chapel last July during the Memorial Service. There was not a dry eye in the Chapel and I could not help but think what a grand job had been done by the Officers and Directors of the 2nd Air Division Association who had made that moment one I shall never forget.

THE PHANTOM AIR FORCE

(Continued from Page 1)

As he told it, the bulb in his gunsight was haywire and he didn't have time to put in the spare. Only four of his guns were working when he shot down his first Kraut for the day. He bounced another, lost his wingman, and almost rammed the Jerry plane before it exploded. By this time he was alone and only two guns were operating. He bounced another Jerry, which hit for the deck and Gooney Bird followed him all the way down. There was a smoke-screen over Hanover and the Jerry dived into it. So did Gooney Bird. The Jerry came right down on the deck, barreling along the main drag of Hanover full-bore down the center of the street with Gooney Bird on his tail, close enough to be lurching back and forth between the buildings in the prop-wash.

"I could have put in that spare bulb then," said Gooney Bird. "It's a simple matter. But, hell, I knew that Kraut couldn't get away. And I sure did need a cigarette."

So Gooney Bird lit up the cigarette while barreling down the main drag of Hanover. The Jerry broke out of town and started a climbing turn. "I knew he would, sooner or later," Gooney Bird related. "So I rammed lead up his tail. That butt helped a lot."

POLISH FLIERS WERE NO JOKE TO HITLER

The Polish Air Force took a thorough beating from the Luftwaffe when they attempted to defend their homeland flying antique biplanes against the most advanced aircraft Germany had to offer. The battle of Britain was a different story.

From July 10 to October 31, 1940 every fifth fighter pilot who rose to the defense of British skies was a pole. And this time they were flying aircraft equal to anything Germany had to offer.

In that battle, the Battle of Britain, British pilots downed three German planes for every pilot lost. Polish pilots scored four for one. Pilots in all-Polish squadrons scored nine for one.

The highest scoring unit in that battle was the Polish Air Force's Kosciuszko Fighter Squadron. It downed 126 enemy planes. In all, 154 Polish pilots fought in the Battle of Britain and 30 died in it.

The membership is now in excess of 1700 and still growing. Lets all get behind the effort and continue the growth that has been so fantastic the last few years.

I hope to see all of you in North Carolina in 1974.

Bill Brooks

BE PATRIOTIC — ATTEND THE 1974 REUNION

How much good would you do our national economy in this period of energy shortages and skyrocketing energy prices if you cancelled or sharply curtailed your vacation plans for 1974?

You would do it harm. You actually could help send our country into a tailspin and endanger even your own job. Tourism is defined as travel 50 miles or more one way, in any form of transport, for any purpose other than commuting for work. It is a vital part of our country's lifestyle employing 4 million people and accounting for 61 billion of spending each year. It is labor intensive, a service industry, and if jobs disappear on a large scale in the travel industry the impact will ripple out and depress employment from coast to coast.

The thing to do is to adjust your vacation plans so that you get the maximum benefits while placing the minimum strain on available fuels. Use bus, train or plane and plan well in advance. Make your reservation early.

Consider a Fly-drive plan. It is cheaper to fly the major part and drive the shorter part of the trip than to drive the whole way in most cases. Car rentals are available. You might not get a full tank of gas, but you'll get enough for what you really want to do.

So be patriotic. Help the economy. Fight back. Attend the 1974 reunion of the 2nd Air Division Association.

FOUND — A PICTURE OF "LADY GRACE"

In the December Newsletter we carried an article — lifted from a copy of the Stars and Stripes — on Grace Sharkey and how she was instrumental in saving the lives of a Liberator crew. They named their new ship "Lady Grace".



Steve Birdsall immediately came up with a photo of this ship and believes it was assigned to the 492nd Bomb Group.

We haven't had any luck in finding Grace yet but we intend to keep on trying. Wouldn't you!!!

NORTH PICKENHAM RE-VISITED

by Ted Parker (491st)

Not even the most passionate Norwich native would claim his city to be the most attractive in all of England. But to these tired eyes the first glimpse of Norwich after a 30 year absence simply confirmed what I had remembered. The city is unforgivably attractive.

Don't get the idea that nothing has changed. The traffic is enough to give one temper-tantrums. Modern, glass fronted, buildings have taken the place of many ancient structures that were bombed out or severely damaged during the war. But behind the facade of modern architecture the old Norwich is still very much there. Alive and vibrant.

Would the same friendliness on the part of the people which we experienced 30 years ago still be visible?

John Delaney and his staff at the Post House Hotel made us feel right at home. Philip Hepworth, City Librarian, welcomed us into the library with a grand tour followed by afternoon tea. John Archer, a frequent contributor to the Newsletter, had us out to his home for a delightful dinner. Friendliness? They just couldn't do enough for my wife and I during the short time we were there.



Home Sweet Home???

The acid test was the trip to old North Pick. How much had it changed and would I recognize the place? The answer was not long in coming. The view approaching the base was breathtaking. The stillness belied the fact that 30 years ago the noise from hundreds of throbbing engines, careening trucks and directionless jeeps produced a cacophony of sound unparalleled before or since. Now we could stand quietly and listen to the sounds of nature we never realized were there.

Proceeding on we entered the base area. The main runway was pretty much intact. The perimeter tracks and hard stands are crumbling. There are about a dozen buildings still standing including some of the Nissen huts we used to call home. Now they house, for the most part, hogs, other farm animals and implements.

Hard as it proved to be we left the base to visit the hamlet of N. Pickenham. It too proved to be defying the ravages of time. The local Pub, the old houses, the red phone booth — all are providing the same services they did 30 years ago, and a few hundred years prior to that.

On our return to London we stopped off at Colchester to visit Roger Freeman (Author of The Mighty Eighth) and his wife Jean. Again we were treated to a great dinner, and for desert Roger let me poke through his vast collection of 8 AF material.

I cannot say enough about the friendly people we met. It is equally impossible to describe East Anglia in a peace time setting. Returning to this land where we spent so much of our youth is an experience every 2nd AD member owes to himself. My wife and I are looking forward to a return in 1975 with the 2nd ADA. We wouldn't miss it for the world.

WHERE IS DOROTHY ANN G.

Units of the 2nd Air Division were not unique in sponsoring war orphans during their stay in England. But Dorothy Ann G. is unique in that she was the first one sponsored by Headquarters. Prime mover in this commendable act was our Treasurer Dean Moyer.



Dean Moyer — Dorothy Ann's Mother — Dorothy Ann and William Mackinley Blanton.

Dean does not remember Dorothy Ann's last name but as he, and we, will be returning to England in 1975 we feel it would be a nicer reunion if Dorothy Ann could be located and invited to attend.

We'll need the help of our friends in Norwich on this one. Possibly a reproduction of the above photo in City Newspapers might do the trick. We hope so.

1974 REUNION COMMITTEE



Sally & Aaron Schultz

Under the able direction of Aaron and Sally Schultz the 27th reunion of our Association promises to be one of the best and most diversified yet. Aided by a select committee of 'doers' all kinds of goodies are being arranged.



COMMITTEE: [front] Sarah Elliott, Delos Elder, Sally Schultz, Harvey Elliott and Willie Elder. [rear] Emily and J. D. Long, Jr.

In addition to the regular schedule of events as listed in your registration form there will also be the following: Deep sea fishing, golfing, pier and surf fishing, tours of private and public homes of historic interest plus, plus, plus.

It will help a great deal if you will send in your Registration Form fast. It makes the work of the Committee much easier if they know how many to plan for.

