



Vol. 29, No. 3

SECOND AIR DIVISION ASSOCIATION

Fall 1990

The All-American Liberator

An Experience That Changed My Life

by Aimee K. Stokes



My parents had talked about it all week. There had been articles in the newspapers and a story on the evening news. Now, I was finally going to get to see the All-American Liberator, the B-24 Bomber. The airplane had been at the Coatesville Airport for four days. My grandfather had flown up in it from Baltimore and set her down for the last time.

It took over \$1,000,000 to restore the All-American, but for my grandfather, the memories of World War II were priceless. My grandfather flew a B-24 Bomber in the 453rd bomb group from 1943-1945. He never lost a plane or a crew member. My grandfather survived 30 missions; World War II is a part of my family's history. That history has been captured in photographs and in picture books, but the war stories and this airplane are the real thing. I have never seen my grandfather as happy as when he is with his "bunchered buddies".

They sit around for hours talking about the war and showing me pictures. I just listen and smile at them, never really comprehending what the war means to them. Hopefully, that will all change today when I see this bomber and spark something in me and help me to appreciate what my grandfather fought for.

Upon reaching the airport, I saw the airplane. It looked like a queen bee surrounded by her workers as swarms of people flocked to the plane just to touch the cold metal. Veterans brought their families; even toddlers to see it. As I approached the aircraft I heard a mother nearby saying, "Look, honey, Pop-Pop flew that big plane a long time ago". She spoke slowly and in that high-pitched tone commonly used when speaking to babies or animals. I couldn't help but be somewhat angry over her ignorance. This was more than "just a plane that grand-dad flew", this was

history...it saved lives, it saved "Pop-Pop's" life, it destroyed the evil that was Hitler! I knew how much it meant to my grandfather and to the people in England. Three years ago, I went to England with my grandfather for an air force reunion. It was great! The best part of the trip was when we journeyed to "Old Buck", the airbase that my grandfather flew out of. We met the people who lived in Buckenham. It was amazing; they worshipped my grandfather and his friends. They were crying and hugging us as we left. I learned the importance of the Allies and how my grandfather made a difference. I'll never forget the trip. It gave me that "spark" that made me feel part of something bigger! Now, at the airport in Coatesville, I was searching for that "spark" again.

(continued on page 3)

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President's Message

by Richard M. Kennedy



Within the remarks I was privileged to make during the "Reunion Banquet" on July 30, 1990, I was additionally pleased to have been able to read to our assembled 2nd ADA members a letter from President George H. W. Bush directed to our membership. President Bush was responding to a letter I had written to him concerning our 2nd ADA Norfolk reunion. What follows then, is the text of my comments, including the President's message to each of you.

"Thank you Jordan!!! Isn't it nice to see our own Mr. 2nd Air Division moving about so comfortably?

Bobbie Kennedy and I are particularly glad to be here!!! Aren't you all glad you came?

I've been advised that time is a critical factor tonight so I'll try quickly to acknowledge our distinguished friends here on the dais. Our most eminent guests from Great Britain, our 2nd Air Division General (Major General Ramsey Potts) and, of course, our lovely ladies. Regrettably, Brig. General "Jimmy Stewart" could not join us, I'll pass along our best wishes to him upon my return to the States.

May I express my sincere appreciation to each of you for the very distinct honor you have bestowed upon me. It is, you know, my privilege to serve the Association and its membership in this capacity. As I assume the office of the President of the 2nd Air Division Association, I feel it most fitting to recognize the contribution to our organization of the 34 past presidents who have preceded me.

The growth of our Association from the 100 or so who joined originally in 1948 to the close to 8,000 at present, is attainable to the stouthearted efforts of many people including, of course, the group vice presidents.

However, each administration, has had a leader whom we have elected, and tonight I salute the 34 individuals who have accepted and fulfilled their responsibilities. I am happy to say that 27 of them have survived, and even happier to say that 16 of these 27 are with us tonight.

Will you join with me now in asking these 16 Presidents to rise so that we can show our continued appreciation with a handsome round of applause.

Ladies and Gentlemen. 16 of our past Presidents. *Thank you all.*

I'd be most remiss if I failed to recognize the splendid accomplishments of the villagers who made possible the unforgettable memories we will take back to the States. I think we completed our mission. We did "Honor the Villages".

I have on several occasions attempted to describe to Association members who never had the pleasure of attending a reunion here in Norwich, the atmosphere associated with these festivities. I think we can all agree the emotional charge must be experienced to be fully appreciated.

Our 2nd Air Division Association reunions, in my opinion, continue to provide us all with the required setting to breathe in all that wonderful and unique nostalgia that only we can fully understand and appreciate. Evelyn, *again* we applaud your accomplishments.

In June of 1963, a young President of the United States stood in West Berlin and faced a large throng of German citizens with the now infamous wall somberly overlooking the scene. He spoke of freedom and of the impossible task communism faced if a mere wall was expected to deny the citizens of Berlin their freedom. He proclaimed that as a free man, he took pride in the words "I am a Berliner".

While freedom is not an issue here, may I liberally paraphrase JFK's words and say to our wonderful British friends, that as members of the 2nd Air Division Association, fully enjoying our past week here in Norfolk, completely immersed in the nostalgia supplied by visits to the villages and the bases we are proud to proclaim that "we too are East Anglians".

On any mission, fighter pilots, bomber crews, all enjoyed the company of a "wing man". I understand that *even* the Navy flew in formation. Jordan mentioned that we have with us tonight a former Navy torpedo bomber pilot.

Well, I thought he might like to have a wing man so I called for some assistance from another former torpedo bomber pilot. He lives in Washington, D.C. more specifically at 1600 Pennsylvania Avenue and his stationery bears the inscription "The White House". Please, let me share this with you....

The White House, Washington — July 23, 1990

I am pleased to extend my warmest greetings to everyone gathered in Norwich, East Anglia for the 43rd Annual Reunion of the Second Air Division Association.

Forty-six years ago, Supreme Allied Commander Dwight Eisenhower rallied his troops in preparation for the D-Day invasion with the famous words, "I call upon all who love freedom to stand with us now. Together we shall achieve victory". Standing together to defend the principles of freedom and democracy, America's Army Air Corps played a vital role in achieving victory over the forces of tyranny — a victory that continues to influence the lives of people around the world.

Through your service in our Nation's Armed Forces, each of you demonstrated extraordinary courage and resolve in defending the universal cause of freedom. The gallant efforts of the members of the 2nd Air Division in Northern France, the Rhineland, Ardennes-Alsace, and in other campaigns in Central Europe contributed significantly toward ending World War II. I salute you for your service to our country, and I join with you in paying tribute to those who made the ultimate sacrifice so that others would live in freedom.

Barbara joins me in sending our best wishes for an enjoyable reunion. God bless you."

George Bush

I'm not going to attempt to top that. May Bobbie and I invite all of you to join us one year from now in Dearborn, Michigan for yet another 2nd Air Division Association reunion.

Thank you all again; remember serving you and the 2nd Air Division Association is my privilege! God bless you all!"

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The All-American Liberator (continued from page 1)

I found my grandparents talking with people I didn't know but they seemed to know who I was. I stood, listening to them but watching the plane. It was enormous. It seemed that only a miracle could get it airborne.

Many men were packing the plane, getting it ready for the flight to Reading for the Reading air show. My aunt took me by the arm and took me closer so that I could see inside. I popped my head into an open space and saw hydraulic equipment that worked the landing gear.

"Excuse me, Ginger, we have to get ready, so if you'd clear away..." Mr. Eagleson, a bombardier and friend of my grandfather was telling everyone to move away. He was busy getting things organized for take-off. Reluctantly, I proceeded to the side of the runway. At least I would see the plane take off and maybe that would spark me in some way. I stood next to my parents and watched as the propellers on engine four began to revolve. With a sputter and roar, they turned rapidly until all you could see was a circular blur. Faces beamed with excitement. The excitement seemed to hum through the crowd. All of a sudden some commotion arose to my right. A woman I didn't know, my aunt, and my grandmother were racing over to the plane in a huddle. My grandmother kissed my aunt and with the help of Mr. Eagleson, they climbed into the waist of the plane.

"Wait a minute," I thought, "what are they doing?" And as if she had heard me,

my grandmother replied, "Ginger and Mrs. Kennedy are going to Reading!" My aunt must have been so excited. She had been to England with us. I felt happy for her and a little envious. "I would have liked to go on," I said aloud.

"Go ask Mr. Eagleson; maybe you can." My mom hadn't even finished that sentence; I was at Mr. Eagleson's side pleading to go.

"I'm sorry, Aimee, I can't get you on." Disappointed doesn't even begin to describe how I felt. I felt empty and thought I was going to cry. I walked back to the side of the runway and told my mom the bad news.

"It was worth a try anyway," she said.

"Yeah," I said. But I knew I would never have a chance again and I knew I would return to school depressed.

I looked back to the spot where my aunt's foot was disappearing into the belly of the plane. I looked at the spot with a let down feeling. Then, Mr. Eagleson started motioning with his hand in an upside-down wave. I looked to my left and my right.

"Me?" I said under the roar of the engines. He nodded, reading my lips.

"See ya, mom!" I yelled.

"What?" She was oblivious to my "conversation" with Mr. Eagleson. I made a beeline for the plane. I sprinted as fast as I could. If only Mrs. Horsey (my lacrosse coach) could see me now. I ran to the hatch. I didn't need any help getting up. My heart was racing, skipping some beats. The emp-

teness left. I smiled and laughed when I saw my aunt's expression to my popping into the plane.

"Where do I sit?" I asked.

We sat in an open area surrounded by ammunition. The plane vibrated and roared. We didn't talk too much because you couldn't hear anything over the sound of the engines. I just smiled at my aunt. We must have looked as giddy as little kids on Christmas morning. This was indeed the best present! I couldn't even feel the plane moving to the end of the runway; the plane vibrated so much! Sitting on the floor, I couldn't see anything so I looked behind through the ball turret. The ground raced by in a gray blur at 120 mph. We took off in a rush of wind. The pilot pulled hard to the left and my stomach was in my throat. What a feeling! I was on a high. We circled the airport and I stood up to watch as we buzzed the field. Looking out of the window I saw thousands of people waving. Then, we were on our way to Reading. The farms flashed underneath us. I held onto my aunt the whole time. I just thought about the war and imagined being shot at right now and hundreds of planes rushing by. I thought of how scared the people were when they boarded this plane forty years ago compared to my thrill! The trip went fast. It took only twenty minutes to get to Reading. When we landed I wanted to dance and sing or have a party.

"Well," I said as I departed the aircraft, "my first successful mission!"

Financial Report

Second Air Division Association

June 30, 1990

GENERAL FUND ACCOUNT:

Balance June 30, 1989			120,967.62
Receipts: Membership Dues	79,795.97		
Hilton Head, Convention Fees	6,140.00		
Interest Income	7,438.18		
Computer Receipts	333.24		
Proceeds Hilton Head Convention	21,299.50		115,007.19
Receipts and Balance			235,974.81
Disbursements:			
V.P. Journal:			
Postage	3,067.05		
Auto Expense	688.34		
Printing	132.84		
P.O. Box Rental	72.00		
File Folders	10.75		
Rent	7,200.00	11,170.98	
Journal:			
Postage	2,830.00		
Overseas Postage	1,801.88		
Printing	21,228.99		
Composition	7,840.00		
Label, Insert, Deliver to Post Office	1,423.35		
Bulk Mail Permit	60.00		
UPS Charges	114.98		
Film & Developing	158.31	35,457.51	46,628.49
Membership V.P.:			
Postage	3,400.00		
Printing Sups	1,502.15		
Rent	4,800.00	9,702.15	
General Expenses:			
Computer Exp. & Rent	2,737.15		
Plaques & Calligraphy	634.60		
Treasurer Rent	1,200.00		
Fidelity Bond, Treas.	260.00		
Vice Presidents Postage & Printing	2,793.13		
Executive Board Postage & Printing	2,625.26		
Publicity and Promotions	277.76		
Audit Committee Expense	1,264.09		
Nominating Committee Expense	101.83		
Executive Board Expenses, Hilton Head	6,547.60		
Executive Board Expenses, Dallas	1,551.76		
Taping 2nd ADA History	5,000.00		
Printing 2nd ADA Posters	694.40		
Donation, U. S. Normandy	150.00		
H. H. Collings Foundation	4,000.00		
Koorndyk, Ex. Bd. Mgt. Nor.	1,324.80		
4 Comp. Trips to Conv., England	6,006.00		
Total Exp. General Fund		37,168.38	
Total Disbursements			93,499.02
Balance General Fund June 30, 1990			142,475.79
Memorial Fund 2nd AD Memorial Library, USAAF			
Balance June 30, 1989	50,606.22		
Disbursements	35,000.00		
	15,606.22		
Donation Receipts June 30, 1990	26,246.50		
Balance as of June 30, 1990	41,852.72		

Dean E. Moyer, Treasurer
Second Air Division Association

The 445th Reporting

by Charles L. Walker

I begin this report by congratulating Frank DiMola on the outstanding job he has done this past year as president of the 2nd Air Division Association. It's a tough job and Frank made us all proud the way he conducted himself in this very important office. Only two comments; he could never have done it without the help of his lovely wife Elizabeth and Frank, please be more careful around Rolls Royces backing up - I thought for a minute we were going to lose you there in Norwich!

There are events in each of our lives that will live in our memory forever. Our "Honor the Villages" day in Tibenham was such a day. The villagers totally reversed that theme by the manner in which they honored us. We were overwhelmed with hospitality and kindness. The 88 of us who returned to Tibenham never felt more welcome in our lives - it was an experience indescribable to any one who did not attend.

Evelyn and Nigel Bayne spearheaded the planning for the very emotional church service and plaque dedication. Rector Swift assisted by USAF Chaplain from Mildenhall Air Base, conducted an inspiring service at the conclusion of which a plaque was dedicated to the memory of the 568 men who lost their lives and all those who served at Tibenham with the 445th BG during World War II. An RAF veterans group provided a British Color Guard while Jim Dowling, Ray Lemons and Jack Pelton served as the American Color Guard. A USAF bugler from Mildenhall ended the service with "Taps". Needless to say, there was hardly a dry eye among the approximately 200 in attendance.

Refurbishing of the church had just been completed and the ladies of the village had liberally decorated it with beautiful fresh flowers from their gardens. The church bells were rung in concert in our honor just before the services began. What an experience in sight and sound this was!

The coaches then took the group to the old air base where the Norfolk Gliding Club and their ladies hosted an outstanding lunch for some 200 of us and villagers. Evan and Nell Harris were the "crew chiefs" who made this function so enjoyable. I apologize for not getting Gwen's last name. She was the lady in charge of the food and certainly did a super job.

Glider rides were provided for all those interested and I think most everyone including wives took advantage of the opportunity to see Tibenham from the air.

Villagers then took us all by car to their homes for tea. We were paired up by fours to each home. Everyone thoroughly enjoyed the opportunity to visit a British home and soak up still more of their boundless hospitality.

At 6 p.m. we were again gathered at the Gliding Club for a barbecue. Although we had been eating all day, the food was so good and the beer was so cold we couldn't

resist. By the way, England was in the throws of a heat wave the whole time we were there - lots of sunshine but hot, so the beer tasted especially good. The coaches left for our Norwich hotel at 8 p.m. What a full day it had been. A truly unforgettable experience. Evelyn and Nigel Bayne and



Left to right: Lt. Col. Foron, French Air Attache, Ray Pytel, and Chuck Walker at the presentation of the Croix de Guerre citation and medal.

Nell and Evan Harris and their committees cannot be thanked enough. (Reminder: You ladies who promised needlepoint, please don't let us down.)

All the rest of the reunion activities are ably written up elsewhere in the Journal so I won't repeat. However, you will be pleased to know that the library shelf dedicated to the memory of Rudy Birsic is well identified and contains some of the more valuable possessions of the library.

Ray Pytel's "several years of research and search" finally culminated in the 445th BG being formally presented the French Croix de Guerre avec Palme by Lt. Col. Foron, the French Air Attache to Britain. We owe Ray Pytel a great big thank you for all the work he put into this task - attaboy Ray.

Did you know that only three bomber groups were awarded the Croix de Guerre? The 492nd Carpetbaggers, the 100th BG (B-17s) and the 445th - so you see it is quite a unique honor.

Twenty-one men who flew on the Kassel mission on 27 September 1944 were to be joined by 56 other friends and relatives at Bad Hersfeld, Germany on 1 August for the dedication of a monument in memory of that disastrous mission. At least 4 former Luftwaffe pilots who flew on the 27th were to be in attendance. Bill Dewey who spearheaded the drive for this monument and its dedication will no doubt have a fuller report on the affair elsewhere in this Journal.