NOTICE

DUES PAYING TIME — HERE AND GONE

There are still a few of our members who have not sent in their annual dues and this is just a reminder. Won't you take a burden off of Evelyn's shoulders and send in your dues now? This is really necessary in order to keep the Newsletter coming at regular intervals. So please send your \$3.00 check to Evelyn Cohen, 404 Atrium Apartments, 2555 Welsh Rd., Philadelphia, Pa. 19114 as soon as possible.

SEE YOU IN WILMINGTON

A RARE OLD BIRD RETURNS



1943? Nope. 1973

At precisely 1:15 on the afternoon of Sunday the 28th of October 1973 history was made at the threshold of runway 07 Duxford Aerodrome in Cambridgeshire. At this time and point a vintage B24J Liberator touched down and rolled to a halt on the apron outside the hangers.

The old veteran was the first B24 to land at the airfield for nearly 30 years, and is most probably the only airworthy Lib in the UK and the whole of Europe. It will be housed at Duxford for several months while undergoing repairs and a repaint by members of the East Anglian Aviation Society who are firmly linked with the Imperial War Museum and combine in the restoration of all types of aircraft.



She's still a pretty looking filly.

The plane was en route to 'Yesterdays Airforce' Museum at Chino, California when it developed oil leaks in two of the engines and had to divert and land at the USAF base Mildenhall. David Tallichet, the pilot, decided it would be safer to delay the second leg of the trip until next Summer when better weather would prevail over the Northern Route.

In the meantime she will be painted in the colors of the 389th Bomb Group and 'Declectable Doris' will be her name. Wish we could get one.

467th BOMB GROUP



Col. & Mrs. Albert Shower
July 1973, Colorado Springs

The first mini-reunion of the 467th Bomb Group last July was quite successful with close to 100 persons attending — and if the energy crisis doesn't keep anyone at home in July this year, we hope to see many more in Wilmington, North Carolina.

We were honored to have our former commander, Col. Shower, and his wife attend the reunion, along with Col. Allen Herzberg (Air Executive), and Ralph Giesecke (Group Engineering Officer), and their wives.

There were many favorable comments regarding the reunion. Some said it was the "best vacation they ever had." Ray Betcher would welcome any suggestions for this year's affair. (This type of work isn't exactly his specialty!)

If anyone is interested in helping to locate former 467th members, write to Ray, 366 Reitman Court, Rochester, Michigan 48063. He will furnish you with a list of names and addresses for your city or state from the roster in the 467th History Book. The addresses are 25 years old, but you will probably find that approximately 50 per cent of the persons still live in the same general area.

BOARD OF GOVERNORS — MEMORIAL TRUST

Tom D. Copeman was one of the original members of the Board of Governors when the trust was first founded. Tom retired recently from the Board of Management of the Eastern Counties Newspapers Ltd., after 58 years of service for the company. He was for 43 years an executive of the company. Appointed editor of the "Eastern Evening News" in 1923, he became editor-in-chief and editor of the "Eastern Daily Press" in 1937. He has been described as "the primary architect of the papers now published from Norwich."

Tom Copeman is a member of one of three families — the Tilletts, Copemans and Colmans — who were chiefly responsible for founding the original "Norfolk News" in 1845. He was the first of them, however, actually to become a journalist.

He is known for his wisdom, humor and unflinching courtesy. He is also known for his scrupulous care for the literary quality of his paper and the impartiality of its news. He established a local training scheme for young journalists, which was regarded as a model later on, when a national scheme was adopted.



Tom D. Copeman

"TAXI"



"I WAS 20 YEARS OLD AND AFRAID, I ENTERED FRANCE THROUGH AN APPLE TREE"

Ben C. Isgrig



"The American" is like part of the family; the conversation began on the road as soon as he arrived.

Roger Vilboux, hidden by the Resistance under the direction of M. Alexandre Coubrun, "the American" was transported to Couets near the forest, where the Guinard couple harbored him almost 15 days after which he managed to get to the Cotes-du-Nord where he waited another two months before the Liberation and his return to the United States.

Ben C. Isgrig arrived at Paris several days ago. He went straight to the home of the Norels, who had hidden another member of the crew at Geveze. Having already paid his respects to the Eiffel Tower, he expressed a desire to return to Romille. Right away the Morels made themselves his guides for this pilgrimage. Because it was a pilgrimage: Isgrig and his wife saw the Coubruns, the Delacroixes, the Guinards, M. Gatel Mme. Vilboux. He missed only Miss Lehuède of whom he had kept a photograph in his wallet. Married, she now lives in South Africa. She will know that Ben C. Isgrig returned... but not through an apple tree this time.

For the rest, his apple tree isn't there anymore, but this year, as in 1944, the land still produces grain and the sun still shines. On finding the pasture he stretched out his arms and said, "there it is." Then, after enough time had passed for his heart to calm down he asked, "Was that water always there;" "Yes," they told him.

RENNES — A young woman, very touched, unable to hold back tears and not trying to hide them, stood Saturday morning before the monument to the dead at Romille. Near her, also totally overcome, her husband. No one at Romille remembered his name — no one may ever have known it in the first place: he was always simply "the American". Reversing their roles, the residents of the town thanked him for not forgetting them, for returning, even though it was them to whom he owed his life.

After having observed a minute of silence to the memory of the American soldiers who fell on the soil of France, those whom "the American" had wanted to see again invited him to the city hall, where, along with M. Freville, who lived at Romille during the Resistance and took part in the ceremonies, and M. Lecotteley, counsellor, who translated the conversation between the "heroes of the day" and their hosts. Everyone toasted liberty, friendship and the happiness of seeing one another again, with moist eyes and tight throats.

"I was 20 years old and I was afraid," began Ben C. Isgrig, who at last had lost his anonymity. "I entered France through an apple tree..." It was

twenty nine years ago, almost to the day, at 10 a.m. on June 12, 1944, when an American Liberator participating in the war of the Liberation was hit by a German fighter plane over Romille. Part of the crew managed to parachute out before the Liberator, cut in two, crashed on the fann of a couple named Delacroix, at Brioux, which it burned. One of the aviators was Ben C. Isgrig, who found himself in an apple tree several hundred meters to the left.

"The Germans quickly surrounded the sector," according to M. Gatel. "They had seen the parachutists coming down, and had even machine-gunned one of them. I was returning from a trip to Montfort to look for flour. Having been provided with a travel permit since I was a pastry-maker, I used it to cross the barrier and went to Brioux, where I joined the schoolmaster, M. Lehuède, near the apple tree of "The American." With his uniform, he didn't have a chance. I therefore took off my clothes to give to him. I recrossed the barrier in swimming trunks and sandals, which, given to the good weather, didn't arouse the suspicions of the Germans."

Then helped by M. Lehuède's daughter, who spoke English, and by M.



The tree had disappeared, but the countryside has remained the same. Mr. Isgrig didn't hesitate: "It was there," he tells his wife.

Then, once again, he said, "There it is." In that water, 29 years ago, he had lost one of his shoes.

He also visited the hayloft of Couets where he was hidden at night, and the woods opposite, where he spent his days to escape the searches that were always possible.

About 1 p.m. it was time to leave. Mrs. Isgrig disappeared under an armful of flowers. "The American" smiled.

And everybody was 30 years younger.