The 445th membership in the 2nd Air Division Association has now risen to 529 and is still climbing. Members' help in recruiting is paying off so keep up the good work, there are many more potential members to be located.

On a sad note, Reg Miner, himself a

Kassel survivor, advises that Leonard Trotta, co-pilot on Stanley Krivik's crew folded his wings 31 January 1990. Krivik's plane was the only one of the 702nd high right squadron to get out of Germany following the Kassel raid. Their plane crashed near Old Buck upon return and Krivik was awarded the Soldiers Medal of Heroism for pulling Trotta - seat and all - and another crew member from the crashed plane. Krivik is reported to have folded his

wings in 1976.

Phyllis Hunt, our Memorial Room Librarian, advised that the following books have been purchased with the income from the 445th Endowment Fund:

Crouch, T.D. : A dream of wings : Americans and the airplane, 1875-1905

Champlin, C. : Back there where the past was : a small town boyhood

Halberstam, D. : Summer of '49

Chesman, A. : The inventive Yankee

Jossnes, K. : Boxing : The Champions

Said Phyllis, "I have tried to select some particularly interesting and/or beautiful books to display your bookplate". As usual she has made an excellent selection.

Having spent an extra couple of weeks in Europe following the reunion, I'm finding it difficult to get back in the saddle but I do appreciate the vote of confidence given my efforts by your reelecting me to continue as your Group VP for another year. Frank DiMola volunteered to serve as Ass't VP which will be a big help. Of course if all else fails we will recruit Dave Patterson to help, but he is having so much fun being the 2nd ADA Secretary that he may be hard to corral.

John Knizeski, 44 Lambert Road, Freeport, ME 04032 is interested in having a regional 2nd ADA dinner with you upeasterners so if you are interested drop John a line.

Finally, we were all disappointed that Gen. Jimmy Stewart's health prevented him from attending the reunion. I'm certain he would have enjoyed it as much as we all did. We wish you a speedy recovery General and look forward to your presence at a future reunion.

Until the winter issue!

Report on the Memorial Trust

by E. Bud Koorndyk



As I share my thoughts with you on our Memorial Trust and Library and our vision for its continued success in the decade of the 90's, I feel somewhat like a Pastor, Priest or Rabbi must feel after they've labored meticulously on a message they hope and pray will inspire their listening congregations. I would hope that my report would so inspire and stir up in each member of the 2nd Air Division Association, a sense of gratitude and thankfulness for what has been accomplished by our members as it relates to our Memorial Library and for a vision for what is still to be accomplished in the next chapter in the life of the 2nd Air Division Memorial Library, which is now in the process of being written.

Momentous events of the past few months, such as the breaking down of the wall separating East and West Germany, the yearning for freedom demonstrated by other nations in the Soviet bloc as well as by other nations around the world. The USSR itself moving into an entirely new period in its history as it relates to its sphere of influence in the world scene. South Africa also struggling to attain full citizenship and freedom for all people, regardless of color or creed and I could go on and on describing the changing world in which we live.

In this new sphere of influence, I look at the impact our 2nd Air Division Memorial Library has made since 1963, the year of its dedication, in doing our small part in promoting continued friendship between the 2nd Air Division Association members and our friends in Great Britain. By sharing with its citizens our American heritage and way of life, we have enjoyed 47 years of calm seas and friendships fostered and strengthened between our membership at large as well as with the administrators of our Memorial Trust and Library. This in itself is an almost unheard of accomplishment in this day and age.

During my visit to our Memorial Library and meeting with our staff at the library, as well as with some of the Governors of our Trust during the month of May, and also at our annual convention in July, leaves me with a heart bursting with pride and thanksgiving for all of the dedicated people involved in the daily operation of our wonderful Memorial Library and by the Memorial Trust which supports it financially.

A beautiful new inscription on the front of the Norwich Central Library, tying together the Norwich Central Library and the 2nd Air Division USAAF Memorial, confronted us upon our arrival for our convention in July.

And then to give just a brief outline as to the beginning of our Memorial Trust, I would like to give due credit for the wisdom and foresight that was shown by our own General Milton Arnold for serving as chairman of the campaign that raised 20,916 pounds at the time of our stay in England during World War II and which at a later date was designated to be used for a Memorial Room and Library in the Norwich Central Library.

General Arnold by his most generous gift of \$100,000 to our Memorial Trust in 1990, is as supportive at this date as he was in conducting the drive for funds during the World War II era. And to the General, as well as to the original founders and trustees, I would give our thanks for a unique memorial devoted to the memory of all of our departed comrades, which cannot be duplicated by any other veterans organizations in the USA or abroad.

My only wish would be that all of our 7,800 plus members could have the opportunity to visit our Memorial Room and experience the dedication shown by our full time staff, namely Phyllis Hunt, our American Librarian and Tony North, her most able English assistant. During my trip over in May and again in July, I witnessed a steady flow of people utilizing our Library and its volume of books and also visitors from the States seeking information about their former bases, to such a degree that our Board of Governors moved to approve funds for staffing our Memorial on Saturdays as well.

And to Phyllis Hunt and Tony North for going the extra mile in their work at the Library, such as putting fresh flowers each day in a vase above our Roll of Honor, whose pages are turned each day, to taking American visitors or making arrangements for them to visit the various bases at which they were stationed, a special vote of thanks, I would urgently request that if any of our members contemplate a visit to Norwich in the foreseeable future and would like to be accompanied on a visit to their old base, please inform Phyllis Hunt prior to your arrival so that proper arrangements can be made.

To keep you further informed as to the operation of the library itself, Phyllis informs me that in the year 1989, 468 new books were purchased and that all books in the Memorial Library as well as those in our storage area and in the Branch Libraries, are now all computer tabbed and correlated with the Norwich Central Library. All memorabilia sent by our members is also properly documented by individual bomb groups and easily accessible for interested parties to peruse. Our vision for the future is to have a Fulbright Archivist on our staff to properly oversee the memorabilia which is now being donated to our Library.

With the advent of our dedicating sections in the Branch Libraries at Long Stratton, East Dereham, Sprowston and Attle-

borough with books and periodicals at our convention in July, began a new chapter in expanding the memory of the 2nd Air Division USAAF. These villages are located near some of the bases from which we flew out of in World War II. The engraved inscriptions above these sections are an outstanding piece of work and the photograph of one of the sections accompanies this article.

Our VCR library in the Memorial Room is rapidly expanding, mainly thru the generosity of the Joe Dzenowagis family who have made an invaluable history of the 2nd Air Division USAAF members and of the bases at which they were stationed. I would urgently recommend that our membership contact Joe and purchase a number of his tapes for their own family portfolio. What more beautiful record could be left for our children and their offspring of our part in helping to preserve freedom in our time, than the Dzenowagis tapes.

At our Executive Committee meeting in Norwich on July 25, an approval was given for the purchase of a portable projector, at a cost of 2,838 English pounds, which will enable Phyllis Hunt to show our historical tapes to small groups throughout the Norwich area.

During my visit in May, I had the opportunity of having lunch with Professor Howard Temperly of the University of East Anglia, Ted Inman, Director of the Duxford Imperial War Museum, Dr. Ronald Clifton our Cultural Attache and Captain John Franklin, Director of the Fulbright Commission. Their vision and enthusiasm for incorporating our 2nd Air Division Memorial Library with the activities of their organizations was most enlightening. With the advent of this type of individuals serving as Governors of our Memorial Trust, all bodes well for the future.

And the spirit of cooperation shown to our organizations by the Board of Governors of our Memorial Trust, which directs the day-by-day activities of our Memorial Room, is most appreciated. Their dedication and undying efforts on our behalf is beyond the scope of which words could express. So might I on behalf of our membership, offer our thanks. May its Chairman, Mr. Tom Eaton and his fellow Governor of which many are now second generation members, continue to supply the vision needed for the continued success of the 2nd Air Division Memorial Trust and the Library it supports.

At the Executive Committee meeting held at the Hotel Norwich on the 25th of July, a motion was made, supported and passed that a donation of \$5,000 be made to the Capital Trust Librarian Fund of the 2nd Air Division Memorial Trust on behalf of the 2nd Air Division Association. This check was presented to Mr. Tom Eaton, Chairman of the Trust, at our final banquet and Mr. Eaton responded with appropriate words of appreciation, not only for the gift itself but also for the moral support given by all of our members.

(continued on page 7)

Report on the Memorial Trust

(continued from page 6)

On Wednesday, August 1st, I as well as a small delegation of our Executive Committee members and Ex-Officio members attended an officially called meeting of the Board of Governors. Our delegation was asked to freely participate in the meeting and to ask questions at any time. The financial statement thru the 5th of April, 1990 was presented, discussed and duly accepted. After various views were expressed as to the future role of our Memorial Trust, Mr. Eaton, Chairman of the Trust, reminded all Governors that all funds now and in the future would be used solely to perpetuate the Library and the Branch Libraries themselves. Because of the very nature of the Charity Commission under which we operate, no funds can be siphoned off for any other purpose. This one expression by Mr. Eaton was the heart of the entire meeting and was met with wide acclaim by our members present.

And I would be remiss that in the process of portraying a vision for our future, I failed to remind each member of a chapter still to be finalized on the last leg of our mission and that being the successful completion of our Capital Fund Drive of \$500,000 to insure a continued American presence in our Memorial Library into perpetuity. We would especially encourage those members who at this point in time have not made a contribution to our drive, to give it their most serious consideration and help us to raise the last \$50,000 needed to complete our mission. Gifts should still be sent to Jordan Uttal, our drive Chairman.

I am firmly convinced that we have in Norwich, England a Memorial that will stand the test of time far beyond some Memorials that I have visited in the States. The prime difference being that ours is a living memorial, a memorial made up of people, people who will not forget the role we shared with them during the dark days of World War II. I pray that our second and third generations might continue to sense the feeling of pride and accomplishment for freedom shared that I experienced in my visit to the Memorial Day service at the Maddingly Cemetery in England in May. May our own Heritage League and its companion organization of the Friends of the 2nd in England continue to dedicate themselves to this purpose.

May I conclude this report with a prayer expressing my feelings, as well as I'm sure would be that of our membership as a whole.

"Father forgive us for taking our precious heritage for granted.

Forgive us for letting slip away that for which our forbearers suffered and died.

Forgive us for the waning of reverence, the dimming of wonder, the cooling of passions for the vision of liberty for all people.

Restore in our hearts the dreams of a nation, of a world in which there is liberty and justice for all."

Shalom and God Bless

Vice President's Message

by E.W. (Bill) Clarey



At this time, I would like to thank the Nominating Committee of the Second Air Division Association on their decision in nominating me as the next Executive Vice President. I feel that it is a very high honor to be chosen for that position in one of the finest veterans' organizations ever organized.

I look forward to working with each executive, each group vice president, associate members, Heritage League officials, and everyone else associated with the organization.

I thank you again.



2nd ADA Reunion - 1990 — At 11:30 on 29 July 1990 veterans of the 467th Bombardment Group and residents of Norwich dedicated a historical marker on the WWII Rackheath Air Base site. The ceremony marked the successful culmination of hope, planning, anxiety, frustration, a stack of correspondence, and many dollars of telephone conversations for Jeff Gregory.

As Project Manager Jeff worked for more than a year to secure and erect a 467th historical marker on the Rackheath Air Base site. He handled the many problems that arose (compounded by distance and communication) and dealt with all the people involved, both in the U.S. and England. His primary contact and invaluable associate was David Hastings, our on-the-spot-in-England 467th honorary member, member of the 2nd ADA Memorial Board of Governors, and Chairman of the Norfolk County Broadland District Council.

The high point for Jeff and David came when Robert Lomax, Managing Director of H. G. Lomax Developers, Ltd., conveyed the site in perpetuity to the 467th Bomb Group (H) Association, Ltd. Then, as Jeff, President Jack Stevens, and Col. Albert J. Shower, WWII Commanding Officer of the 467th Bomb Group, unveiled the marker, Col. Shower's son, a retired Navy pilot, flew his Bonanza, with an RAF T-6 Harvard in formation, in a low-level salute above them.

That evening, many villagers joined us at a buffet supper and award ceremony. Based on recommendations processed by Awards Committee Chairman Bill Dillon, Col. Shower awarded certificates of appreciation to thirteen villagers who have been particularly helpful to our group. The beautiful multi-colored certificates, had been designed and prepared by Phillip Day.

Business Meeting. The 467th business meeting opened on 26 July in Norwich is scheduled to continue on Saturday, 6 October 1990 from 16:00 til 17:00 for the purpose of electing two members to the Board of Directors and for such other business as may properly be introduced.

For the Record. Vince Re will have the most complete photo coverage of any 2nd ADA reunion (with emphasis on his 467th) when he finishes developing the hundreds of shots he made during the recent Norwich reunion. (Will you have some way for us to view and order any of those photos, Vince, at the Omaha reunion?) Joe, Helen, Joe Jr., and Joan Dzenowagis continued the 2nd Air Division video history project with extensive coverage of 43rd Annual Reunion people and activities. Then, they squeezed their personal belongings among the video equipment containers, to minimize extra-luggage costs, and headed to Kassel, Germany. There, they recorded personal interviews and seminars with participants from the 27 September 1944 free-for-all between 445th Bomb Group airmen and Luftwaffe pilots.

2ADA American Librarian Fund Progress Report

by Jordan Uttal

Since my last report, written in April for the summer issue, we have made great progress towards our Last Mission target. The fund is now 90% of target thanks to accumulated interest, and the contributions of 112 new donors who have sent in 225 checks. Of particular interest is the accumulation of \$20,000 in cash and pledges at the recent convention in Norwich, helped considerably by donations from the 392nd Bomb Group (\$5,000) the 93rd Bomb Group (\$2,000) and \$500 each from the Heritage League and the WAC Detachment.

At the same time it should be noted that only 23% of our 7,700 members have contributed. So, I address this special appeal — to put us on and over the target, to the 67% of our members from whom we have not heard.

PLEASE, all of you in that group of people who can afford it, send in whatever you find is possible to donate. Whatever you can spare will be welcome, and will place your name (not the amount) on the list of donors we expect to compile at year's end.

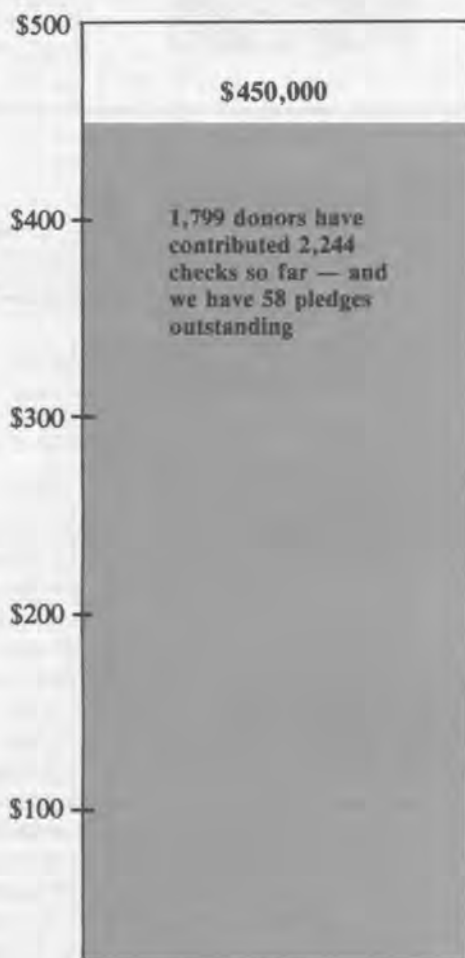
During the Norwich Convention there were many free periods during which your fellow members visited the Memorial Room in droves. Many of them were seeing it for the first time, and many more had not been there in a long time. The comments were invariably enthusiastic. Those that I heard covered the strong impression made by the Roll of Honor, the satisfaction that each of the several thousand volumes in the Memorial Room bore a dedicatory book plate to those whom we lost, the great approval of the opening of four branch libraries with 2nd Air Division book collections, and the extreme recognition that the Memorial will be used for years to come by the people of the area, reinforcing the bridge we built between us during the war.

All of those comments made it particularly appropriate for me to read the following poem, written by associate member Rhoda Bandler, as the concluding item at the banquet on 30 July. I feel that the poem captures all the above ideas expressed by our members:

*The Second Air Division Memorial
Good friends assembled here tonight,
We pledge our faith and reunite
The hands that reach across the sea
To clasp throughout posterity
In links of friendship no less real
Than those which forge a bridge of steel,
The Living Memory that stands
Forever bright between our lands,
Preserved for everyone who looks
Within the pages of our books.*

Won't you take the opportunity now to support the Living Memory which our Memorial represents? The best of everything to all of you...