Attlebridge Notes

(466th BOMB GROUP)

Editor:

Lt. Col. John H. Woolnough



Charles Saxon - Pilot



Mike Pelish - Bombardier

EXTRA TALENTS

Most of us remember those people with special talents that served in our midst during WWII. Some units could boast of a Clark Gable or a Jimmy Stewart. I remember that we had an airman who had been an associate producer in Hollywood (named Scott, I think). Then there was the guy that entertained us with a fabulous photographic memory. We used to make up 25 item lists for him. In a very short time, he could recite the number of any item we named or he could give the name of the item that corresponded with the number we gave. During one period he kept three separate lists in his head. Of course, no one dared play cards with him.

I remember another airman who was great on the piano. He could play anything we could remember. The wonder of it all was the fact that these guys were right in there with us, facing the same combat, just as scared as we were.

There was one talented flyer that I do not remember. Perhaps it was because he was in another squadron (785th). More probably it was due to the fact that I was in the elite corps of short timers (only three missions left to fly) when he began flying combat. Nevertheless, 2nd Lt. Charles Saxon brought his crew to Attlebridge around the first of October of 1944.

It didn't take long for the base to learn that this Charles Saxon could draw as well as fly. He was soon busy caricaturing 466ers and visiting generals. He did some drawings of scenes around the base as well as some sketches of planes and people (wish we could find some of these). He was also put to work illustrating the 200 mission booklet and other official publications. A few of his drawings accompany this article.

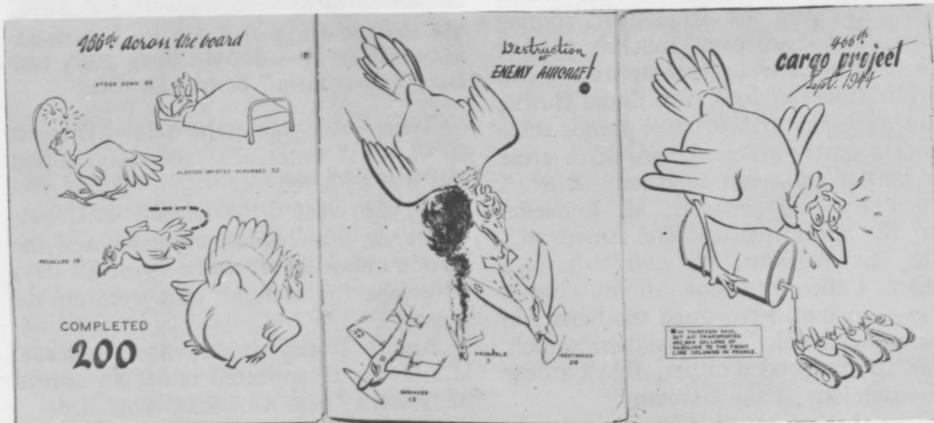
The Saxon crew came through their tour (October 1944 through April 1945) with little more than the routine frightening experiences shared by most crews. One mission is remembered by Saxon due to the special reception of their return. On 16 November 1944 the group bombed Eschweiler, Germany. John Gerrity's combat diary gives this record, "... Let down to 10,000 ft. over the Channel and England. Southern England was clear but the entire base area was socked in. Ackerman (GSO) diverted our group to Sandtoft RAF Base (Near Doncaster) ... Weather kept us there for three nights ...". For some reason, some of the crews went to other RAF bases (Blyton, Lindholm, and in the case of Saxon, Spillsby - North of the Wash and 50 air miles from Attlebridge). Charles Saxon tells his story, "The field (Spillsby) was icy, there was no wind. I overshot the runway the first time and came around again. I

dropped the plane in at the very end of the runway and jammed on the brakes. One wheel grabbed, swinging us sideways. We skidded the full length of the runway - one wing first - and fell off into a ditch. The British drove up in a jeep and I started to apologize. They tut-tutted and motioned the officers into the jeep. They drove us to the Club and we drank happily all night."

Charles also remembers one night in Iceland on the flight to England. "In the eerie half-night, I thought I had been doing hours of caricatures. I got up to stretch and saw a line outside like the ones at Radio City Music Hall - they were all waiting for a drawing. It was so boring up there, anyone doing anything was a major event.

Before we close this account, we should mention that Charles Saxon is a veteran staff member of the New Yorker Magazine.

If you have a Saxon original, it would help the 466 history project if you would forward a good copy or the original (I will return it after copying) to Lt. Col. J. H. Woolnough. If you know of other 466ers with special talents, let us know.



Saxon drawings for 466th 200 Mission Booklet



Some Saxon caricatures that hung on the Officers' Club walls at Attlebridge:
Fader, Elliott, Post, Morse, and West.
Hill, Weiner, Elkins, Edge, and Bozeman.

THE 466th BASEL STORY

Early Sunday morning (0600, 4 Mar 45) 28 aircraft took off from Attlebridge for a mission to bomb Kitzingen, Germany. The aircraft proceeded singly to Northern France because a thick overcast over England prevented forming in the customary area. The formation of the Group took place near Nancy, France. The formation plan called for three squadrons of nine, nine and ten aircraft respectively. The 466th was to lead the 96th CBW, with Lt. Col. Jacobowitz in command. Col. Ligon (Commander of the 466th for exactly 14 days) flew as Deputy Command in the number two aircraft. Hatcher flew as command pilot in the third squadron. There was no command pilot in the second squadron.

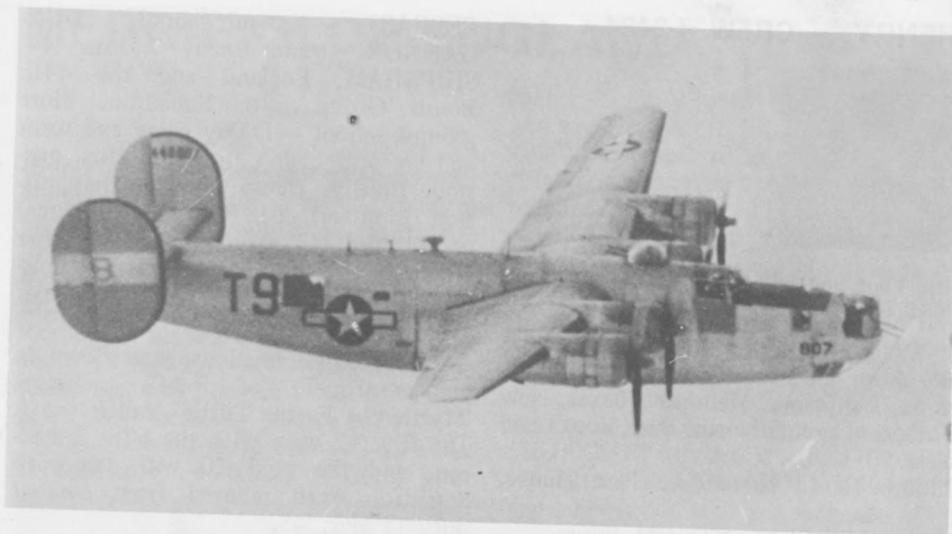
Due to high clouds, the primary and secondary targets (Kitzingen and Ashaffenberg) were abandoned. John Gerrity wrote in his Combat Diary, "Our Wing Leader called and said that we were going to bomb F/R Point O-Oboe, which was Stuttgart, Germany. Started on a Northerly bomb run - H2X on Stuttgart RR yards. Raymond L. Carlson, (W. K. Lee's navigator) writes, "... we found our formation flying through clouds so dense, we could barely see our wing man. At that time a group of B-17's flew through our formation from the right and the next 5 to 10 minutes was spent in doing evasive action to prevent mid-air collisions. As a result, our formation was completely scattered and the command pilot in the lead plane called to say that we were abandoning the mission. Approximately 8 or 9 of us that were still in reasonable formation formed on the lead plane and started home together."

As far as can be determined from the mission records this formation consisted of an H2X lead (Ivan P. Wright) with 785th W. K. Lee and Gerrity in the #2 and #3 positions. Three other 785th a/c (Beeman, Ellison, and L. E. Baker) and two 786th a/c (McGinty and Sharrock) from the third squadron made up the rest of the eight ship formation.

Carlson continues, "As we started back, the lead plane called to say that his navigator had identified a town through an opening in the clouds as a German target of opportunity (Freiburg), and that we were going to make a bomb run there..." Ligon Moore, Gerrity's navigator, has written to say that he suspected they were headed for Basel. He said also that other navigator's had reported on the radio that Basel might be the target. W. H. Heitbring (Gerrity's bombardier) tells us that at bombs away he thought Basel to be the target. He went on to say, "Gerrity immediately notified the lead plane of our opinion. Several minutes later the lead plane notified all aircraft that the word had been received from 8th AF Hq that we had in fact bombed Basel. We were ordered back to our base and instructed to remain in our aircraft until we were picked up by a ground vehicle. Our crew went through a series of interrogations by 8th AF intelligence officers..." On the other hand, Hollis A. Neal (Baker's Co-pilot) reports that, "prior to landing no one on our plane had knowledge of the error. After landing, Baker and I were asked to report to a certain building where we talked to some officer about the matter... the interrogation lasted several minutes and we left. I don't remember ever being questioned about the matter again."

Gerrity's diary recorded this, "... at debriefing, our bomb strike pictures showed that... all bombs dropped within the RR yards, 100% inside the 1,000 ft. circle. Continuing explosions after bomb impact indicated presence of ammunition in the RR cars... We were delayed from going home for over six weeks because of the investigation conducted in connection with the mission."

Ray Carlson, who was in the deputy lead ship, reports, "There was an extensive critique after the mission, but nothing more was ever



This is the H2X A/C (807B - 784th BS) that led formation over Basel

done that I heard of, except that I believe that the lead pilot (Wright) and his navigator were restricted to base until the middle of April. I heard at the time that the government (USA) paid Switzerland 70 million dollars in reparations."

The USAF Historical Division at Maxwell AFB, in a 1963 reply to Ray Carlson's inquiry, reported as follows: "On 4 March 1945, nine B-24's of the 466th Bombardment Group bombed Basel, and six B-24's of the 392nd Group bombed Zurich. Being unable to attack their assigned targets at Stuttgart, these planes were seeking targets of opportunity. In both cases the crews mistook the Swiss towns for Freiburg, Germany, which is 25 miles from Basel and 45 miles from Zurich."

"The Swiss government said that at Basel... seven people were injured, and that at Zurich five people were killed, twelve were injured... General Marshall... asked General Spaatz... to go secretly to Switzerland to make a formal apology and explanation... The Swiss government asked for, and apparently received, reparations for the bombing..."

Well that is the story as we know it now. There are some holes in it still - some contradictions. We have heard from crew-members in #2 & #3 aircraft and the Baker crew. We need reports from the Wright crew and any others who were there.

By Wireless to The New York Times.

BASLE, Switzerland, March 4 - At least six persons were killed and an estimated fifty injured here and in Zurich shortly after 10:20 A.M. today when formations of American Flying Fortresses and Liberators loosed explosives and incendiaries and machine-gunned cars on freight-yard sidings in both cities.

Preliminary official estimates were that Basle was the more heavily hit, with all but nine of forty-nine sidings destroyed and the freight yards and station almost a total wreck. In Zurich the damage was greatest in workers' quarters, destroying five houses.

An inspection of the damage here showed that numerous houses had burned to the ground and others blasted. Basle is now being evacuated and the terrified population is attempting to find an explanation of the attack.

Another unexplained point was a machine-gun and incendiary attack on the Basle-Olten express, which was caught less than five kilometers out when an explosive wrecked an overhead power line.

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466th MINI-REUNION

What is a mini-reunion? Well what would you call a reunion within a reunion? For several years the different groups have had individual gettogethers within the framework of the 2nd AD reunion. In 1972 we tried our first reunion (to catch those who couldn't make it to England with the 2 ADA) and had a great success (over 100). At our first mini-reunion we had nearly 150 at the Thursday night dinner (more showed up during Friday and Saturday). That showing wasn't very mini, but it was a great time for all the 466ers present in 1973.

Harold Anderson (787/784) and outgoing president of the 466th secured large red and white buttons with "466" in bold figures. These buttons were in evidence in every meal sitting, in every elevator load, on each bus, and wherever 2 AD people gathered.

Our big night was at the beginning of the 2 AD reunion, all the rest was frosting on the cake. On opening night (Thursday) we had a great meal and an exciting time as we relived a bomb mission - from crew wake-up to interrogation rations. A popular attraction that afternoon and evening was the long table in the banquet room covered with 466 documents. We hope next year to have a 466 hospitality room where we can display our historical material for the entire period of the reunion.

On Friday we elected Dr. John Jacobowitz (786) as President, and Stuart Peace (787) as Secretary-Treasurer of our group. I was pleased to have been allowed to continue as Historian.

A good time was had by all. Unfortunately we were not all there. Maybe you will make the Wilmington, N.C. reunion even better by being there. Hope to see you all.

John H. Woolnough (787/784)
466th Historian

THE 466th HISTORY PROJECT

The aim of the project is to collect data preparatory to publishing an Illustrated History of the 466th BG.

The war stories we relate here are generally based upon recollections of 466ers. Many stories are not fully documented and some are in error. We need your help. When you find an error, or when you have additional data regarding a reported event, please send in your version, back it up with pictures or other documentation, if you can.

Send your data contributions for the 466th History Project to Lt. Col. J. H. Woolnough, 7752 Harbour Blvd., Miramar, FL 33023.

'HENRY' — CREW # 2484



by Ex-Capt. Pete Henry

First Pilot and still 1st. Lt. Pete Henry at Shipdham 4 Aug. 44.

We arrived Salt Lake City (16 Jan 44) from all over the country — Alabama, California, Michigan, Texas, New York, and points North, East, South and West.

Pilot — 1st Lt. Howard C. (Pete) Henry, Jr.

Co-Pilot — 2nd Lt. Albert M. Winter

Navigator — 2nd Lt. Ira J. Lee

Bombardier — 2nd Lt. Albert E. Jones

Engineer — S/Sgt. Winfield E. Ward

Radio Oper. — S/Sgt. Robert W. McGahan

Nose Gunner — Sgt. Norman N. Tillner

Tail Gunner — Sgt. Edwin L. Schoenfeld

Waist Gunner — Sgt. Billy Moore

Waist Gunner — Sgt. Carson A. Lucas (injured in Blythe)

Waist Gunner — Pvt. Mercuris P. Mercuriadis

Waist Gunner — Sgt. Ken H. Bradford (joined crew in England).

We had a two-months' whirlwind romance with B-24's at Blythe, Calif. during which time Sgt. Lucas was injured and replaced by Mercuris P. Mercuriadis, the clown prince of Henry's crew. Somehow or other, he got the nickname of 'Greek'. Wonder how he came by that?

From Blythe, it was Hamilton Field, Cal. (going to South Pacific?) where we were awakened rudely in the middle of the night and about fifty of us boarded a train for Camp Kilmer, New Jersey. From Kilmer, we boated U.S.S. Billy Mitchell, to Scotland. Is this a flying crew or isn't it?