HOW WE STAND AS OF 15 AUGUST 1990



HOW DOES YOUR GROUP STAND?

Unit	Number of Donors	Number of Checks	Number of Pledges
458th	276	339	5
93rd	170	211	6
389th	143	206	10
467th	141	167	6
448th	137	153	1
453rd	132	169	3
44th	129	151	2
445th	120	155	6
491st	95	142	5
489th	91	114	3
466th	90	105	3
446th	81	88	1
392nd	79	103	2
HDQ	70	88	4
492nd	30	35	1

In addition, we have had 17 checks from 15 donors from various sources.

PLEDGE COMMITMENT

- ☐ I pledge \$1,000
- ☐ I pledge \$500
- ☐ I pledge \$ _____
- ☐ To be given at once
- ☐ To be given by end of 1990

Please make all checks payable to:
2nd Air Division Association

Mail To:

Jordan R. Uttal
7824 Meadow Park Drive, Apt. 101
Dallas, Texas 75230

Name (Please Print)

Address

City

State - Zip

Signature

Date

Group

448th Annual Photo Albums

Those 448th members who have attended our annual group reunions are used to seeing our Annual Photo Albums that I have assembled, which include our group reunions at Shreveport 1985; Dayton 1986; England 1987; Colorado Springs & Harlingen, Texas 1988; and Ft. Worth 1989. Now I'm getting ready to start on our Tucson reunion held in April 1990.

If you have a picture that you'd like to go in the album, please send it to **Leroy Engdahl, 1785 Wexford Drive, Vidor, Texas 77662**. Identify each picture, names, site and any pertinent data so I can label them properly. Your help in putting together another great piece of our Group's history will be sincerely appreciated.

Hearty Hoary Hearts

by Bud Chamberlain

The 1950s was a memorable decade. The aftermath of WWII was finally beginning to settle down. Then, a brand new war in Korea upset the world again, calling many of us back to service. General Eisenhower was elected President and served for the rest of the period. "I Love Lucy" started a long TV run. "Peyton Place" was a bestseller. Jonas Salk's polio vaccine started its successful battle against a killer disease, and Sputnik I changed the whole complexion of international affairs.

Now, with the onset of the 1990s, we witness daily, world shaking events that most of us never, in our wildest imaginations, ever envisioned would happen. Not only are we on the threshold of a new era of freedom, but the world and even the universe continue

to shrink with the promise of an aerospace plane which will reduce the west coast to Tokyo commute to less than two hours and the Hubble telescope which will bring the edge of the universe into our living rooms.

Linking these five remarkable decades is a heart — the center of any vibrant thing. This is so be it human, machine or organization. Our 2nd Air Division Association is no different. Its "heart" was recognized at our midyear Executive Committee meeting in Dallas on April 20, 1990. There, Membership VP Evelyn Cohen presented a list of 165 members who were on hand at the outset of the 1950s and who were still on hand at the outset of the 1990s. Though others have contributed, significantly, to our advancement, these Hearty Hoary Hearts have been there

through thick and thin and are still there. Certainly, they have constituted a large part of our organization's "heart." They continue to do so.

Representing all elements of the 2nd Air Division, the faithful 165 have contributed in countless ways to the healthy growth of our unique association from a few hundred to nearly 8,000 members. As they step into their fifth decade of loyal support, we pray that they will continue to be inspired by what has been accomplished and will, likewise, inspire others to perpetuate the purposes of our special organization and its living Memorial in the Norwich Central Library. We thank them for being there. Our Hearty Hoary Hearts are listed below.



2ADA Members Since 1950

- | | | | |
|--------------------------------|----------------------------------|---------------------------|----------------------------------|
| Geroge W. Abbott, 93rd | Klemmet P. Ellefson, 466th | Charles J. Kuehl, 491st | Herbert W. Russell, 44th |
| Warren E. Alberts, 93rd, Hq | Charles J. Ercegovac, 467th | Donald S. Laher, 389th | Fred E. Sayre, 389th |
| Harold E. Anderson, 466th | Gertrude Pregizer Eriksen, Hq | George Leininger, 445th | William P. Scharrschmidt, 467th |
| Milton W. Arnold, 389th, Hq | Erwin G. Esterling, 489th | Vernon Lewis, 446th | Aaron C. Schultz, 389th |
| Robert S. Ayers, Hq | Harold M. Falik, 466th | William H. Lobb, 446th | Frederick A. Schwartz, 446th |
| Howard H. Baum, Hq | Joseph J. Ferris, 445th | John P. Lynes, 445th | William H. Searles, 448th |
| Arthur Bernstein, Hq | Elmer M. Fischer, 445th | Ralph Lynn, 466th | Msgr. Edward J. Seward, Hq |
| Cecil J. Bishop, 446th | Joseph E. Flaherty, 44th, Hq | Leo R. McBrien, 389th | Eugene A. Shultz, 489th |
| John H. Blumenstock, 466th | Morgan L. Ford, 466th | Vere A. McCarty, 446th | Richard B. Smith, 389th |
| Charles H. Booth, 458th | William E. Foreman, 466th | John M. McCaslin, 44th | Martin J. Stanton, 56th |
| Robert Boutain, 93rd | Julian L. Friedman, 458th | Charles K. Marlatt, Hq | Joseph J. Stepan, 446th |
| Robert H. Breitenfeld, Hq | Mike Fusano, 14th, 44th | William L. Mayer, 389th | Edward J. Stephens, 93rd |
| William T. Brenner, 466th | Robert L. Gates, Hq | Charles T. Merrill, 93rd | Charles O. Stine, 445th |
| Jean F. Bressler, 44th | Clarence E. Gerber, 44th | Thomas F. Messenger, Hq | Frederick A. Strombom, 93rd |
| James L. Bruner, 466th | Norman W. Giese, 93rd | James H. Middleton, 389th | Raymond E. Strong, Hq |
| Warren L. Burman, 458th, Hq | S. Hazard Gillespie, Hq | Michael J. Missano, 389th | Henry P. Sullivan, 389th |
| Robert S. Calkins, 93rd, 448th | Thomas Goodyear, 467th | William R. Modene, 466th | W.R. Paul Surbaugh, 446th, 489th |
| Eleanor M. Callihan, Hq | Yetta S. Gottlieb, Hq | Lillian Meadows Moore, Hq | Alexander L. Suto, 466th |
| Joseph N. Campbell, 466th | Paul A. Grantham, 389th | Rocco V. Moreo, 389th | Robert L. Taylor, 44th |
| Alma L. Carlson, AM | Robert F. Gries, 392nd | James Morgan, 389th | Lida B. Cowan Thompson, Hq |
| J.J. Cecil, 466th | Edward C. Griffin, 389th | Dean Moyer, Hq | Paul E. Trissel, 389th |
| Guy P. Cheney, 93rd | Clinton A. Gruber, 93rd | William F. Mulvaney, Hq | Theodore B. Tyndall, 44th |
| Warren Christensen, 93rd | Theodore Guzik, 93rd | Elden J. Nedeau, 44th | Kennard Underwood, 466th |
| George E. Church, 467th | Paul Halecki, 446th | Harold Nordlicht, 361st | Jordan R. Uttal, Hq |
| Edwin R. Cisinski, 44th | Dorothy McDonald Harrison, 93ARC | Donald A. Norton, 389th | Hathy Veynar, Hq |
| Robert C. Clark, 445th | Lloyd Haug, 467th | L.C. Oldham, Hq | Martin J. Vodinelich, 44th |
| Walter G.W. Clatanoff, Hq | John J. Horan, 466th | Vincent A. Palmer, 466th | Elizabeth Cutts Warren, Hq |
| Vance B. Clough, AM389 | Alonzo E. Howell, 466th | George H. Parker, 466th | Ben Weiner, 466th |
| Evelyn Cohen, Hq | Edgar J. Huff, 458th, 56th | Theodore Parker, 491st | Richard Wessel, Hq, 44th |
| Helen DiAlphonso Corbett, Hq | Marilyn Fritz Hughes, Hq | Herbert H. Paulson, 466th | Donald Whited, 93rd, 491st |
| George W. Corrar, 466th | Edward M. Hunton, Hq | Melvin K. Payne, 467th | Joseph B. Whittaker, 392nd, Hq |
| Paul J. Cromer, 389th | John M. Jacobowitz, 466th | Willard O. Pease, 445th | James C. Whittle, 44th |
| William M. Culin, 93rd | James R. Johnson, 389th | Albert H. Pede, 389th | Raymond C. Wier, 93rd |
| Addison C. Davis, 44th, 492nd | Olive Diffenderffer Johnson, Hq | Robert L. Pellican, 466th | A. Edward Wilen, 453rd |
| Marc R. Dellefemine, 466th | Doyle C. Johnson, 458th | William F. Poppe, 44th | William J. Williams, 467th |
| Roy M. Devlin, Hq | J. Livingston Jones, Hq | James H. Reeves, Hq | Herbert J. Wilson, 44th |
| Henry X. Dietch, 491st, Hq | John D. Kernodle, 489th | J. Fred Rentz, 467th | Clayton Woodward, 389th |
| W. Gordon Douglas, 14th | James N. Kidder, 445th | Bertha M. Reidel, AM | Robert L. Wright, 389th |
| Robert J. Drummond, 445th | James & Henrica Kiernan, Hq | Clyde W. Rine, 448th, Hq | Jack T. Zeller, 389th |
| Leon B. Dubin, 445th | E. Bud Koorndyk, 389th | Richard J. Reinbolt, 4th | Michael R. Zinka, 448th |
| William Duffy, 44th | Clemens F. Kowalczyk, 446th, Hq | Thomas M. Rockett, 389th | Morton Zive, 93rd |



458th Bomb Group

by Rick Rokicki

NORWICH CONVENTION

You will read elsewhere of the general Norwich reunion. It is only of the activities that concerned the 458th that I write. Our "Salute to the Villagers" was returned many fold by the villagers' "Salute to the 458th"! It was far beyond the imagination, and only because of the detailed planning of Graham and June Savill, that it came off so well. Although I knew of most of the planned activities in advance, I was still very much surprised at the program, the bands, passing under the Battle Standards of more than 60 British Army Veterans, including Monty's "Desert Rats", the memorial service to our airmen who did not return to Horsham and the genuine caring and love of the people who greeted us. Those who were there, all 90 of us, will never forget.



The Sprowston Parish Council presented us with a miniature replica of our Wright-Patterson Memorial which I will bring to Dayton in September. The Ladies of Old Catton took our wives on a village tour of the neighborhood, churches and other interesting places, followed by invitations to their homes and an afternoon tea. The rest of us went on a base tour with 2 coaches. Down the runway we used so many times in aircraft, the 4,500 foot runway which was lengthened to 5,500 feet (we could have used the "extra" many times 45 years ago), the busses seemed a "re-trace" of a Liberator take-off. Afterwards, a perimeter track drive, visit to the Norwich Aircraft Museum, hanger and control tower all preceded by the RAF Cadet marching band parade. Many visited their old quarters, checked installations which hadn't changed over the years, and in general, relived a little of their war years. We had our lunch and our supper in the airfield hall and I presented Graham and June with a desk model of our B-24 in 458th colors, for their great efforts on our behalf.

After returning to our Airport Ambassador Hotel (a very new and very elegant residence for the week), we once again assembled at the airport terminal for a memorial presentation to our 458th Bomb Group. Exactly thirteen years earlier, Tony North, Mike Bailey, Chris Gotts, John Collins, RAF Wing Commander Ronald "Buck" Courtney who was then the airport manager and I, participated in the first dedication to our group in the original airport terminal. After the new terminal was built, it was our aim to have this done once again. In truth, it was a lot more difficult this time and only through the perseverance of Graham, Mike, Tony and several others, was it to finally be approved by the airport management. Once again, "Norwich Airport now has a permanent reminder of the days when Liberators of the U.S.A.A.F. used it as a base for raids on Germany". That was a quote in 1977 by the

Eastern Evening News, and once again repeated! A new painting by Mike Bailey, four squadron insignia, twelve photos of our aircraft (originally chosen by George Reynolds and Tony North), were all redone in new frames and allowed to be hung in an area that can be seen by all passengers in the terminal area. Again our thanks to the airport management for allowing this to be placed, and the sheer persistence of our Norwich friends who "made it happen".

DAYTON WRIGHT-WRIGHT PATTERSON REUNION

The returns as of today, 6 weeks from our reunion date, shows 317 total. Of that number, 174 members, 143 wives/children plan attending. Since reservations are still coming through at this late date, it appears we will have even more than this number. Received word that Gen. Isbell and Col. Booth will once again attend. Duke Trivette has requested more space and it appears that we may need an additional hotel. As I recall, the maximum number of seats at the banquet dinner is 400, so plan accordingly. Here again, as in Norwich, I've "leaned heavily" this time on Duke and Doris Trivette to handle the local events and planning. Sincere thanks and appreciation to those who have extended themselves in all activities for our group members and wives. Ceil and I will be driving down from Dearborn, MI, which will be the site of our 1991 2nd ADA reunion. Also, for those who have not as yet seen the restored B-24 "All American", you will be pleased to find the aircraft at the airport where Ford Motor Co. made several thousand Liberators in the '40's. Further information regarding the 1991 2nd ADA reunion will be found in the *Journal* and issues following.

TAILWINDS

Hope those of you who requested information regarding Martin Bowman's "Fields of Little America" reacted to Zenith Books offer. Saw Martin the day before he left for the annual E.A.A. Show in Wisconsin and he offered me his latest book for review. Titled "The Bedford Triangle", it deals in U. S. undercover operations from England in WWII. Patrick Stevens Ltd., Publisher, No. ISBN 0-85059-934-2, 1988. This being a part of the war very few knew little of. I found it very interesting. Another very interesting book by Ian McLachlan titled "Final Flights", but originally planned as "Wreckage Recovered - Courage Recalled" also by the same publisher as Bowman's book. Discovered both are available from Harper & Row, USA distributor. Both priced approximately 15 pounds sterling (about \$28.00).

At the risk of most certainly forgetting some, I would like to thank the following for their great efforts in making the 458th members and families feel so welcome: The Royal Norfolk Veterans Ass'n, The Norfolk & Norwich Branch of the Dunkirk Veterans Ass'n, The Burma Star Ass'n, Norwich Branch, The Norwich A.T.C. 231 Sqdn, commanded by RAF Ray Fisher, (Ret.), Sprowston Girl Guides, Helleston Parish Council, Norwich Airport Aviation Group, Rev. Neil Mash, Old Catton Parish Council, Sprowston Parish Council, Norwich Airport PLC, Old Catton Society and the University of East Anglia, presently occupying our living quarters. Also, Mr. Keith Shaw, Adrian Ellis (Gen. Mgr.) and "Maggie" who was in charge of some of the best restaurant food in Norwich, all of the Airport Ambassador Hotel. Thanks to everyone for Our Day!



On a parting sad note, six of our group have made their "Last Flight", Bill Cain, Dick Hill, Sam Milligan, C. G. Smith, Sam Whitthorne and Harry Parker. Our sympathy to their families was sent upon notification of their passing.

We Remember The Villages

by Frank DiMola

Yes, we did remember the people in all the villages where we were stationed from 1943-1945. It took a lot of planning to arrange our 43rd reunion for the Norwich area. Plans were made as far back as two years. Because of the great requests for information on the locations, a time favoring as many as possible, much work is done by the convention committee. It was very important to engage the airlines that would land at Heathrow, leaving 14 major cities, all arriving within two hours of each other. The reason for this was to have the rail connection to Norwich leave at the same time.

It is interesting to know just how many cities were involved and the number of travelers. Atlanta had 71, Boston 17, Chicago 124, Dallas 43, Detroit 13, Houston 17, Los Angeles 33, Miami 28, Newark 28, JFK 32, Philadelphia 35, Pittsburgh 13, San Francisco 12 and Washington 21. This was just a partial list as many had made different arrangements.

We were met at the Heathrow airport by David Hastings and his committee, who directed us to transportation for our next stop. David was chairman of the convention organizing committee. He has done a tremendous amount of work to make this convention the great success that it was. After all the busses were loaded up, we were taken to the Princess Squash Club, and there we were treated to a beautiful outdoor breakfast. It was just a gorgeous, sunny day. The club was surrounded by a beautiful lake and the local people enjoying their water skiing, much to our delight.

When all travelers had arrived, the entire group of approximately 450 members were bussed to Kennington Olympia Railroad Station, London and from this point we departed for Norwich, England.