For the next two weeks, it was STONE — HANLEY — COLD MEECE — WARRINGTON — TOME — CLUNTOE — orientation — ground school —

BELFAST — ground school — DUN-GANNON — and finally 2 June '44, SHIPDHAM, England and the 44th Bomb Group 67th Squadron. More ground school — D-Day came and went and we still hadn't flown our first mission. Finally, Henry flew his first mission (Montfort et la Possomiere, France) on 11 Jun '44 as co-pilot for another crew. Henry's crew flew their first mission together the next day to Illier L'Eveque, France.

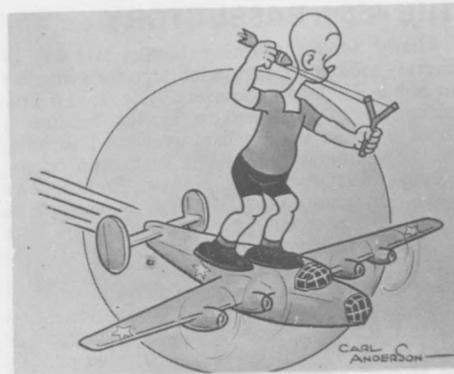
Our first 18 missions were flown in an assortment of B-24's including 'Myrtle the Fertile Turtle', call letter Q. The first 12 were with the 67th Squadron, and the next 20 with the 66th Squadron until relieved from combat duty 15 Mar. '45.

We were given a new B-24J for mission #19 — K+ — and it was the best mission of our tour — BEST, HOLLAND. The following is quoted verbatim from Henry's diaries — 'Blow By Blow In The ETO'.

"Sept. 18 — Mission #19 — Best, Holland. Carrying supplies for airborne troops who landed there yesterday. Most wonderful mission and none of us would have missed it for the world. Went into target on top of the trees. Dutch civilians waving like mad as we went past. Waving Dutch flags, British flags and anything they could find. Cattle running wild all over the place. Whole western end of Holland for 50 miles inland flooded by Nazis. Pulled up to 500' over target area and parachuted supplies (ammo., food, medicines, etc.) to troops. Then back down to the deck again. We saw no opposition but discovered .30 cal. hole in leading edge of left wing on return to field. It cut electric line to #1 and #2 manifold pressures and put hole in gas tank, later leaking badly in bomb bays after landing. Some others had it worse — engines, hydraulics, etc., shot out. One ditched in North Sea. Only saw three men getting out of it. Flew as Deputy Lead of 3rd Squadron. K+ 279 5/4 hrs."

The crew elected to name our new ship 'HENRY' and Lee painted the cartoon character of 'Henry' on the left front nose as well as on the wall of our quarters in the 66th Squadron. We sent a short note and pictures of our ship to Carl Anderson, cartoonist for King Features Syndicate. Several weeks later, we received an original 'Henry' standing on top of a B-24 with a bomb in a sling-shot.

Mission #29 was to Dresden, Germany, and it was our good luck to be diverted to Orly, France on the return trip because of bad weather in England. Funny thing happened in Orly, it took us three days to get the B-24 flying again!



Photocopy of Original Henry Drawing sent to Henry's crew by King Features Syndicate 15 Jan. 45.

About this time, most B-24 crews were being relieved from combat duty after 30 missions if they had been lead crews. So, we thought — one more and States, here we come. We waited almost a month for #30, 14 Feb. '45, and started to celebrate almost as soon as the wheels hit the ground. The good colonel in charge of the 44th at that time decided we must fly 5 more missions! With the help of a few of our friends, we finally ended our tour with 32 missions, 25 Feb. '45.

All in all, Henry's crew was one of the more fortunate ones. Lucas was injured in Blythe, Tillner caught a piece of flak in his leg on our 10th mission, and had to be hospitalized. He was later sent to the 15th in Italy to finish his tour. 'Greek' caught a blast of cold air on one of the missions and it paralyzed the side of his face for a few months. He still showed signs of it when we were heading for home. Winter got hit on the helmet by a piece of flak but suffered no injury.

Schoenfeld flew an extra mission 28 Jan. '45 to Dortmund and his ship was missing in action. We went to London on pass Feb. 1-4 and who should we see strolling down the street on Feb. 4 but Sgt. Edwin L. Schoenfeld. Boy, were we happy to see him!

Our tour ended just like it began. After clearing SHIPDHAM, we shuttled back and forth between PRESTON and CHORLEY from 20 Mar. '45 until 6 April '45, when we took a train to Southampton and departed by boat, SS Athos II, 7 April '45, for home.

For a while, we kept in touch with each other, but only Henry, Lee, Jones and Ward correspond any more. Winter passed away a few years ago with a cerebral hemorrhage. All of the others just stopped writing and we would be very grateful to hear from them or anyone who knows their whereabouts. Several other men flew with us — Lt. Bernie Bail was PFFNavigator on about a dozen missions, and Bradford joined the crew when Tillner was injured. If anyone was omitted, it is unintentional.



Close-up of 'HENRY'

448th



Ken Engelbrecht

I am taking this opportunity to ask any readers from the old 448th for help in obtaining shipping lists, Rosters or whatever you might have in the way of names and addresses. I do have some that former buddies sent me last year, but I could use a great many more.

I understand that there was probably in the order of 3000 men who were members of the 448th at one time or another. If this be true I have a formidable job ahead of me. Not that I'm worried because I am enjoying this to the fullest. Every night I come home and head straight for the mail pile to see which old Dog-Face has decided to drop me a line. I am always happy to get the additional address, but I am a little disappointed if there is no letter in with it.

I would like to take this opportunity, Bill, to congratulate you on your good work as President of the 2nd ADA. I don't know how you find the time to put out all the written material you do. I know that what little I do takes me forever, being a two-finger hunt and peck typer. I find the news to be very interesting. However, I must complain that you don't seem to put enough in about the 448th. Of course, I suppose the men of the other Groups feel the same way! I also like to see lots of pictures.

By the way, does anyone know if there are any bone-yards in existence anywhere in the USA, or in the world for that matter? It just seems a dirty shame that all the good old liberators are all gone. Surely some must remain - or parts thereof. Let me hear from you if you have any information. I don't know at this time what I will do if anything materializes, but I'll think of something.

Let's all keep in touch so as to build an ever bigger and better 2nd ADA.

NECROLOGY

- Joseph Ptacek445th BG
- Walter H. Andrews389th BG
- James W. Parker466th BG
- James Theos93rd BG
- Robert McLaughlin ...467th BG

MERRIE OLDE ENGLAND

by Joe Warth

Do you ever feel a tugging at the strings of your memory? Do you ever reminisce about the way life was in England during your stay there. Has there ever been a time when you thought "Gee, I would like to go back with my wife and family and show both them and myself what I have talked about all these years"? What about the places that you planned to see but could never get a three day pass to go?

There are no more air-raids, no blitzs or blackouts, no hazard of riding your

longer. Talk it over with your family and say "let's go to England in '75".

Full information as to reunion dates, total costs, starting points, ETA's and schedules of events and programs will be sent to you just as soon as we know who and how many are going. Sure it's asking a lot to have you send your deposit this far ahead of time, but time flies and for you to have a good time and an easy trip over and back will depend on advance planning by us. All we ask is that you send your deposit of \$25.00 NOW to: Joe Warth, 5709 Walkerton Drive, Cincinnati, Ohio 45238.



Thatched roof cottages still abound.

bike down to the pub for a quick pint and then demolishing said bike on your way back to the base. Shillings have been replaced by new pence. There are plenty of nylons and candy, all the green grocers have fresh fruit and the restaurants have full menus.