As we approached the terminal, we could hear that familiar sound of yesteryear, that wonderful music of Glenn Miller's arrangements. We all had an idea just what was going on. We were greeted with such warmth that you just had to fill up a bit. There was much dancing on the platform and happy smiles and renewal of old friendship.

To keep us up dated and informed of the daily events, the D. J. Associates, David and Jean Hastings, printed a daily schedule which was delivered daily to all the hotels. We also received a lot of coverage from the local BBC television network and from both local papers, the Eastern Daily Press and The Eastern Evening News.

Our program started on July 26, 1990 with memorial services in the Norwich Cathedral in honor of our 6,032 combat losses and our deceased members of the association. The cathedral was built between the year 1094 a.d. and 1201 a.d. The President, Frank DiMola was led by the cathedral usher, to the lecture stand to read a passage from the Holy Bible. It was a

reading from the Epistle of St. Paul the Apostle to the Ephesians, Chapter 6, Verses 10:20. Based upon this reading, the Reverend Canon Ivan Bailey, preacher at the cathedral, gave his lecture. Another sermon was given by the Dean of Norwich, the very Reverend Paul Burbidge. In attendance were many members from the Norfolk County Council and The Board of Governors.

A special fanfare was composed for us by Ken Meazey, of a B-24 in take-off, a very memorable sound that thrilled all of us in the Cathedral.

After the services ended, the Royal Air Force provided us with a fly-by of aircraft, in our honor.

A huge sports complex or village, where most of the events were held, was built in the Norwich area. This convention center is the first of its kind in Britain. Besides the seven indoor tennis courts, it also has three swimming pools, which are due to open early next year.

Phyllis Hunt, the American Librarian at the 2nd Air Division Memorial Room, gave a talk about the role of the room at the memorial trust supported by Colin Sleath, Chief Librarian and Tony North, Library Aide. This short meeting was conducted by Jeff Gregory of the 467th bomb group.

On the evening of July 26th, 1990, the mini-reunions were held in various hotels. It is at this time that the membership of that particular bomb group voted for their group vice-presidents. These men are the backbone of our family type association. They work hard to find new members and are the main contact between the group members and the executive committee.

Friday, July 27th. This day is called "A Day Out In Norfolk". Our groups were divided into two units, so as each group would spend a half day at the Thursford Steam Museum, displaying a unique collection of steam engines. The Cushing family shows great interest in this display. The second half attended the home of the finest Wurlitzer great organ in Britain. A Special American aviation theme concert was given. Both these events were reported as very interesting in the special "Steam In The Forties" and great organ recital music.

The executive committee was invited to visit the home of Mr. and Mrs. Edward Trafford. We welcomed their invitation with much joy and pleasure.

Next came the annual business meeting which was conducted by the President, Frank DiMola. While most of the members attended the meeting, a special program for the ladies was arranged. With various committees reporting a brief rundown, the recording secretary Dave Patterson, minutes were accepted on our Hilton Head Convention in 1989. Evelyn Cohen on memberships, we are close to the 8,000

mark, the time and place for our 1991 reunion is set for July 4th weekend in Dearborn, Michigan. Our memorial drive report by Jordan Uttal was reporting a 90% goal in our target of \$500,000. There is still time to make your donation towards this drive. The treasurers report pending after the closing of our business and finally the nominating of the new officers for the coming year, with Bud Chamberlain reporting for president, Richard Kennedy of the 448th bomb group and E. W. (Bill) Clarey of the 492nd bomb group. The membership accepted this selection. The award ceremony was conducted by the Chairman John Conrad, 392nd and President Frank DiMola. The following awards were made. For exceptional service, Raymond E. Strong, a charter member of the 2nd ADA. The following received the distinguished service awards, Charles H. Freudenthal, 489th, James H. Reeves, HQ. and J. Fred Thomas, 392nd. Also awards were given to David Hastings for his arrangement contribution to the success of our conventions and Paul E. King, for his great contribution towards the last four Norwich conventions.

Formal arrival ceremony was held at the County Hall. Guard of honor and squadron standards provided by the Royal Air Force of Coltishall as a tribute to the 2nd Air Division Association. A band from the Royal Air Force played as the guard of honor and the band passed in review as the president, Frank DiMola saluted their colors. It was a thrilling moment for him and his wife to have accepted this honor.

After this civic reception ended we all attended a unique fashion show at the newly constructed sports village. The fashion show was directed by Kristina Orfanakos of Norwich.

Sunday, July 29th 1990. The theme of our 43rd convention was "Remember the Villages" and this we did. This was another day of memories, when we returned for just one more look at our 15 old war time bases and met the villagers. Many still remembered us from those dark days in the forties.

The actual program for the day had been arranged by all the individual group vice presidents and the local town people. One last look at the airfields is always nostalgic and some how you can still hear the roars of the engines just like we did in the forties - a great sound of conquest.

Each base provided various means of entertainment like racing sports cars at 130 mph plus, plane rides in single and double wing aircraft, and the Norfolk Glider Club providing an engineless ride in the sky. The individual group vice presidents will give a more descriptive detail on their events.

The great banquet night, July 30th, always a memorable night to treasure.

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We Remember The Villages

(continued from page 11)

Members are selected to take part in this candle lighting ceremony when eight candles are lit in memory of various campaigns. A very heart warming event no matter how many times you have witnessed it.

We now have reached the major events of our convention. Besides listening to our Master of Ceremony, Jordon Uttal and his jokes, we had many interesting speakers among them, Thomas C. Eaton, O.B.E., TD, DL. Thomas accepted a check for \$5,000 from Bud Koorndyk, who is our representative to the Board of Governors. The amount is to be added to the Capital Trust Library Fund. Another check was given for 2,800 pounds for the purchase of a portable video recorder to play American tapes. This video recorder can be used both in and out of the library. We also had the honor of hearing from General Ramsey Potts, (Ret.), Counsellor Lester Potter, the out-going President, who received a plaque for his term of office, and the new incoming President, Richard Kennedy.

Frank and Dick acknowledge the great work that is being done by all the group vice presidents and all the past presidents. This is great team work.

At the banquet, representatives from all the villages were invited and recognized for all they had done for us... God bless them all.

The 445th Bomb Group was presented the Croix de Guerre Avec Palme by the representative from the French Embassy, Colonel B. Foron. This is one of the highest awards given by the French Government. Representing the 445th Bomb Group and accepting this award were Chuck Walker, the GP VP, Ray Pytel who did much research to have this award received along with Dave Patterson and Frank DiMola.

Following all these events, music was provided by Ken Meazey and the Anglican Big Band, who played the great music of the forties. To top off the evening, Ken once again let go with the sound of the B-24 in take-off. What a sound; it let us go feeling the vibrations.

And so ended another eventful convention. There are so many to say "thank you" to. It was great, greater and the greatest of them all.

There were many moments of farewell, handshaking, kisses and words of love that you can feel the warmth of it all. And so til we meet again, God bless us all and hope to see you in Dearborn, Michigan in July, 1991.

NOTICE

Please take notice of the fact that the article in the June issue "Four Engine Ace" has been copyrighted. Holder of this copyright is the author, E. Warren Bruce.



392nd B.G.

by
John B. Conrad

The 392nd BG mini-reunion dinner was held on July 26 at the Ambassador Hotel as a part of the 2nd ADA 43rd annual convention in Norwich. Food, rooms and facilities at this new hotel near the Norwich Airport were excellent. The meeting following our mini-reunion dinner was devoted to members reminiscing and to planning our day at the base on July 29, whose theme was "We Remember The Villages". Most of the arrangements for this day had been made by our good friends, Denis and Hilary Duffield.

On the way to the base, our bus stopped at the East Dereham Library to view the facilities of the branch established here by the 2nd AD Memorial Library in Norwich. This branch was installed to serve residents in the area of the 14th Combat Wing (the 44th BG at Shipdham, the 392nd BG at

of Wendling. Our day at the villages demonstrated the warmth and the welcome extended to us.

At the 2nd ADA banquet and dance on July 30, our English guests sitting with us at the 392nd tables included Denis and Hilary Duffield; Tom and Jill Scott, who as you know contributed additional land to our improved Wendling Memorial; Peter and Wendy Carter, who guide the 392nd's education projects for the Beeston and Litcham Schools; and Mervyn and Barbara Jones and son, Ben, who spearheaded the gift of 500 "Liberators From Wendling" prints to the 392nd BGMA. We shall cherish these and many other English friends as long as we live.

Lest We Forget by Myron Keilman. The business of the 392nd Bombardment Group was bombing the Nazi regime's industrial complexes; its transportation centers; its submarine pens; its air fields; its robot missile sites; its "strategic targets". From "early on" the 392nd made a name for itself by the degree of accuracy with which it carried out its mission. Listen to this:



This picture of the Radar (Mickey) Navigators assigned to the 392nd BG circa September 1944 was received from Chuck Bader. Standing left to right: Robert T. Fowler, Donald C. Bailey, Warren Van Pelt, John D. Thompson, John B. Conrad. Kneeling: William T. Barry, Charles H. Bader, Robert E. Adelstein, Thomas E. Tager, William L. Tucker.

Wendling, and the 491st-492nd BG at North Pickenham). Next was a tour of the base, including access to and driving the length of the main east-west runway. The Wendling Memorial site was in excellent condition in spite of the unusual dry, hot weather. The tour continued among the remaining buildings and sites, concluding at the Beeston Pub, "Ploughshare", for lunch.

That afternoon, a memorial service conducted by Rev. P. W. Rushton and attended by many local residents, was held at the Memorial site. The British Legion provided the Color Guard and a wreath contributed by Hilary and Denis Duffield was laid by Pat Burns and John Roenberg. At the conclusion of the service, the British and American flags, which had been at half mast, were raised by Tom Scott and Harry Vasconcellos. This was followed by a reception for the residents which was enjoyed by all.

The 2nd ADA members and guests were given a tour of the Beeston Church, the original portions of which were built in the 14th century and added to in the 15th century before Columbus discovered America. It has the only spire for miles and is one of the most beautiful churches in the area. A visit was also made to Longham Church east

Citation

The 392nd Bombardment Group (H) is cited for distinguished and outstanding performance of duty in combat from 9 September 1943 to 6 June 1944. Attacking during this period fifty-five (55) targets in Germany and forty-five (45) targets in occupied territories, this unit dropped over five thousand (5000) tons of bombs with a degree of accuracy consistently greater than that achieved by any other unit of this command, thereby contributing invaluable to the success of the aerial war against the enemy. The successful fulfillment of those dangerous missions, 69 of which were accomplished in the face of intense enemy opposition, causing severe battle damage and losses of 77 aircraft to this unit, and which resulted in claims of over one hundred and ninety (190) enemy aircraft destroyed or damaged, is due to the extraordinary teamwork, courage, skill, and devotion to duty of both air and ground personnel and reflects great credit upon themselves, their organization and the United States Army Air Forces.

By command of Brigadier General Hodges:

Charles B. Westover, Colonel GSC
Chief of Staff

43rd Annual Business Meeting

Second Air Division Association

8th USAAF - Saturday, July 28th 1990
Norwich Sports Village, Norwich England

A. Call to Order:

Meeting was called to order at 9:35 a.m. by President Francis DiMola. There were over 475 members present, constituting a quorum.

The President appointed Richard Kennedy parliamentarian.

Dorothy Krogmann, Chairperson of the Delegate Committee, stated that this was an official business meeting of the Association, a not-for-profit veterans organization. Mrs. Krogmann moved that members in attendance be named official delegates to this 43rd Annual Business Meeting. Motion was seconded and carried. The Association's IRS ID Number of 25-1327743 was given. (Members must understand that the Association is in no position to provide tax advice nor to interpret tax laws; members are urged to seek independent tax advice regarding tax treatment of any Association expenses incurred.)

B. Report of the Secretary

The Secretary read the minutes of the 42nd Annual Business Meeting, held November 4, 1989 at Hilton Head, South Carolina. He indicated that the minutes had been published in the 1989 Winter edition of the Association's *Journal* for new member review. Further, that copies were distributed to all Group Vice-Presidents earlier this week for review at the Thursday Group Business meetings. The Secretary moved to accept the minutes as read. Motion was seconded and passed.

C. Report of the Treasurer:

In the absence of the Treasurer, the Secretary gave the Treasurer's report. This report included all Association financial accounts except for the "American Librarian Fund", the latter to be reported later in this meeting by the Association's Honorary Memorial Trust Governor.

The Secretary reported:

1. The unaudited financial report for the year ended June 30, 1990 was distributed to the Group Vice-Presidents for review with their Group members at their Thursday Group Business Meetings.

2. The Association's finances are healthy, with income and expenses in line with, and slightly over those of the previous year, and with balances showing a modest positive net improvement.

3. The Audit Committee is planning to audit the books early this fall after which time, the fully audited financial report will be published in the *Journal*.

The Audit Committee Chairman was called upon for any comments, and he confirmed the above data.

D. Report of the Vice President, Membership & Chairperson, Conventions:

1. Total Association membership now stands at 7,877 and is growing steadily.

2. She read letters from General Doolittle and from General Jimmy Stewart. Both sent their best wishes for a fine and successful reunion. General Stewart had planned on attending and sent his regrets.

3. Current Convention details: She clarified activities for the balance of the Convention, and arrangements for end-of-

the-Convention tours.

4. The 1991 Convention will be held at Dearborn, Michigan, at the Hyatt Regency Hotel (Fairlane Town Center). Dates: July 3-6, 1991.

Bud Collins "All American" B-24 will be there, and it is hoped that David Tallichet's B-24 will attend also.

Members were advised not to submit reservations until details are printed in the *Journal*.

E. Report of the Newsletter (*Journal*) Vice-President:

The Vice-President was not in attendance; thus, no report was presented by him. However, the President emphasized that Group Vice-Presidents should report in their *Journal* articles only the activities specific to their own group (i.e. their "Day at the Village", etc.) Convention activities common to all groups will be reported in the *Journal* by the outgoing Association President.

F. Report of the Association's Memorial Trust Governor:

The Governor reported:

1. He was greatly honored at being chosen and appointed to this position as Governor, representing the Association, and would do his utmost to carry out the responsibilities of the office. He commended the outgoing Governor, Mr. Uttal, for his superior service during his 17 years in the position.

2. Statistics regarding the Memorial and the Library (financial condition of the Trust; number of books in the library, etc.) will be published in an upcoming *Journal*.

3. More important than mere statistics are the positive attitudes, the enthusiasms, and the visions, the Governor has encountered as he has visited and become acquainted with those involved with the Memorial in Britain. He referred to the triangle of persons and facilities that are working together to make it and its future the greatest of all remembrances to those who served and died for freedom: (a) The Board of Governors, and the library staff, dedicated and hard-working; (b) The University of East Anglia, with programs to teach youth about the place WWII, and its people, had in world history, and in their lives as well; (c) the Imperial War Museum, through its Duxford Air Museum, with energetic programs to bring the 2nd Air Division, its exploits, and its contribution to world peace and understanding between nations, into the forefront of world history.

4. He spoke of the English people themselves, their warm and positive interest in America and in the 2nd Air Division. For example, at the Memorial Day service at the U. S. Cemetery at Cambridge (Maddingly), many, many English people came to pay their respects to the U. S. airmen buried there. As another example of British interest, he found that at one typical branch library, the number of books checked out per month was almost equal to the total population of the area (some 15,000 checkouts/month at an area with a total population of 17,000).

5. He gave special credit to those individuals in the "front lines" of operating the Memorial Library, and those involved

in preserving and recording 2nd Air Division history:

a. The Board of Governors, led by its Chairman, Mr. Tom Eaton.

b. The Library staff: Colin Sleath, Norwich Principal Librarian; Phyllis Hunt, our 2nd AD Memorial Library's American Librarian; and Tony North, the Memorial Library's English Library Aide.

c. Joseph Dzenowagis and his family, who are creating a "grass roots" history of the Division, by means of video tape interviews with individual Division veterans. These recordings of their service, and their experiences in England in WWII, are a valuable, unique, previously untapped, history of their war years, from first-hand, living sources whose presence may not be with us much longer.

6. He spoke of the future: of the need for an archivist to better catalog our Memorial's assets; of the use of the Duxford Museum as a place for our veterans to leave their memorabilia; of the wonderful and bright future of the Memorial as the Board of Governors lead it forward into the future years.

7. At this time, the Governor called upon the Honorary Governor, Mr. Uttal, as Chairman of the "2nd Air Division Association American Librarian Fund" to report on the status of the project.

The Honorary Governor reported:

a. Donations now stand at \$437,000 toward the \$500,000 goal. Approximately 24% of the membership have given. He indicated that the Committee would be contacting those who have not yet contributed, to ask them to participate. During his presentation, several association subgroups made donations, totaling an additional \$7,500.

b. The Executive Committee has directed the 2nd ADA American Librarian Fund Committee to explore proper legal and financial vehicles to hold and administer the fund, once the \$500,000 goal has been met. The Committee has already met with legal counsel, and have been given several roads to research. Two of these are being presently explored — the Fulbright Commission, and the British Charities Commission. The 2nd Air Division Association membership will be kept advised of progress through the *Journal*.

c. The Chairman concluded by stating that the creation of the Memorial by the 2nd Air Division, the financial support given it by the Association through the years, the nurturing and development of it by the Board of Governors and the Friends of the Library, and the added help given it by the Fulbright Commission, have made it one of the most inspiring stories in Military history and of Anglo-American cooperation ever conceived.

G. Report of the President:

The President pointed out that our 2nd Air Division Memorial was a unique, "Living" Memorial, — not one made of stone or mortar, but one that lives through the lives of peoples of all walks, who come to see, and use, the books in the Memorial Library.

He said that being President has been a
(continued on page 14)

43rd Annual Business Meeting (continued from page 13)

wonderful and thrilling experience. He thanked all who helped him, including the Executive Committee, the Group Vice-President and, of course, the patience of his wife.

H. Report of the General Committees:

Heritage League:

The 2nd Air Division Association's representative on the Heritage League reported membership stands at over 500. The finances are sound, and the leadership excellent. The representative especially commended the League President, Vicki Warning, for her outstanding work.

He asked members to encourage their families to join, so that the League might become even stronger and better.

Current projects under way include a "pen-pal" program, which is beginning to accelerate in activity.

I. General Business:

1. Old Business: None was presented.

2. New Business:

a. The 1991 Convention will be at Dearborn, Michigan, July 3-6, 1991.

b. Return Conventions in England:

There will be no more full 2nd Air Division conventions in England, due to the age of our members, their health problems, etc. These problems were manifested this year in our attendance. Over 1,200 originally signed up to attend (plus a large additional waiting list); but as Convention time drew near, many had to drop out due to health, financial, and other personal reasons. A final total of only 850 actually attended.

In addition, our committee members, both U.S. and English, can no longer handle the arrangements, again because of age, health, etc. None the less, individuals, or small groups, are encouraged to return. The British will welcome them, and the Governors will do all they can to align schedules, arrangements, etc., to make the visits enjoyable and rewarding.

c. Past President Jim Reeves made a motion that the Association thank the Norwich people for their fine hospitality shown to our Association. The motion was approved with loud applause.

d. Members were reminded of 2nd Air Division Association regional reunions taking place each year. Upcoming ones include the North Central Reunion, French Lick, Indiana, in October 1990; The California reunion each February; and an annual Dallas area get together each spring.

e. Other member questions were handled by the officers and from the floor. Among those, a *Journal* article will explain again how checks to the "American Librarian Fund" should be made out, and the mechanics of making a bequest to the Memorial Trust by will.

K. Report of the Nominating Committee:

Mr. Chamberlain, Committee Chairman, presented the following slate in nomination:

Honorary President: Jordan Uttal

President: Richard Kennedy (448th BG)

Executive Vice President: E. W. (Bill) Clarey (492nd BG)

Vice-President, Membership & Conventions: Evelyn Cohen (HQ)

Vice-President, Journal: W. G. Robertie (44th BG)

Treasurer: Dean Moyer (HQ)

Secretary: David G. Patterson (445th BG)

In addition, the committee chose vice-presidents from the following bomb groups to serve on the executive committee for the coming year: 93rd BG, 446th BG, 453rd BG. The President asked for additional nominations from the floor. There were none, and the motion of the committee was seconded and carried that the slate be accepted as presented.

Mr. Kennedy, incoming President, spoke of the pride and humility in which he will take up the new position, and thanked all for giving him the opportunity to serve.

The outgoing President asked the newly elected officials to stand and be recognized.

As an item of new business, Honorary President, Mr. Jordan Uttal, recounted a very touching ceremony in June 1990 at Carswell AFB, Ft. Worth, Texas. It was hosted by the 20th Bomb Squadron, U. S. 8th A.F. The ceremony was called, "We Remember", and was held in honor of the 2nd Air Division, U.S. 8th A.F. veterans who fell. In attendance as official representatives of the 2nd Air Division were Generals Johnson, Potts, Low and Stewart.

General Ramsay Potts ended the meeting with a short talk of appreciation to the people of East Anglia and to the association members, all of whom made the convention such a memorable affair, and a special tribute to the members of the 2nd Air Division for the work they had accomplished in helping with WWII.

There being no further business to come before the meeting, the meeting was adjourned at 11:10 a.m.

David G. Patterson, *Secretary*

Tail Gunner

by Vincent N. Muti

He's just an ordinary guy:
Who has a job, and that is fly.
And even tho he's not so tall,
The spot he holds is not so small.

He may not fly this Liberator,
Or isn't any operator;
Because his job is in the back:
Even through the heavy flak.

He's up there in the morning,
'til very late each nite.
They say his job is never done,
He's there on every flight.

And now his rank, so it may be,
Is just a sergeant, as you can see.
But back home, there is this one,
Who puts his rank second to none.

So now that is the reason why,
He has this job, and that is fly.
Because someday he hopes to be,
With that one, across the sea.



The 448th Bomb Group Those Black on Yellow Fellows by G. J. Irish

Sunday, July 29, 1990 was a very hot day in Seething, England. It did not, however, deter the enthusiasm and comradeship as our 448th veterans joined with our many English friends in a day of remembrance and great fellowship at our old Station No. 146 site and in the adjacent village of Seething.

Our "Day with the Villagers", as part of the 2nd Air Division 1990 reunion, was a complete success in every aspect. Upon arrival on station, our people were greeted by our English friends and an American Color Guard from USAF Station "Bentwaters" which proudly took part in the program on site and at a later memorial service in the Seething village church. They were much appreciated.

Mr. Paul Homan, acting as master of ceremonies and assisted by Mike Page and Dick Marjoram, introduced many of our veterans and English friends to a very receptive audience. Many local area English people joined with us at the tower site. Among them were a few former RAF crew members who joined with our veterans in reminiscing about those long ago war days. An unusual part of the program was a re-enactment of a typical mission briefing presented by Bob Harper, ably assisted by a few of our veterans, which was very well received. The tower was open to all visitors and new artifacts were added to the displays.

Charles McBride recounted some of his experiences as documented in his very informative book, "Mission Failure and Survival". Richard Kennedy, as executive vice president of our 2nd Air Division Association, brought greetings from our association executive group. George Dupont conveyed my personal greetings to all of our English friends.

The Waveny Valley flying group made available a few of their aircraft and some of our veterans were again airlifted into the blue from our old runway.

Our visit culminated in a pleasant day in Seething village. Paul Homan, assisted by the color guard, placed a wreath on our church yard memorial and all attended a memorial service in the church. After the service, all retired to the village hall for a reception hosted by our Seething friends. A warm welcome was extended to all by our very special Pat Evenson. Entertainment by the local children and the Lodon band was followed by a fine buffet meal. It being a hot day, the beer marque was well attended. A walking tour of the village was another highlight of the day and many of the villagers' flower gardens were admired by all.

Our 448th veterans departed Seething late afternoon after a very pleasant day with the villagers and a nostalgic visit to our old Station No. 146 site. Many thanks to our English hosts for a super day. Many thanks also to our 448th people who contributed much of their time and talent to make that gathering another memorable day.

Until another time, "Adios Amigos".

After The Mission Is Over

by Patrick J. McGuckin

Over the last several years there have been written many stories about the April 7, 1945 raid on Dunesburg, and probably each one clouds the story as much as clearing it up. We all see things differently; I remember at debriefing, several gunners lined up to claim the "kill."

The story I want to tell is what happened AFTER the attack, but, to review briefly:

I was the left waist gunner on the Kiser crew, in the High Right formation. Saw the German fighter coming in a pursuit curve at about 8 o'clock. I, along with about 60 other gunners, started to fire. Then things really happened in a hurry. The fighter shot out an engine in one plane, forcing it to abort and land at a base near Paris. Then he crashed into the lead plane and bounced off into the deputy lead plane. Both planes were lost. The German just seemed to disintegrate. We lost Col. Herboth in the lead plane.

Now for the story I wish to tell. It's about the pilot on the deputy lead, Lt. Kunkle. I wish I could locate him and have him tell his story, but, after checking all the rosters over the years I haven't been able to find him, so here goes.

About a week or so after the mission, it was announced on bulletin boards on base that a survivor of that raid would be in the Aero Club to tell us his story. He didn't remember leaving his plane; he only knew that he was in a chute with the ripcord in his hand, and was at about 3000 feet. (He was probably blown out by one of the explosions.) One of his boots and the felt slipper was missing from one foot. He could see three or four other chutes and tried to remember how to pull on the chute cords so he could meet up with the others, but, at the last minute it looked like the others were heading for a Stalag, so he quit trying and landed in a forest. He said he was so confused that he ran toward the road instead of going deeper into the woods. It was lucky for him that he did, for at that time some trucks arrived bringing a German search party to look for him. They found his chute and naturally assumed he went deeper into the woods, so that's where they looked while he was hiding under a low branched pine tree. He knew if he was caught he was only obliged to give his name, rank and serial number. He could remember his name and rank, but was so confused he couldn't remember his serial number.

The Germans didn't find him, so he stayed in the forest trying to think what he would do next. He thought he might make it back if he traveled at night and rested during the day.

That night he heard voices from two men that jumped off a train that went through the woods. Not knowing whether they were friend or foe, he still had his Colt 45 so he confronted them. Seems that one of them was a Lt. in the Russian Army, the other was a young Hulk civilian slave laborer. They had been in Germany for so long that they could speak German, and Kunkle was of German descent, so he could also speak the language.

Lt. Kunkle's bare foot was sore, sprained when leaving the plane, so while traveling that first night they broke into a German farmhouse. The Russians stole food, window drapes (for blankets) and went into the bedroom where the farmer and his wife were sleeping and got boots for Lt. Kunkle. (He said most of the canned food was American.)

On one of the nights they came to a river, with no boats to be had. The Hulk pulled fence posts out of the ground, and with the fence wire they fashioned them into a raft and crossed. When reaching the other side they had no more use for the raft so they let it go down the river, only to find when they had travelled a short distance that they were on an island. While exploring the island for a way off, they found a bombed out bridge. They could travel from girder to girder, but the Hulk couldn't swim, so they had quite a time getting across.

On one of the days they even went into a train depot and bought tickets to get a little closer to home. Another night they were about to bed down for the night when they discovered that there was a German Tank Corps also bedded down in the woods. Needless to say, they went to the next woods.

When they were getting closer to friendly lines one evening, they ran into a German officer and two enlisted men. They thought they were done for, but the Germans were probably deserters, knowing that the war was over as far as Germany was concerned. The officer asked if they had matches; he had cigarettes, but no matches. Kunkle tore off part of the striker and gave it to him. He in turn asked Kunkle if he could do anything for them. Kunkle said they could use some bread or any kind of food. The German left, and a short while later came back with a loaf of white bread. They all bedded down a short distance from each other, and when they awoke the Germans were gone.

Getting closer to the British lines they were crossing a bridge when Kunkle felt a wire with his foot. They all scrambled for a ditch when a very English voice called out, "Who's there?" When they identified themselves they were allowed to cross. It seems that the bridge was zeroed in with two machine guns. If they had tripped the wire the gunners would have to pull the trigger.

I don't know what ever happened to the Russians. Kunkle was held long enough to be identified by American forces, spend a day or two in Paris, and then return to Hethel to tell us his story.

This story may have a twin, because the left waist gunner on the lead plane, Jim Kratoska, and two others from the same crew survived. I don't know if they were the people Lt. Kunkle saw when he was coming down or if there were other survivors.

It's been 45 years now since all this happened, yet so much of it is still clear. Only wish I could remember this morning and yesterday.

Presentation to Jordan Uttal 26 July 1990

Paul R. King, Governors Lunch
Thursday, 26 July 1990

Apart from my fellow Governors, I do not think many others here today know of the significant milestone which our good friend Jordan Uttal will reach in his life on Monday next. Then he will celebrate his 75th birthday.

Jordan was a founder member of the Association and until his retirement last year, was the American representative on our Board for over 17 years.

I always regarded Jordan as being like the good non-executive director on a board of a company, always asking the most perceptive, pertinent, and sometimes exasperating questions. Above all though I shall remember Jordan as being someone who brought a freshness of approach and special enthusiasm to our meetings. These he attended with great regularity, keeping American Airlines in business, by coming across the Atlantic to Norwich at least 2 or 3 times a year.

As Tom Eaton said in an eloquent address to the Second Air Division at a luncheon held at Hilton Head in November last, "Life without Jordan on the Board, would not be the same again. The lengthy letters and questions to be answered, the long distance telephone calls, the periods of joy and sorrow, laughter and exasperation, all have been part and parcel of Jordan's concern for the well being of the 2nd Air Division Memorial and we, the governors, have all appreciated this."

It was with great pleasure that the governors unanimously approved Jordan's election last year as the third life Governor of our trust, taking his place beside our single principal benefactor Brigadier General Milton Arnold, Colonel Ian S. Walker and our own dear Lady Mayhew. This appointment followed Jordan's nomination as honorary president of the 2nd Air Division Association last November. A tremendous honor accorded to a remarkable man. Jordan you have been a good friend to your fellow Governors and so kind, generous and hospitable to us when we have met with you in the United States.

General Milton Arnold, who was one of those who conceived the idea of a memorial in Norfolk to the men "who, flying from bases in these parts, gave their lives defending freedom", summed up so admirably what our memorial library is all about when he said:

"It is a tangible and permanent expression of the lasting friendship between our two nations and between ourselves as individual Americans and the individual Englishmen and women in this country."

Jordan, you epitomise that spirit. As a token of our affection, and to wish you many happy returns of the day on the 30th July, our colleagues on the Board of Governors have subscribed to make a presentation to you of two watercolors by a well known local artist, Terry Rudkin, of one of the great loves in your life, the Memorial Library. Jordan please accept these gifts from us with our love and gratitude.



491st BOMB GROUP THE LAST AND THE BEST the RINGMASTER REPORTS

by Nelson Legette

On 29 July 1990, there were forty-five of us, including our wives, from the 491st and 492nd Bomb Groups, who returned for a visit to North Pickenham, England.

This trip to the air base was just one day of the activities which took place during the week long 43rd Convention of the Second Air Division Association held in Norwich, England.

This article in no way could describe the feelings and emotions visibly expressed by each member of our group who returned.

As we rode the bus from Norwich to North Pickenham, it was clearly noticeable that many changes in the countryside have been made. Many of the roads appear to be the same, however, there were no B-24 Liberator bombers overhead. Farmers were going about their work in the wheat fields. Four lane highways now criss-cross the British Isles.

As we approached the village of North Pickenham, the conversations in the bus were loud and clear. "That's where our nissen hut was located." "Yes, always cold water." "There's a microwave communications tower located where the 855th hard stands were located."

By the time our bus had arrived in the center of North Pickenham, excitement had really generated. There are only 399 people living in this village today. Now, I believe that all 399 were standing beside the Blue Lion Pub to greet us, including the mayor. It was a delightful homecoming reception and the weather was sunny and beautiful.

These villagers had erected a tent (approximately 30 x 50 feet) as a gathering center with live organ music of the forties tunes.

It was about 10:30 hrs. when we arrived. After all the greetings, the church service was beginning. Many of us attended the old Church of England, where they used to have that ancient pump organ. Well, I was a little disappointed to find that the old organ had been removed and replaced with a modern electric organ. It was the job of one of my crew members to pump this organ during church services back then.

The welcome at the church equaled the welcome by the mayor. After church services, a buffet dinner was awaiting at the tent. In addition, the Base Commander and the Sergeant Major, from a nearby U. S. Air Force Base were present. It was a real joy to talk with all the villagers and hear their stories. It would surprise you to know that they knew just as much about the happenings during the war on the base as we did, and still treasure those memories.

I am sure that most of you remember the girl who farmed the land around the air base. There were three girls at North Pickenham in 1943-45 and we were told to stay away from them. I remember one individual who didn't listen. He made a pass at one of them while she was driving a tractor and she hit him in the mouth with the tractor crank. That made a believer out of him and he lost his front

teeth in the act. Only one of these girls remained on the air base to operate the farm during the war.