A new day has dawned and it's time now for a return to England. This trip back is bound to mean something different to each of us. Some will go just to drink the beer again. Some to visit old friends. Others to see changes that only time brings. A few will search for the past - some will find it, others won't. Some will go just to look at the England we didn't see way back then. Everyone will refresh their memories and most of us will prove, to a reasonable degree, that everything we have told our families and friends are true.

A \$25.00 deposit will guarantee you a journey back to Memory Lane and a good trip forward to pleasure. This deposit is for the family, not per person.

We have over 70 signed up so far (advance deposits paid) to make the big invasion in late May 1975. What Airline and takeoff point to be utilized will depend upon you making that advance reservation NOW. Don't put it off any

SEPARATE TRUST FUND NIXED

At our business meeting in Colorado Springs this past summer the idea of a Trust Fund in this country composed of American securities, to supplement our Trust Fund in England, was discussed and agreed to.

We later learned from good authority that the cost to accomplish this would take all that we had collected in donations - and more. It was decided in a meeting of the officers of the Association (via telephone) that it would be much more practical for the present Board of Governors of the Trust to handle everything from their end.

Jordan Uttal, the Association Member of the Board of Governors, took this message with him to deliver to the Board of Governors at a special meeting in November.

At their annual meeting on January 23, 1974 the Board of Governors agreed to our proposal that donations each year will be added to the capital of the Trust Fund and invested accordingly. This will include the purchase of American securities using the sum we designate for this purpose.

We hope this meets with the approval of everyone.

LETTERS

Dear Bill,

Have just enjoyed Christmas Greetings from many I met at Colo. Springs. Everyone is looking forward to the next reunion and especially Norwich in '75.

Keep up your "great dedicated work." We can't thank you enough.

Sincerely
George F. Clark
R-2, Ames, Iowa 50010

Good Morning:

Good heavens, where does the time go! It seems like just yesterday someone said to me, "Joe, do you realize that tomorrow shall be today!"

Although somewhat belated, the first order of business being simply this: through the use of our Postal Service let me extend my right hand in a simple thank-you to you, the members of the Second Air Force Division Association 8th Air Force Reunion Committee for a job well done.

At the present, I for one, know how Rip Van Winkle must have felt upon being awakened from a long sound sleep. I still have no idea who was the kind person that submitted my name to Evelyn Cohen. Believe me, I for one am most thankful for it.

I felt sure that things such as our reunion still took place. The only thing being, I had no idea as to how I should go about seeking out this information.

Before leaving for Colorado, our "Bill" Robertie sent me a note stating, "Joe, you will meet some of the finest people in Colorado Springs". I for one, being a person that always took pride in giving more than he receives, at this point, I can only state to you the following; I feel sure that I took more back home in the way of kindness along with friendship than I left behind. I have already received mail from people looking forward to the next one in Wilmington, North Carolina. Also, not to overlook England again, to these remarks, I can only add Amen.

The past few days here in New England we have already felt the cool fall nights. In short, summer is almost gone, winter is coming on. Before long many of us will again repeat the old refrain of "All is safely gathered in, let the winter storms begin".

Before closing do take care of yourself. Above all, please stay well.

On a personal note; I found all you people there in Colorado Springs spoke and talked so funny. Do hope next time I'm out there everyone there will switch over to oxygen.

Joseph T. Michalczyk

Bill:

I've acquired a crew photo that one of the members might like to have, so if you have a spot in News Letter, please pass this along to the troops. The B-24 has a number "37-L" on the nose, and the name "Phillis" painted on the cowling of No. 3 engine. There's a thermos jug with "755" in front of the crew, and I think the name, Lt. Zenus J. Varney on a box in a pile of crew gear. The photo is officially USAF, 458th, 8x10 glossy B&W. I'll be happy to send it to any member of the crew who wants it.

George A. Reynolds
848 S. 86th St.
Birmingham, Ala. 35206

Dear Bill,

Will you please send my husband a copy of the book, "Log of the Liberators" c/o myself (Margaret M. Shepard). I want to surprise him Xmas morning. As one of the crew who spent many months working on "Lemon Drop" I'm sure it'll be of great interest to him.

We enjoyed the re-union in Colorado Springs so much. As one of the original(?) Norwich Warbrides it was especially interesting for me to have a gossip with Tom Eaton. We have visited the Memorial library in Norwich several times and, whilst living in Alaska, donated a book of The Great Land.

We both enjoy reading the News Letter. It brings back many nostalgic memories.

Sincerely,
(Mrs.) Franklin B. Shepard
3140 Quari St.
Rurora, Colo. 80011

Dear Mr. Robertie:

Thank you for your kind letter of November 23 inviting me to join the Second Air Division Association. Jim Keck had provided me with an application and I am happy to advise you that I consider myself a "dues paying" member of our association.

While it is much too early to tell, I hope that I will be able to attend the meeting of the association in North Carolina next summer. However, I do not feel, at this time, I can accept your invitation for the speech.

Sincerely yours,
William W. Woodruff
The Assistant Secretary of
the Air Force
Washington

Dear Miss Cohen,

Can you imagine our surprise when we got a telephone call from Charles Schmitz (Texas) on Jan. 3, 1974? An hour later we got one from Ed. Parsons (California). That's the first contact we had in 30 yrs. from my husband's crew. So you see the association is working to find the "missing" crew members.

Since then, they located 2 more members. Five out of ten, isn't bad?

We hear there is to be a reunion this year in North Carolina.

Please advise on the plans as we'd like to attend.

Sincerely,
(Mrs.) Kenneth May, Jr.

P.S. Almost forgot the check... We never knew about the association... Enjoyed the newsletters.

Dear Bill:

I really enjoy the 2nd AD News Letters, and have three items for you.

1. The 392nd Group Vice President, as duly elected at Colorado Springs Reunion, is Joe Whittaker. Joe was our group bombardier through overseas training and for some six months operations before being reassigned to 2nd AD Hqts.

2. Correction to "The Airfields 30 Years Later."

The 392nd was based at the small community of Wendling. I visited the old base with Larry Gram during our '72 reunion and observed the following:

The main runway is being utilized for poultry raising with several large sheds along its length. The control tower, squadron ops buildings, and briefing facilities are demolished. The group hdqs. and ops facilities are being utilized as a small business plant. The Red Cross canteen and recreation building is in use by a construction contractor. The air echelon officers mess is in good condition as an outbuilding to a neat English home. The Nissen Hut compounds of the 577th and 578th Sqds. are intact in the same woods and farms of the community. A more important note, however, is that the 392nd memorial monument and plot is being nicely maintained. The local mailman is currently performing the task.

3. Addendum to your "Pages of the Stars & Stripes."

I have an almost complete file of the 2nd AD "Target: Victory" weekly publications. It was published from July 16, 1944 through May 16, 1945. It published summaries of bombing missions with pictures; group and wing bombing accuracy; fighter group and pilot stories; "man of the division" write ups; even an item "2AD Memorial Fund Mounting" on 28 Mar. 1945. The file is not voluminous (less than 1" thick) and I will be glad to loan it to you to make copies for your use and file.

I agree with all those who sent in plaudits of the Colorado Springs reunion.

Membership applications have been sent to the 392nd friends with whom I keep in touch.

Your newsletter is great!

Sincerely,
Myron H. Keilman
6616 Buckhorn Drive
Sacramento, Calif. 95842

Dear Evelyn,

Please accept my check for \$25.00 toward the 2nd Air Div. Memorial Fund.