If you remember, she was given the nickname of "Tractor Annie". Tractor Annie, real name of Di Wells, lives in Wales and Nan Wells Holmes lives in Cambridge. Midge Wells Hood, the other sister lives in North Pickenham. All three of these ladies were in North Pickenham for the celebration. It was highly emotional for them, as well as for us. We were received with hugs and kisses, as if we were returning relatives. It is evident from our conversations with the people in North Pickenham that they lived with heart-felt thoughts every minute of the actions on the air base and have preserved the fondness of these memories of everyone.

After dinner, we walked with all the villagers to the Town Common, where a newly erected North Pickenham marker has been erected. In addition, the 491st has placed a Memorial Bench at this location. Short speeches were made and the mayor accepted the Memorial Bench.



A 491st Bench for North Pickenham - L to R standing: Hap Chandler, Alan Traffé (Chief of Parish Council) and Nelson LeGette with Ringmasters Flag Display. First time at Norwich Reunion. L to R seated: Diane Wells "Tractor Annie" and Midge Warner.

From this point, we walked to the location of the Memorial Plaque. It is located at a point on the roadside, which is highly visible, not far from where the Officer's Club used to be located. A very solemn dedication service was conducted by the priest from the Church of England of North Pickenham.

After the memorial dedication, we loaded in the bus for a tour of what is left of the air base. By the way, most of us had a sketch of the layout of the air base as it was in 1944. All of the buildings except for one hanger, bomb storage huts, and partially standing Headquarters building and hospital, have been removed. Most of the taxi strip is still there, however one cannot drive all the way around it. The runways have been removed, except for parts of two, which are being used as a foundation for turkey houses. At the

areas where the hardstands were located, wheat is now growing.

Upon approaching the area on the taxi strip, which placed us in front of what had been the Control Tower, we unloaded from the bus. We formed a circle, holding hands, and with reverence and humility, the group was led in prayer, then in silent prayer honoring those who paid the supreme sacrifice while serving at the air base.

As we were traveling around the air base, particular notice was given to the trees off the end of the main runway. I am sure you remember that some of the take-offs were difficult with the short runways and heavy bomb load. Those tops were sheared many times. The shape of those tops, being shorter in height, is evident today. As we were passing the end of the runway, I remembered how the chaplain and his driver would be standing off the side of the runway and would perform the crucifix prayer as each bomber would lift off on the way to a bombing mission.

As we departed the taxi strip, we drove past the remains of the hospital building. It was understood that the boiler is still in good condition, however, weeds have grown up in the area around the old structure.

Then, we revisited Swaffham. We stopped in the town center where we were met by the town mayor and verbally given the keys to the city. Many roamed around to note the changes. The down town area appeared about the same, however, the lights were on and the buildings had been restructured and painted. There were some additional shopping areas and many new homes had been constructed around the town. In the library, a special section had been set up with memorabilia especially for the 491st. It was noted that most of the items on display were on loan from Keith Thomas of Norwich, a staunch supporter of our group's history.

We returned to the town center and the villagers were waiting to invite us into their homes for tea. Each villager took one or two couples to entertain until our departure from North Pickenham.

My wife and I felt honored to be the guest in the home of Tractor Annie's sister, Midge, for tea. Ms. Wells, Midge and Nan remember quite vividly all of the tragic events that happened at the air base and have many, many pictures and notes of the personnel and activities of the 491st and the 492nd Bomb Groups in their memory albums. Tractor Annie resides on a large estate in Wales and Nan lives in Cambridge. Ms. Wells, being retired, rides her horses daily, participates in the English style fox hunts and has the look of royalty.

As we said our good-byes, the departure was as emotional as our arrival. The citizens of North Pickenham stood waving and throwing kisses until we were out of sight. As we returned to Norwich, we sang to the tunes of the forties, of course, using sing-a-long tapes provided by the bus driver.

This return trip to North Pickenham will be a life time memory for my wife and me. I am sure all who attended will say the same. These villagers opened their hearts and homes, displaying great appreciation for return and demonstrating gratitude for our contribution to their freedom and that of the world. No, the citizens of North Pickenham have not forgotten.

Many of us were teenagers and never knew the impact of what we were doing to steer the future for the freedoms which we cherish today.

The Kassel Mission Memorial

by William R. Dewey

On 1 August 1990, over 400 people gathered near Bad Hersfeld, Germany to dedicate a Memorial to American and German Airmen who perished in a spectacular air battle over that Hessian town 27 September 1944.

Deep in the Hesse State Forest, where 445th Bomb Group Captain John W. Chilton's Lead Liberator crashed, a beautiful monument, composed of three huge imported Norwegian granite stones, was prepared by the Germans. A foreground of heather, carefully planted by German townspeople, is surrounded by a circular gravel walkway leading to the imposing memorial stones. American donations paid for half the cost, and provided the three bronze plaques which list the 136 fallen airmen. The 8 foot high center monument bears the plaque describing the air battle of 27 September 1944.

On that fateful day, 35 B-24 Liberators of the 445th Bomb Group, 2nd Combat Wing, 2nd Air Division, 8th Air Force, were assigned to bomb the Henschel Factory at Kassel, Germany. At the Group I.P., for some unknown reason, the Group Leader deviated 30 degrees from the main bomber stream of 1,200 planes protected by friendly fighter cover.

Within three minutes, 25 B-24's went down in flames as they were attacked by up to 150 German FW-190 and ME-109 fighter planes. Before the day was over, 5 more B-24's crashed en route to England, and only 4 Liberators returned to the home field at Tibenham. The Germans lost 29 fighters to 445th gunners and late-arriving P-51's, and one American fighter was lost in a midair collision with a German plane. Total casualties for the "Battle of Kassel": 60 aircraft destroyed, 118 American and 18 German airmen killed, 7 German soldiers killed when debris from a German fighter fell into a hospital, 121 Americans taken as prisoners of war.

The Men's Choir of Friedlos and German Air Force Band 3 from Muenster provided beautiful music which was interspersed between moving speeches by German and American spokesmen.

As the German Air Force Trumpeter played "Taps", the three monuments were uncovered by 4 American Airmen and 4 Luftwaffe Combat Veterans and survivors of the Kassel Mission. The Americans were: Frank J. Bertram, George M. Collar, William R. Dewey and Reginald R. Miner. The German pilots were Heinz Papenberg, Oskar Romm, Ernst Schroder and Werner Vorberg.

Wreaths were laid by the German Fighter Group West and by three American next-of-kin: Jima Schoen Sparks, daughter of Liberator Pilot James Schoen, killed on the Kassel Mission, together with Kay Brainard Hutchins and Leuita Mathiowetz, both of whose brothers were also killed in the air battle.

At this deeply emotional moment, the former German and American enemies shook hands, formed a circle of friendship with hands joined and raised. Benedictions were offered by German Pastor Rubolf Jacobi and U. S. Army Chaplain/Major Michael D. Mantooth. The ceremony closed with the band playing the American and German National Anthems.

Seventy-eight Americans participated in the dedication, joined by delegations from the U. S. Army, German Army Security Forces, regional community organizations with their costumes and banners, civic groups, and interested spectators totaling an estimated 500. The entire ceremony and numerous interviews were carried in Western Europe and Great Britain over Armed Forces Network Television which reaches an English language audience of 1.5 million, and documentary film crews, with correspondents from the press including "Stars & Stripes."

Some 150 people attended a banquet in Bad Hersfeld after the dedication, at which the Kassel Mission Memorial Association presented plaques to Mayor Wilfried Blum of Friedlos, and to Walter Hassenpflug. The German Fighter Pilots Group West presented two plaques of friendship to the 445th Bomb Group Kassel Mission survivors. Great comradeship was experienced by all of the Americans with the Germans. High points of the banquet were songs by the Luftwaffe pilots, including "Lili Marlene", and the Army Air Corps Song by the Americans, followed by "Auld Lang Syne" by all present.

On 2 August, both German and American flier veterans and families were treated to a tour of the crash sites, including stops in East Germany. Church bells were rung in our honor in several villages which were visited, in hopes that returning American airmen could be welcomed in friendship 46 years after that gruesome day. Residents came out to visit and add their eye-witness accounts to the events of 27 September 1944.

It is difficult to put into words the feeling of genuine brotherly love we all felt for each other during the three days at Bad Hersfeld. We all came away with a sense of sharing an experience that comes once in a lifetime. The hospitality offered by our hosts, Major Winfried Blum and Walter Hassenpflug, and their wives, was gracious beyond description. And our translator and interpreter, Gunter Lemke, was absolutely outstanding. Day and night Gunter went beyond the call of duty to be a constant, ever-present guide and problem-solver.

We urge any and all 2nd ADA members to visit the Kassel Mission Monument. Bad Hersfeld is 2 hours north east of Frankfurt and the Memorial just twenty minutes away from this historic town in the heart of Grimm's Fairy Tale Country. You will be impressed and inspired by your visit.

WITCHCRAFT

Eighth Air Force Record Holder

Attached to the 467th Bomb Group, Col. Albert J. Shower commanding, Witchcraft was a veteran of 4 major air battles — Battle of Normandy, Battle of Northern France, Air Offensive of Europe, Battle of Germany.

Witchcraft holds the Eighth Air Force record for B-24 Liberators, having flown 130 combat mission and never turning back for mechanical or personal reasons during any mission. In the course of action she dropped over a half million pounds of bombs and received over 300 flak holes on one single mission over target Berlin, Germany. Twice she had to go to sub-depot for major repairs as a result of battle damage. No one was ever injured or killed on her.

The credit for this goes to her ground crew and to the crews who flew her. She was kept flying by Crew Chief Joe R. Ramirez, Assistant Crew Chief George Y. Dong and Assistants Raymond Betcher, Joe Vetter and Walter Elliot.

In addition to her combat record, Witchcraft performed extra duty hauling fuel to supply General Patton's tanks during their rapid advance through Germany. She also flew numerous "Trolley" missions over Europe immediately after the end of the war in Europe.

Meanwhile, back on the farm—



Bill Robertie

Bob Collings

While those of you who attended the reunion back in Norwich undoubtedly enjoyed yourselves, we who couldn't make the trip were not idle.

Arrangements were made to greet the "ALL AMERICAN" when she touched down at Hanscom Field in Bedford, Mass.

Ready with a 2nd Air Division Association check for \$1,000, Bill Robertie made the presentation to Bob Collings. The 2nd ADA is now on board.

Reunion 1990 Nor



J. Fred and Elva Thomas (392nd) at Thorpe Station 7-24-90.



Edgar and Kathryn Clark visit Shipdham control tower 7-29-90.
Edgar was control tower officer in WWII.



Charles and Peg Weiss (93rd Bomb Group) at Civic Reception,
Norwich County Hall, 7-28-90.



Evelyn Cohen, HQ., presents birthday cake to Jordan Uttal,
HQ., on the occasion of his 75th birthday at the final banquet
7-30-90.

Norwich, England



Al Dexter (389th Bomb Group), David Hastings (Board of Governors) and Al Shower (467th Bomb Group). Al and David meet for the first time in 43 years. David used to hang around Hethel Airfield and Al Dexter smuggled him onto the base to see bullet holes in "Pugnacious Princess Pat".

Frank DiMola (445th Bomb Group), Mike Chamberlain (489th Bomb Group), General Ramsey Potts and Bud Chamberlain (489th Bomb Group) at a cocktail party 7-27-90.



Dick Larson (44th Bomb Group), Ed Baker (93rd Bomb Group), Ed Schwarm (44th Bomb Group) and Tom Parry (93rd Bomb Group) at the bar in Sprouston Hall.

Attendees at Convention

44th Bomb Group

Jean & Gloria Bressler
Dave & Margaret Brown
Edgar & Kathryn Clark
Pat & Virginia Colucci
Julian, Paula & Beth Ertz
Gene & Renie Gossett
Griff & Bobbie Griffin
Mike & Ione Hause
Bill Hawkins
Pete Henry
Charles & Marilyn Hughes
Art & Mary Catherine Kleiderer
Dick Larson
Bob & Ruth Lawson
Will & Irene Lundy
Roger & Una Mae Markle
Joel & Mary Jane Parker
Ed Schwarm
Walt & Dorothy Yost

93rd Bomb Group

Jim & Dot Adams
Ed & Theima Allen
Charles & Roseanne Aton
Ed Baker
Joe Beach
Henry Betz
George Black
Harold Burks
Arthur & Lillian Carpenter
Jim & Alice Cooley
Calvin & Marjorie Davidson
Bill & Josephine Doerner
George & Gloria Everhart
W. B. & Sarah Ann Fletcher
Ellis & Hildred Fullwiler
Carl & Bronnie Hall
Paul & Nora Harwood
Ted Helweg & Ellen Robbins
Tommy & Catalina Hernandez
Mark & Barbara Hontz

John & Gloria Julian
Ed & Doreen Kromer
Bob & Madeleine McKeever
Floyd, Dot, Byron & Deanna Mabee
Chuck & June Merrill
Ray & Donna Michels
Howard & Jan Nisbet
Henry & Beatrice Nykamp
John & Jean O'Grady
Tom Parry
Russell, Lorraine & Dennis Philpott
John Roche
Roland Shanks
Bill & Corneille Sineath
Don & Mary Lou Spencer
Joe & Florence Stepp
Carl Todd & Dorothy Stoner
Charlie, Peg & Rod Weiss
Bob & Marguerite Wright

389th Bomb Group
Harold Beatty

Irving & Sylvia Belsky
John & Leva Blackis
Oscar & Edith Boudreaux
Dan Boyle
Chris & Eleanor Christensen
Jim & Ava Collins
Charles & Gennie Dearing
Bill, Helene, Don and Gail Denton
Bill & Norma Jane Dowden
Barney, Emme & Jennifer Driscoll
Charles & Betty Ducsay
Reuben & Mary Lou Duke
Al & Josephine Falke
Bob & Marie Feloney/Kathleen Atkins
Stan & Betty Greer
Allan & Jean Hallett
Gene & Nancy Hartley
Bruce Helmer
Joe Holmes

(continued on page 20)

Attendees continued

Delph & Nancy Hruska
John & Lorriane Kane
Walton & Ruth Kling
Bud & June Koorndyk
Felix & Marjorie Leeton
Vince & Carroll Lozowicki
Bill & Val McCracken/Megham, Kristin &
Erin Kinealy
George & James Makin
Jim & Elizabeth Martin
John Martin
Bill & Elsie Meyers
Ray & Ruth Nathe
Gerald Opitz
Andy, Virginia & Nancy Opsata/Ila Thunberg
C. F. & Zona Pease
Frank Pease/Charles Carlson
Pete & Doris Peterson
Dick & Florence Peterson
Ramsay Potts
John Repola
Roberto & Gloria Ruiz
Ben & Helen Schaefer
Bud & Bette Simpson
Excel & Elizabeth Smith
Ken Smith/Millie Weiner
J. L. & Ruth Spooner
C. D. & Mary Stroup
Wilfred Toczko
Frank & Grace Vadas
Walt, Marilyn & Arlana Welch
Lloyd & Clara West
Melvin & Benita Wile
Earl & June Zimmerman

392nd Bomb Group

Pat Burns
Guy Carnine
John & Wanda Conrad
Jim Goar/Virginia George
Harold & Mary Esther Hutchcroft
Irving & Ruth Kreisman
Lynn & Eda McKim
Bob & Ruth Powers
John, Bill, Joanne & Megan Rosenberg
Fred & Elva Thomas
Harry, Edythe, Theresa & Harry III Vasconcellos
Don & Emily Whitford
Stan & Mildred Zybort

445th Bomb Group

Wayne & Betty Allen
Antonio, Lois, Jan & Ruth Bertapelle
Dick & Val Boucher
Olinde Calvano
Fred & Marjorie Dale
Frank & Elizabeth DiMola
Henry & Mary Dobek
Jim & Dorothy Dowling
Gilbert & Kathleen Fisher
Karl & Barbara Goff
Lynn & Mary Catherine Handly
Ted & Pauline Kaye
Carl Kleeman
John & Elsie Knizeski
John & Cecilia Knox
George & Anna Leininger
Ray & Jean Lemons
John & Meg Lynes
Art & Margaret McDermott
Oscar McKeever
Glen, Jean & Barbara Marsteller
Bob & Pat Mead
Reg & Martha Miner
Don & Mary Lee Murray
Donald Myers, Collin Cork, Mark & Jay Myers
Dave & Joan Patterson/Carol Holliday
Jack Peltor
Steve & Elsa Posner
Donald Pryor/Janet Westhauer
Ray Pytel/Twyla Kieffer
Al & Dorothy Querbach
Carl Rambo
Fred Roughan
Charles & Anna Scheer
Ben & Mary Schlosser
Bob & Jean Slusher
Gerald & Christine St. Leger-Barter
Billy & Elaine Stephan
R. W. & Shirley Ann Suckow
Bob & Maria Tims

Web & Helen Uebelhoer
Chuck Walter/Charles, Jr.
Roger & Melba Ward
Don & Billie Whitefield

446th Bomb Group

Bill & Jean Davenport
Don & Penny Geary
Charles Pohlman

448th Bomb Group

Stuart Barr
Ron & Gloria Berryhill
Julian & Winnie Blake
Jim Bourne
Aubrey & Ann Cates
Hazel Dickenson
George & Joy DuPont
Ben & Charlotte Everett
Frank & Lorriane Gibson
Frank & Maria Grew
Bob & Zella Harper
Clyde & Annie Hatley
Larry & Norma Hinds
Paul & Mary Ellen Homan
John & Grace Keller
Dick & Bobbie Kennedy/Bill & Paula VanAlstine
Charles & Agnes McBride
Dave & Sylvia Mellott
Bill & Carolyn Ruck
King & Paula Schultz
Veryl Sneath
E. A. & Lou Solberg
Ed Skuba/Kevin Monroe
Rocky Starek
Irv Toler
Walt & Eunice Tombari
Karol & Lois Underwood
Jay & June Young
Fred & Roy Youngblood

453rd Bomb Group

Bob & Evelyn Anderson
Lew & Gertrude Barley
Ed Becker
LeRoy & Gloria Berg
Bill & Anabella Brown
George & Clara Chipman
Wilbur, Diana/Pamela Clingan Bowers
Jim & Dorothy Dyke
John & Maxine Florillo
Ralph & Phyllis Ford
Clay Giamburro
Roger & Georgianna Hahn
Russ Harriman
Leon & Elizabeth Helfand
Bob & Lois Hoar
Marvis & Florence Hogen
Jay & Anna Jane Jeffries
Odell & Virginia Johnson
Bob & Betty Jordan
Leonard & Evelyn King/Brad & Selma Brown
Bob & Lorraine Krall
Don & Lillian Levine
Graham, Neil, Melissa & Jennifer Logan
Dennis & June McElhinny
George Mazzara
Mo & Ludie Morris
Bob & Betty Nelson/Janetta Smithers
John & Helen Nettleton
Tommy & Nell Owen
Frank Parker
Frank & Bonnie Pickett
Dan & Muriel Reading
Juanita & Kathy Reid
Leo Ryan/Geraldine Suskin
Morris & Shirley Schwartz
Irving Shuffler
Glenn & Jean Smith
Merle & Jean Spring
Harry Stien
Wilbur & Jean Stites
Caleb & Virginia Stout
Paul & Dona Jeanne Stovey
Marc Terziew
John & Josephine Vercier
John & Pat Walker
Allen & Hilda Walters
Charles & Ruth Ward

458th Bomb Group

Donald & Joan Albert
Lucien & Evelyn Albert

Bob & Mary Armbruster
Leonard & Sharon Armstrong
Bert, Barbara & Bruce Betts
Charles & Ruth Bosshardt
Dick & Edith Butler
Walt Cline
Gerald & Barbara Covey
Porter Danford/Deborah Danford
Paul & Sophia Dirker
Larry & Marjorie Fick
Bob & Beatrice Frazier
Lou & Eleanor Freiberg
Lionel Goudreaux/Patricia Malloy
Jim & Ginny Graham
Kirby & Ruth Hayward
B. P. & Georgla Hebert
John S. & John O. Holodak
Fred & Virginia Honold
Warren & June Johnston
John Jones
Frank Josephson, Ward & Jean Walhay
Harold & Edna Knox
Frank & Adeline Kancel
Pete & Evelyn Kowal
Norman & Pearl Lakey
Bill & Birget Lane
Bernie & Jean Newmark
Herman & Bertie Peacher
Hulking & Katherine Perry
Skeet Pook and Charlie Pool
Charles & Louise Quirk
Bob & Marty Renn
Rick & Ceil Rokicki
Charles & Arlene Ryder
Delbert & Sara Shaffer
Ellsworth & Joyce Shields
U. B. & Opal Simoneaux
Bob Smith
George & Mary Snyder
Bob Trautman
Art & Geraldine Vanderbeek
Larry Van Kuran
Gene & Polly Young
Ray Yow

466th Bomb Group

Frank & Louise Bostwick
Margaret Calderalo
Howard & Evelyn Dallman
John Jacobowitz
Everett & Lois Jones
Jim & Mary Lorenz
Gerry & Sammy Merket
Bill & Lucille Northstein
Bob & Sybil Petterson, Barbara & Dianne
Petterson, Gail Ann & Denise Schoonover,
Adam & Betty Whitman
Jim & Elinor Russell
Art & Barbara Sessa
Wes Stone
Kurt & Vicki Warning

467th Bomb Group

John & Jane Balog
Walt Bandlow
Carl & Vicky Brasier
Fred & La Von Buelte
Charles & Eloyce Caldwell
George & Katherine Church
Jim & Joan Coffey
Andy & JoAnn DeBlasse
Walt & Phyllis Colvin/Nighean Miller
Mel Culross
Leslie, Josephine & Jane Dining
Joe & Helen, Joan and John, Jr. Dzenowagis
Henry & Mary Ellison
Jeff & Terry Gregory
Joe & Florence Haenn
Joe & Jean Hodge
Earl & Agnes Johnson
Chuck & Norma Kagy
Larry Kurtz
John Logan
Bill McGovern
Will & Cecily Noden
Floyd & Anne Pugh
Vince & Carolyn Re
Bob & Eleanor Salzarulo
Al Shower, Jay Shower/Marina Knagge
John & Lucile Stevens
Jack Viets/Sally Arnold
Bill & Betty Willis
Forrest & Geanne Wilson

489th Bomb Group

Ralph & Ginny Belward
Oley & Ruth Berkeley
Ray & Lynette Blanchard
Bob Boyle
Pete & Suzanne Bronaugh
J. D. & Lillian Brown
Bud & Mike Chamberlain
Don & Betty Champaigne/Peter &
Carol Champaigne
Les Dahn
John & Kathleen Dalglish
Jim & Jean Davis
John DeCani/Joanna Williams
Dick & Josie Dietrick
Charlie & Helen Freudenthal
Earl & Willie Garrett
August & Edith Gary
Sanford Gaylord
Bob & Roena Gordon
Chuck & Flo Harkins
Francis & Marge Hoffman
John & Marian Jacobs
John & Mary Ann Kennedy
John Kernodle
Jim & Sharon Kiernan
John & Pat Lamar
Bill & Molly Laseter
Bill & Janet Loadholtes
Seth & Muriel Lobdell
M. M. & Welda Mitchell
Harold Morris
Ed, John and Robert Myles
John W. & John G. Nemeth
Mel & Marcie Pontillo
Harold & John Roche
Frank Skeldon
Neal & Patricia Sorensen
Bob & Lucille Tolson
Ed & Betty Wall
Don & Betty Wayne

491st Bomb Group

Bob & Faith Bacher
Hugh & Thelma Bennett
Pete & Liz Bove
Michael & Margaret Brienza
Vince Cahill
Hap & Margaret Chandler
Harry & Ann Dean
Tom & Nedra Edwards
Joe & June Flagler
Lou & Anne Gallo
Lou & Vivian Higgins
Jerry & Lynne Ivce
Norman Johns
Bill & Mary Koon
Nelson & Irene Leggette
John & Marilyn Leppert
Charles Mussett/Cathy Mayberry
Ken & Janet Neitzke
Harold & Jeanne Patterson

492nd Bomb Group

Bill & Norma Beasley
Bill Clarey
Gil Green
Billy Sheely Johnson

Headquarters

Hazel Bliss
Warren & Norma Burman
Evelyn & Lillian Cohen
Val Brinegar Conroy
Virginia Tomlin Davis
Henry & Shirley Dietch
Earline Embrey
Charles & Chris Collins Henderson
Bill Jenkins
Livingston & Tina Jones
Ernie & Dottie Krogmann
Henry & Kitty Mason
Charlie & Madeleine Mills
Lillian Meadows Moore, Bruce & Harry Moore
Jim & Edna Reeves
Mary Gill Rice
John & Janice Sanders
Helen Hanson Sheppard
Wallace & Marvis Snyder
Bill & Eleanor Storms
Ray & Ruth Strong
Lida B. Cowan Thompson
Jordan Uttal
Milt, Hathy & Caron Veynar



by H.C. 'Pete' Henry

When you read this, the Second Air Division Association will have been to Norwich and returned and the 44th contingent will have had a great day at Shipdham on the 29th of July. You can read more about the Convention in Norwich elsewhere in this Journal and I'll tell you more about the 44th affair in the Winter Journal.

Phyllis Hunt, Trust Librarian for the Second Air Division Memorial Room, wrote in May to advise that the following books were purchased with income from the 44th BG Memorial Library Endowment Fund. Hall, G.: *Total Force — Flying With America's Reserve & Guard*; Bowyer, M.: *Action Stations 1 — Wartime Military Airfields of East Anglia*; Richardson, D.: *Stealth Warplanes*. Phyllis said that she tried to select some particularly interesting and/or beautiful books to display our nameplate.

M/Gen. Hal Tyree, Ret., who was in the 506th about the same time I was in the 66th, sent me a note 5 May to advise that his son, Martin, is a M.Sgt. Crew Chief for a KC-135. When SAC and the Guard Bureau decided to permit them to personalize their planes, Martin asked if he could use the 44th BG insignia on his plane. The photograph(s) below are the result.



Also in May, I heard from Wally Balla (68 Sq.) who met a former Waffen SS Luftwaffe pilot at a luncheon. He was an ME210 pilot (Night Reconnaissance) who was also checked out on the ME163 Rocket and had quite a tale to tell about it. It was not only a rocket but also a "bomb" in several ways. The fuel, H202, was apparently very sensitive to everything (like nitroglycerin) and they lost more pilots and crew due to that than from enemy action. One of his friends, ready to fly in a flame-retardant suit, climbed up on the wing, opened the canopy, and the damned thing blew up in his face. They could climb to 30,000 feet in 2½ minutes but they were going so fast that they did not have enough time to aim and shoot at the slower bomber stream. When they changed their tactics to shoot up from underneath, go through the

and his wife, Gladys, who had the same surgery as Mary but about a week later and she was running around like a spring chicken. Mary said I can do that too and hasn't used her cane or crutch since. We met quite a few new people and the photo below shows Tom Shephard (66 Sq.), a brand new 2ADA member.

Continuing an item that appeared in the Summer 1990 Journal 8-Ball column (pg. 3), John Kirby (67 Sq.) sent me a note enclosing a photograph of "Myrtle the Fertile Turtle" which we flew in the 67th squadron early in our tour. (This photo was printed in the 44th HMG Logbook recently.) The two men were not identified so I wrote to Mike Curtin (67 Sq.) who was Crew Chief on "Myrtle." He wrote back to say that the two men were friends of his in his flight and Fred Marsh is on the left and M.C. Strickland is on the



(l-r): Tom & Sally Shephard, Mary & Pete Henry, Don Johnson, Richard Bottomley.

formation, run out of fuel, wing over the top and shoot again coming down through the planes, our aircrews managed to knock off a few on the way down and then our "Little Friends" had a field day when the pilot tried to land the 163 *anyplace*.

Approximately 275 44thrs attended the Norfolk, VA reunion May 23-27, 1990. This was the first trip my wife Mary has tried since having knee surgery January 11 and she was still using one crutch or cane when we got there. We met Charles Mercer (67 Sq.)

right. Fred later applied for Officer Candidate School and left to go home early. He was one of the originals to go over from Gander Lake, Newfoundland with Mike. Fred and his wife were married there at Grenier Field before going over. After the war, he was a guard at West Virginia State Penn. and is now deceased. Mike had no information to give me on Strickland. In Ursel P. Harvell's book, "Jaws Over Europe," there is a picture of Mike Curtin standing in front of "Myrtle."



"Myrtle the Fertile Turtle"

Division Headquarters

by Ray Strong

Lew Howard will be remembered by many who served at 2AD Headquarters as the CO, AAF Sta. 147 (Ketteringham Hall) and also as a staff member in the A-2 Section. Lew was the one responsible for organizing the ceremony with the French Generals described in the Spring 1989 issue of the Journal. Lew's background and training for his duties as Station Commander came back in the States at Ellington Field. The following article not only tells about it but also has an interesting twist about a famous athlete of the time.

Bombardiers & Navigators, Etc.

by Lewis B. Howard

In June 1941 I was ordered to active duty under the terms of the Thomason Act and was ordered to Ellington Field, Houston, Texas. My reserve commission was in the Cavalry so the Air Corps types at Ellington wondered what I was doing there. They found a job for me later.

Early in 1942 the President decided that we would need at least 50,000 heavy bombers. That meant we would also need 500,000 men to crew those planes, plus others for maintenance, staff, etc. Of this group of men, about twenty percent would have to be Bombardiers and Navigators. The Air Corps had to establish some training facilities for all these men and Ellington was chosen as a Bombardier-Navigator Preflight School. I recall that Santa Ana,

Calif., was also chosen as a B-N Preflight school and also another one in the Southeastern U.S.

Along about the spring of 1942 Ellington began to fill up with B-N Aviation Cadets. The housing and mess hall facilities were inadequate to handle the influx of these men. A normal Preflight schedule consisted of nine weeks of classroom instruction and military training. A new Preflight Class would enter every three weeks. At the end of nine weeks a Class would leave Ellington for the next period of training at which time a new Class would enter Ellington. There was a big problem with this. The departing Class, for example, would number eighty men. The arriving Class would be nearly twice as large. We began to need more of everything. All the facilities were slowly taking shape but the classes were getting larger and larger.

When the Cadet Department reached about a thousand men, the C.O. of Ellington called me up to Headquarters and told me that they had found a job for me. I was going to be the Commandant of Cadets and would immediately be responsible for their care — housing, meals, uniforms, administration, instruction, etc. Headquarters was tied up with other things and had to get out from under the Cadet administration. As time went on the facilities began to take shape, some Tactical Officers arrived and the Cadets continued to come. By the end

of 1942, however, it began to pretty well smooth out.

One of the Bombardier Cadets who came to Ellington was a fun loving and mischievous college athlete named Lou Zamperini. He was a member of the 1936 Olympic team which went to Berlin. It was reported that he thumbed his nose at the Nazi flag. He went through the training and was commissioned Bombardier. His B-24 crew was on Midway Island when the Battle of Midway began. His plane was shot down and he was presumed lost and later was officially declared dead.

About six years after the war was over, I was back in Houston and happened to be looking at that new electronic marvel, the television set, watching a program called "This Is Your Life." Ralph Edwards comes on and states, "This is your life, Lou Zamperini." He then tells the story of his unbelievable exploit. He got out of his plane onto a raft and floated across the Pacific for 90 days and washed up on Kwajalein, an island in the Marshalls, held by the Japanese. He survived the horror of a Jap prison camp.

In the meantime, the Columbian Track Meet in New York decided to re-name its most prestigious event the "Lou Zamperini Memorial Mile." It was previously known as the Columbian Mile and Zamperini had entered the event several times. I think the word "Memorial" has been deleted.

Report to the 489th Bomb Group

by James M. Davis

Since the reunion in Norwich, England will be covered by other articles, I would like to outline the 489th activity.

Our group had 75 attending the Norwich reunion. As always, the 489th is near the top in attendance to the 2nd Air Division annual reunions, although we are among the smallest group, having served in England approximately six months.

We had many who were attending for the first time. Our group banquet was a very enjoyable evening — the itinerary for the evening consisted of visiting with old friends and meeting new ones. During our meeting, the officers for last year were reelected for one year.

The visit to our old airbase, Holton and Halesworth on Sunday was a very, very special event which took all day. Our first stop was to explore the old runways and remember, while the ladies went to tea at the home of Mrs. Nichols, one of the Friends of the 489th. The adjectives I got describing the tea were "delightfully English - highlight of the day," etc... Afterwards, we had lunch at the Triple Plea, where good food and fellowship abounded.

Sunday afternoon we attended church services at the Old Church in Holton. Many of the local people in Halesworth along

with the Halesworth governing dignitaries attended. After church, we visited the 489th Memorial for a short program and the laying of the wreaths.

Sunday evening we were treated to a reception and dinner in Halesworth by the Friends of the 489th. Paddy Cox and his committee did a fantastic job arranging the whole day and evening. It isn't an easy task to entertain and feed 75 people for eight or more hours and our sincere thanks go to Paddy and Jan and the entire committee of Friends of the 489th for their many hours of hard work getting ready for us. Charlie will cover more in detail the group activities for the Sunday in Halesworth.