I was a 1st Lt. in the 448th Bomb Group, 713th Sqdn. while stationed at Seething from Sept. 1943 to July 1944 where I served as a pilot of a B-24.

Sincerely,
Leroy J. Engdahl
Lt. Col. USAFR

Evelyn,

You are absolutely great to keep the 2 AD Assn. going. The very successful 1972 (which we made) and from what I hear the fabulous 1973 Reunion are a real tribute to yours (and others of course) efforts to keep the ol' B24 & 2 ADiv. alive - Thanks. Our son graduated from the AFA in June, which is why we didn't make 2 trips to Colorado in one year - and got married - and is now pilot training at Vance AFB in Okla. - T37s to now T38s after Jan. 1st. Supersonic trainers yet - a far cry from our 155 MPH IAS for combat!!

All the very best in 1974.

Ken Underwood
9310 St. Marks Pl.
Fairfax, Va. 22030

(ed. note: You really have to enjoy the experience of working with Evelyn. Then, Ken, you find out how REALLY great she is.)

Dear Evelyn,

In response to your request for yearly dues I am enclosing a check for three dollars (\$3.00) as a donation to the Memorial Library in Norwich, England.

My husband, Robert, passed away on July 4th of this year after a lengthy illness. He wanted so much to make a return trip to England but it was not to be.

Sincerely,
Janice P. McLaughlin
(Mrs. Robert)

Dear Sir,

Seems as if I have put this off long enough. Would like to come aboard for 1974. Member of the 446th B.G. 706th Sq. I work with a party who was shot down on one of the first raids the 446th was on. Am trying to get him to come along.

Sincerely
Lloyd G. Davis
312 Edna St.
Toledo, Ohio 43609

Dear Ms. Cohen:

It is with a very saddened heart that I write to tell you that my husband, James Theos, passed away (Dec. 21) after many years of suffering and pain.

I sent in his dues only two days before with \$10.00 for the Norwich Library so maybe you could get that listed in his memory. Also please send me some sort of reminder so that I may

keep this Memorial Gift to Norwich Library alive.

His funeral was the day before Christmas and the Disabled American Veterans had their service and their Honor Guard and bearers were also DAV. There were men also present from VFW and American Legion.

He has enjoyed so much the Newsletter that came from the 2nd Air Division. The latest just arrived with his sympathy cards. He would sit and dream of being able to go to the Reunion and always talked of taking me back to see, but when he wasn't able to work, he wasn't able to travel either.

Another name will be added to the list of those who served over there, and he never got over leaving so many of his comrades behind. He will now join them.

The Second Air Division surely helped a lot to make his last couple of years more interesting to him. May it mean this much to many more.

Yours in sadness

Mabelle C. Theos
63 Elm St.
Goffstown, N.H. 03045

P.S. I have two lovely children, James Jr. and Carol and 3 lovely granddaughters so we will go forward with courage, but saddened by the loss of a great husband, father and grandpa.

Dear Bill:

Enclosed is my checks, \$8.50 for the Book "Log of the Liberators," and \$11.50 for the Book "The Mighty Eighth".

I was happy to learn that there was a Second Air Division Association, and became a member. My wife and I really enjoyed the reunion at Colorado Springs last summer and look forward to another.

In over 28 years since landing my plane "Star Dust" at Westover field, Mass. and leaving the Service in Sept. 1945, I had not seen nor met but one man who served in the 8th, (he was in 1st Air Division a flight engineer on B17s).

Yes, it was a pleasure to meet some fellow pilots again. I must close

Sincerely,
William V. Sanders

Dear Bill,

Please find enclosed a check in the amount of \$20.00 for the books; The Mighty Eighth (\$11.50) and The Log of the Liberators (\$8.50). I'm a little late but hopefully in time to get these two books. The 2AD Newsletter seems to get better with each issue and I look forward to receiving it.

Thank you,
Bob Breitenfeld
205 E. Blackman St.
Harvard, Ill. 60033

Dear Bill,

Many thanks for your letter of December 26th. You would laugh if you could see me now, overcoat over a sweater, catching the light from the Children's Library. No doubt you know no electricity can be used in British offices and factories on 3 days a week. However public rooms in Libraries can be used until their normal hours of closing, so about 3:30 pm everyone troops out of the offices and sits in the Children's, Lending or Reference Library! A good job David Percival put big windows in, and that even with half the tubes taken out by government order, the light isn't too bad. The oil situation is the worst because we have only one burner on. I think I will go and sit in the boiler house!

Fortunately, we are open in the Reference Library until 9 p.m. so it is not too difficult for staff who can't get in to make their hours right (37 per week). We laugh when the newspapers talk about flexi-working as something new - we have always had it in libraries.

We are very busy - folk are finding out that we are one of the few "free" places open all day. The Government regulations are quite stupid, and you get a different answer from the Department of Education and Science, and the Dept. of Trade and Industry. For instance boot factories in Norwich are on a three day week, whereas breweries and a confectionery factory can work six days. Beer and chocolates count as food!

I badly need a haircut, but shops alternate between morning and afternoon opening, and I always turn up on the wrong day.

I rang Tom Eaton up one afternoon last week, expecting to get his Secretary, but sure enough he answered the phone, being the only worker in his quite considerable office. I expect someone had bought him a candle for Christmas!

Congratulations again on a most interesting Newsletter, and for once more bringing in so much news about the Trust.

With all good wishes to Hazel and yourself.

Yours sincerely,
Philip Hepworth
Central Library
Bethel Street
Norwich

Dear Bill,

You may have heard of an Association myself, Charlie Gallagher and Steve Gotts are forming over here. It is provisionally called 'Friends of the Eighth' and we are holding quarterly meetings with Roger (Freeman) as honorary president and myself as chairman. Steve Gotts is putting together a movie and sound-track on the 2nd Air Division and will be filming several of the derelict 2nd Air Division bases to splice with war-time footage. We hope to show you this movie and have a get together with you and your members when you are next over here (1975?). You would be surprised at the amount of feeling we all have for the men of the 8th Air Force who so bravely flew from our country in WWII. We hope that in our own way we are perpetuating the memory of the 8th Air Force.

I look forward to seeing the crash photos when you are able to get them off, hope to hear from you soon.

Sincerely,
Stewart P. Evans
95 Oliver Road
Bury St. Edmunds,
Suffolk, England

(ed. note: 1975 it will be Stu, and I know I speak for the entire Association when I say how much we appreciate all that you and those you work with have done, are doing and will continue to do in the future. If any of our members have old crash photos laying around I'm certain they will send them to you. His address is in the Roster folks.)

Dear Miss Evelyn

Thank you for your kind letter of Dec. 19; it is nice of you to keep such good track of my overpayments. Apparently I am paid up for several years.

It is too bad that I cannot participate actively with you and my friends of the Second Air Division in your splendid and successful efforts to keep alive the memories of our service together in England. But time marches on, and as we grow older . . .

Again, cordial best wishes for the coming year.

Sincerely,
James P. Hodges
174 Treasure Way
San Antonio, Texas 78209

Evelyn Cohen:

Dear Miss Cohen, my husband, James W. Parke passed away July 11, 1973. He suffered with asthma, and his heart finally gave out, he would have been 70 years old 9-13-73, and we would have been married 50 years on 9-30-73. If you would like to have this published in the Newsletter, I would appreciate it and I know he would want it to be. So many of his old buddies are gone now, the ones he was in England with.

Survivors of James is; widow, Velma I., sons Jack E. and Donald R. Parke, Daughters Laura Mae Bliss, and Harriet Bengochea, 13 grandchildren and 2 great grandchildren.

Sincerely,
Velma I. Parke
131 E. Pueblo St.
Reno, Nev. 89502

Dear Sirs:

I wish to straighten out a mistake which was made in your roster and is not new to me or my brother - let me explain.

I have been getting information pertinent to the 466th - which I was never in - my brother was. So for your clarification and change in your records and subsequent mailing to me:

I am - James V. Tootell, 705th Bomb, Sqd., 446th Bomb. Group, Crew 3977, Pilot - Jack Cansler. I was a T/Sgt., Flight Engineer stationed at Flickston-Bungay, England (May 1944 - March 1945).

My brother is - Harry D. Tootell, 784th Bomb. Sqd. (I think), 466th Bomb Group, Crew 3976, Pilot - Alexander. He too was a T/Sgt., Flight Engineer stationed at Attlebridge, England (May 1944 - May 1945).

We were two years apart in age, enlisted together in '42, volunteered for gunnery school in '43, went to O.T.U. in Colorado Springs and to England in '44. We were stationed 30 miles apart as mentioned above. We both flew a tour of duty. I flew 35 missions and returned to the States in March 1945 and Harry returned in May 1945.

I would appreciate your correcting your records for us. I live in Sunnymead, California and Harry lives in Groton, Connecticut.

Am enclosing my dues and thank you for your patience in getting our records and names straightened out.

Sincerely,
James V. Tootell
24755 Myers Avenue
Sunnymead, Calif. 92388

(ed. note: Will everybody please make this change in your Rosters? I think 30 years of this foul up is long enough! Right Jim?)

NOTICE

LOST? STRAYED? STOLEN?

Your Membership Secretary and Newsletter Editor are rapidly being driven out of their minds by a situation that can be controlled if we all pitch in. When you move PLEASE send us a 'change of address' form before leaving your old residence, or immediately upon arriving at your new one. We don't want to lose anybody and we hope you don't want to lose us.

THE MEMBERSHIP RACE

by John H. Woolnough

The Second Air Division Roster, 1973 reveals that the Association is growing by leaps and bounds. The two years, 1970 to 1972 produced a 58 per cent rise, and this last year (1972 to 1973) showed a whopping 59 per cent increase. The 2ADA has grown over three and a half times greater than the 1967 strength.

This amazing growth must evoke the question, "How was it done?" By publicity, programs, or people? It doesn't take much analysis to find that people did it. One person told another. Unfortunately the growth was not Division-wide. Only a few people were involved in the growth. A look at a tabulations of the Association membership lists since 1967 reveals the important fact that the growth was tied directly to the growth of a few units.

Over half of the growth in the Association has been brought about by the new members brought in by only three units (44th, 389th, and 466th). Why should these units show so much activity? They are not much different from other groups. The 44th and the 389th had a longer period of combat and therefore had a larger total number of personnel assigned. Yet one of the newest outfits (466th with only 13 months in combat) now shows the greatest growth increase of all. It must be something people in the groups are doing now (or not doing now) that makes the difference in the growth rate.

Perhaps a clue to the reasons behind the growth lies in the fact that it is no coincidence that six of the seven greatest growers held mini-reunions in Colorado Springs last year. Those mini-reunions were brought about by a few persons in each group determined to get the gang together. So these few beat the bushes, got the word out and the guys turned out. Best of all, those that came out liked what they saw and joined the 2 ADA.

Most of those you contact will be eternally grateful for your insistence. There is a special magic in getting together. Even family members who were not in combat enjoy the good times at each reunion. The good times are made better when you find a few who served in your outfit with you. It is up to you to get them out, will you try?

I imagine that some of you are wondering how you would go about regrouping your outfit. Perhaps I can detail a few pointers that worked with the 466th.

1. Get a small group to agree to work with you toward growth for your unit. In our case we started with two.
2. Write to every man known to you. Ask for names and addresses of

SPREADING THE WORD



Thomas A. Flaherty, left of Red Bank, N.J. and Frank E. Rutledge of Fair Haven served with the famous 8th Air Force's 2nd Air Division. Both are members of the increasingly active 2nd Air Division Association.

Last year we urged that all our members get in touch with their local Newspaper for the purpose of trumpeting the existence of the Association. Many did, new members were obtained from almost every State. The following is a short excerpt from the interview arranged by Tom and Frank upon their return from Colorado and which appeared in the Daily Register of Red Bank together with the above photo.

"Thirty years ago, Thomas A. Flaherty of Red Bank and Frank E. Rutledge of Fair Haven didn't know each other, but had much in common. Two years ago, at the 25th annual reunion banquet held by the 2nd Air Division Association in London, they finally met and found this out.

In 1946 a handful of Air Corps veterans started the 2nd Air Division Association

BOMB GROUP			
44th	445th	458th	491st
93rd	446th	466th	492nd
389th	448th	467th	
392nd	453rd	489th	



FIGHTER GROUP		
4th	56th	355th
SCOUTING FORCE - FIGHTER GROUP		
361st	479th	
OTHER GPS AND ATTACHED UNITS		

tion to perpetuate their famous unit and honor their fallen comrades.

Every year they join together at a different place. Next year they will be meeting in Wilmington, North Carolina, and the following year they will return to Norwich, England. But the Association does more than reminisce every 12 months.

As a lasting gesture of friendship in their English cousins the Association built and is stocking a special Memorial Wing of the Norwich Public Library with American literature and mementos. Every year the Association adds to the original collection with hundreds of new books about America. This project has done much to keep alive the friendships made during the war.

This bond of friendship is no myth.

Thomas C. Eaton, Vice Chairman of the Memorial Trust of the 2nd Air Division and former Lord Mayor of Norwich, was the special guest of the Association at its 1973 Colorado reunion. He represented the people of Norwich at the annual affair."

The article was quite lengthy and we cannot reproduce more of it here, but it *does* show what can be done if you approach your local paper. A simple "Letter to the Editor" announcing our forthcoming reunion in Wilmington will do the trick as it did last year. Just be certain that in your letter you list all the Groups that were part of the 2nd Air Division. Many will remember their Group number but will be unaware that they were part of the 2nd Air Division. To help you all the Groups are listed below. We urge you to get an early start and if there are four or five newspapers in your area write to them all.

3. Make a central log of the unit addresses.
4. Make a mailing to every guy on the list (the 2ADA may be able to help). Ask for names and addresses, and donations of photos and records for the unit historical collection (available at each reunion). Ask for dollar donations (say \$5) to finance the regrouping effort.
5. Send group reunion notices to the VFW, American Legion, Air Force Times and other military type magazines (too late this year to do this, should be mailed in December).
6. Keep all the unit members informed on what is going on. Also keep the Second Air Division Newsletter Editor informed of your success and problems. Feed him war stories and other items of interest about your unit.

7. Urge unit members to write to each other.

If you really want to get the history bug take a look at your combat records in the Washington Federal Records Center, Suitland, MD and/or the unit narrative history in the USAF Historical Library at Maxwell AFB, Alabama (this is a bit risky, you may end up with a lifetime hobby like I have). Then too you could write to Alumni Associations for current addresses of the college types in your unit. Try hometown newspapers, telephone directories, etc.

Just think of it. Every unit has a potential for 100, 200, 300, or more members in the Association. They are all out there waiting for YOU to start working on the regrouping operation. Why not try it. The rewards are great. Your outfit can be the big one next year. It is worth a try.