The 489th group membership has increased to 403. There are still many potential members, however, who have not found out about our Association and some who have been reluctant to join. I'd like to take this opportunity to encourage each member to search his community for any person who served with the 489th group and contact him for possible membership. I can think of no finer group of people to be associated with (it couldn't be, of course, that I am a little prejudiced).

The Second Air Division Association American Librarian Fund Drive is progress-

ing well, but we need each of our members to contribute. I would encourage each 489th member who has not contributed to please do so. Any size donation would be appreciated — no matter how small. Only 22.3% of the 489th membership have contributed and we hope to improve that percentage. It's important to all of us to make an effort to reach the \$500,000 goal and get the trust established. There will be reports on the financial status of the fund and the trust will be covered in detail in the *Journal*.

Next year the reunion will be in Dearborn, Michigan in early July 1991. Make plans now to attend! Plans are in the making to have a very entertaining group mini-reunion program, so don't miss it!! Evelyn Cohen will cover all information about the 1991 reunion in the *Journal*. Please send in your reservation as soon as Evelyn publishes the information and I hope to see all of you in Dearborn next July.

A final note — to the ladies who so religiously attend our reunion. Without you, I can't think how dull it might become just seeing the guys. So thanks to all of you for helping make our reunions the great success they are!

LIBERATOR



General Dynamics Celebration of the 50th Anniversary of the B-24 Liberator's Maiden flight along with the remarkable restoration of the B-24J "All American" made it possible for the Convair Division to produce this dramatic, full color book filled with recent flight shots. General Dynamics was a major sponsor in returning the world's only fully restored and flyable B-24 to factory-like condition.

This book is not a definitive history of the B-24. It focuses on the companies and people involved in the amazing response to President Roosevelt's call for air supremacy in less than a year. The San Diego built

XB-24 made its first flight, and the Liberator went on to become not only the most produced American aircraft of World War II, but of all time. The Liberator was much more than a weapon that helped to win a war, vital as it was in that role.

Its legacy is the remembrance of teamwork and sacrifice the aircraft evokes in all who conceived it, built it and flew it.

The price is \$27.50 and \$2.00 will be donated to Jordan Uttal's Library project for each copy sold. Postage is included. Send check or money order to Bill Robertie, P. O. Box 627, Ipswich, MA 01938.

Wanted: More Hams

by Earl Zimmerman



An update on the goings-on of the 2nd AD Ham Radio Net:

During the last week in April, Charlie Weiss and Peg came to Indy for a week and while Charlie, his son Major Rod Weiss, stationed at Fort Ben, and I took on a job of putting up a Gonset Tri-band beam in my backyard, Peg and June went flea marketing. As you will note in the photos, one shows the beam prior to raising and the other after a tremendous crash after it was about halfway up. So much for the Gonset.

Fortunately the Dayton Hamvention was on that week and we went over for the day. I got a new beam and it is now up and doing a 14 carat job. Talked to Alice Springs in Australia and Malta, yesterday.

Now, for you guys sitting on your duff with nothing to do, why not bone up on that Morse code you learned during WWII and get a license and get on the air. I regret not getting my ticket earlier but now that the kids are gone and I have a few extra bucks for equipment, I am really enjoying my rig. I got my Novice in July of 1988. It's never too late to get your Novice.

The 2nd AD Net meets every Tuesday morning at 0930 EDT on 7230 MHz, and then we switch to 21,357 at 0955 hours and talk to our good friend in Norwich, Bill Holmes.

It really makes my day to sit at my desk and have a cuppa coffee and chat with Ed Schwarm in Maine, Pat Burns in California, Charlie Weiss in Maryland, Bob Jordan in Pennsylvania, etc, etc. So get in on the act and contact your local radio club and get cracking. Generally, the local Red Cross Chapter will have a radio club and teach classes and give exams. So don't waste your time looking at all those dumb game shows on TV, get a good bargain on a used rig to get started and string up a wire in your trees, and you're on the air!

Total Membership as of July 9, 1990

44th	559	2BW	1
93rd	662	14th	3
389th	692	96th	2
392nd	431	4FG	9
445th	529	65th	9
446th	524	355th	3
448th	698	361st	15
453rd	584	3SD	6
458th	676	BAD2	2
466th	393	ARC	4
467th	493	HM	14
489th	401	BG	13
491st	387	SM	177
492nd	137	AM	241
Hdq.	113		

Total Membership 7/9/90 7,778

Membership Growth

2/83	4,557	2/87	6,458
2/84	4,803	2/88	6,525
2/85	5,418	2/89	7,158
2/86	6,069	2/90	7,641

389th Flying Scorpions

by Gene Hartley

Do you remember Ernie Pyle? Probably the most recognized (and loved) man to write about WWII. He was as well known to the GI as to the General. Unfortunately, he was killed while on a small Pacific island during the battle of Okinawa. I bring to your attention a report Pyle wrote a year before he died.

Hiding in a barn in France with GIs and Officers, pinned down by the Germans during the D-Day landings in Normandy, and awaiting a supporting air strike to set them free, Pyle witnessed and wrote what he saw and felt.

As Pyle saw it, the B-17s, B-24s, B-25s, P-47s and the P-51s came in groups, the fighters diving in every direction, perfectly timed, one right after the other. Everywhere he looked separate groups of planes were on their way in or out of the target, some diving, some climbing, some slanting, some circling. The air was full of the sharp and horrible sound of exploding bombs, the heavy rip of airplane machine guns, and the splitting scream of diving wings. "The action," wrote Pyle, "was fast and furious but yet distinct...as in a musical show where one can distinguish voices and words."

And then a new sound gradually droned into his ears. In Pyle's words, "A sound deep and all encompassing with no notes in it...just a gigantic faraway surge of doom-like sound." It was the heavies. At first they were the merest dots in the sky. They came on with a terrible slowness. Stretched out across the sky in a seemingly endless procession that one thought would never end.

"What the Germans must have thought is beyond comprehension. Their march across the sky was slow and studied. I've never known a storm, or a machine, or any resolve of man that had about it the aura of such ghastly relentlessness. You had the feeling that even had God appeared beseechingly before them in the sky with palms outward to persuade them back they would not have had within them the power to turn from their irresistible course," Pyle wrote.

He stood in awe with a little group of men, from colonels to privates, back of an old stone wall. The flights streamed relentlessly overhead, moving toward targets invisible to those on the ground. And then the bombs.

They began as a popping of corn that almost instantly swelled into a monstrous cacophony of fury and noise that seemed to destroy the world around them. For over an hour and a half, the bombs came down. A wall of smoke and dust grew high in the sky, filtering back along the ground to the stone wall and into the men's noses. The thundering of engines, the roar of bombs, the artillery crashing all around them. The heavies were having their turn at bat.

The Germans responded with anti-aircraft fire, great, black puffs in the sky, until it was hard to distinguish smoke puffs from airplanes. Someone shouted that one of the planes was smoking.

There was a gigantic sweep of flame over the stricken bomber. From nose to tail it disappeared in flames and slanted slowly down and banked around the sky in great wide circling curves. Then, suddenly, it seemed to change its mind and swept upward, steeper and steeper until finally, poised motionless on its own white pillar of

smoke, turned over and dived for earth and disappeared behind the treetops. Before it was done, there were more cries of 'there's another one smoking, and another and another.'

Parachutes came out of some of the planes. Out of others came no chutes at all. One of white silk caught on the tail of a plane and men with binoculars could see the airman fighting to get loose until flames swept over him. Then...a tiny black dot fell through space, all alone, to eternity. And all that time the great flat ceiling of the sky was roofed by all the heavies that didn't go down...plowing their way forward as if there were no turmoil in the world. Nothing deviated them by the slightest. They flew on, slowly and with a dreadful pall of sound as if they were seeing something at a great distance and nothing existed in between.

"God, how you admired those men up there and sickened for the ones who fell," exclaimed Pyle.

And that's how it was on the ground in Normandy, that June day in 1944. Many flew out of Hethel and other Second Air Division bases. Our people were part of the effort that put those planes in the air. I wonder who Ernie Pyle might have observed in action that day, and if any of the ones that fell are among the over 6000 casualties suffered by the Second Air Division in WWII.

I claim no authorship for much of this column. I recognize in the main the writing of Ernie Pyle. I think he would have enjoyed using our 389th space if he were here. I know we would have welcomed his contribution. Additionally, I express my appreciation to Louis Montalvo of the 91st BG for bringing some of this material to my attention. We'll get back to Hethel, and the more mundane, next quarter.

The Trip Over — October 1943

From Casper AFB, Wyoming to Hardwick Station, England

by Lt. Col. Hubert F. Radford, USAF Ret.

While going through some of my World War II records, I ran across a copy of the War Department AAF Form 5 showing our flight from the pick-up of our aircraft at Herrington, Kansas, to our combat base in England. I am writing this hoping this information will bring back memories to many of the crews who made this same flight.

We picked up our B-24E, serial number 42-7603 named "Blasted Event" with a painted stork carrying a bomb in its mouth.

Flight #1 of 2 hours and 45 minutes took us from Herrington, Kansas to Memphis, Tennessee where we took on radio equipment and other navigational aids.

Flight #2 of 4 hours and 45 minutes took us to Morrison Field, Florida where we received our guns and other flight gear.

Flight #3 was 6 hours and 5 minutes long and took us to Borinquen Field, Puerto Rico where we spent the night and refueled. Here, we were advised by returning ATC crews to pick up nylons, candy bars, etc. to be used at a later date.

Flight #4 of 6 hours took us to Atkinson Field, British Guiana (later made history as the site of the Jim Jones suicides).

Flight #5 of 5 hours and 10 minutes took us to Belem, Brazil which is near the equator. I can still remember the dense Amazon River jungles that we flew over.

Flight #6 of 6 hours took us to Natal, Brazil, the closest site for our over water flight across the big pond to Africa.

Flight #7 of 1 hour and 10 minutes. We were recalled back to Natal because of real bad thunder storms enroute to Africa. We spent the night in Natal.

Flight #8 of 10 hours and 30 minutes took us across the Atlantic Ocean to Dakar, Africa which is also near the equator. We experienced several bad thunder storms, but came through all right. We spent a day in Dakar visiting the seashore for a swim and observing the natives. When we were cleared to land on the steel mesh runway, we noticed a bunch of natives on the runway. We were instructed by the tower to fire our very pistols to scare them off. They ran off the runway and squatted in a circle under a nearby tree.

Flight #9 of 7 hours took us across the African desert to Marrakech, Africa. We

flew low over the desert and saw a camel caravan on their way up north. At Marrakech, we received our sealed orders to proceed to England. Our guns were armed and we were alerted that there had been many instances of German fighter planes trying to intercept our flights on this route.

Flight #10 of 8 hours and 45 minutes took us around Spain and Portugal and around the French coast to Nuquay, England which is southwest of London. We spent a night there and refueled.

Flight #11 of 2 hours took us to our destination of Hardwick Station, Norfolk County, Norwich, England. This was the home of "Ted's Flying Circus," the 93rd Bomb Group.

Our total flight time was 59 hours and 10 minutes. Last fall, I made a trip to England on a KC-10 tanker out of Seymour Johnson AF Base, Goldsboro, NC. This flight took 8 hours. I have visited the library at Norwich, the Cambridge Air Force Cemetery at Madingley and several other points of interest in England. I have also visited several of the targets in Germany that as a bombardier, I dropped bombs on during the war.

The 466th Bomb Group

by Bill Nothstein

Our 43rd annual reunion is history. More than thirty members and family of the 466th Bomb Group made the trip and a good time was had by all. An American flag, which had been flown over our nation's capital, was presented to the citizens of Weston-Longville at a memorial service in All-Saints Church. The flag will serve as a memorial to our fallen comrades. As always the day spent at the Thomson residence (Hq. Bldg.) brought back a flood of memories. Our American contingent of thirty was met by nearly one hundred of our friends, some local and others journeyed in for the day to renew friendships. Among them were several Americans, living abroad and a 466er visiting with his wife, who was an English war bride.

Prior to our reunion, to my surprise, a letter arrived from Norway. It was from Mark Mattison, son of Capt. Mahlon Mattison, Lead Bombardier. Mark is presently living with his family and teaching in Oslo. He is interested in hearing from former members of his father's crew. Write to: Mark Mattison, Oassiden Terrasse 34B, N-1160, Oslo 11, Norway. Mark, his wife and children joined us at the Thomsons. This was his second Norwich trip in search of information.

In keeping with the last few columns, this issue will cover a flight crew. This information was compiled by Jim Auman, Flight Engineer of the crew LUCKY #607.

LUCKY #607 — Our lucky 466th Bomb Group Crew #607 was put together at Casper, Wyoming, about the same time the Air Arm was created in New Mexico in September 1944. The ten of us came from all over the United States — New York, Texas, Oklahoma, West Virginia, Pennsylvania, Illinois, etc. We all had completed our flying training, engineering, radio, navigation and armorer schooling weeks before.

For the next three grueling months our crew flew almost daily on missions that took up to eleven hours, in the coldest state of the union, at the windiest time of the year. Luckily, there was a very relaxing gambling joint in Casper called the "Crystal Bar" where we found a home after hours. The introduction to public gambling, bar room card playing, and cheap booze went a long way in keeping up our morale.

We realized from the start that we were lucky to have a pilot like Robert H. Taylor who had a natural calm about himself and a cool, loose way in handling a heavy airplane. Our co-pilot, George R. Snowden, was gifted with a firm belief in how the crew should perform their duties. Like a father, he reminded us over and over what our instructions were and when orders were to be executed.

We picked up a new navigator, Sol Rosenbaum, when we transferred to Alamogordo, New Mexico, where we joined the 466th Bomb Group, and also our new commanding officer, Colonel Arthur J. Pierce, who was newly appointed.

Under the watchful eyes of Captain Ralph S. Bryant, one of the Army's finest, we flew high altitude close formation practice missions for the next six weeks.

We took delivery of our bomber in mid-February 1944 and with orders to report to Station #120 at Attlebridge, England, we finally were by ourselves and on our way. We flew cross-country to West Palm Beach

and dog-legged over Birmingham, Alabama, the home of Charles Culverhouse, waist gunner. It took us eleven hours the next day to reach Waller Field in Trinidad.

The next day we flew to Belem, then Fort Aleza, South America. For reasons I don't recall, we flew next to an airstrip near Dakar, Africa, during the night landing in early morning — eleven hours over water all the way.

The next stop was Marrakech where we spent two weeks waiting for the weather to clear in the North. It was also at Marrakech that we painted a slim, lightly clad lady and the name "Queen of Hearts" on our bomber that was in keeping with our crew number and group theme.

We touched down at Valley Wales, ten hours out of Africa on a rainy afternoon in early March. The next day we joined our group, the 2nd Air Division, and the 8th Air Force.

Our good luck was evident on our first mission when we flew lead over a target at Bieritz, France. We made two passes over the target before dropping our bombs. The German anti-aircraft gunners had a good chance of shooting down the whole group.

On our second mission, we were lucky again when Albert F. Rapuano got in some good shots and spoiled the aim of a FW-190 pilot when we were attacked near Brunswick. Al also left his parachute back home on the hardstand that day.

A phosphorous shell coming from a fighter's cannon burst and splashed our tail assembly on our third mission burning holes through metal like acid.

Our tail gunner, Harm J. Krull, ran out of luck over Leipzig in May when he was hit with a large piece of shrapnel that lodged in his groin. The Luftwaffe chased us all day, but we were lucky and made it home with

North Sea to a point north of Berlin. We hit a target in the city and returned the same way.

The target on our 17th mission was an aircraft assembly plant at Eisenach. The bomb pattern was good, but we hit the wrong town. Russell F. Taylor (top turret) claimed later that we hit a large bread factory.

Luck ran out on my 20th mission when I flew with Lieutenant Godbout to Stuttgart on August 9. We experienced intense flak over the target, which on our way back accounted for two of our aircraft being shot down and left me with a shattered ankle.

Crew #607 went on to finish their 30 missions. Another crew crash landed the "Queen of Hearts" in a plowed field, and our lucky Pilot Taylor was promoted to Captain.

★ ★ ★

Another letter came from a new member, Patrick O'Carroll, who was a gunner on Crew #693 with Donald Klang as pilot. You may contact him at: Patrick O'Carroll, 521 Orange Ave. #60, Chula Vista, CA 92011. He has not heard from any of his crew since November 1945. Maybe you can help him get in touch with the "What's Cookin' Doc?" crew as pictured here. I have been unable to locate any of these crew members on the rosters made available to me.

Several letters were received in response to the article on Bill Rice (Summer 1990). Copies were forwarded to Bill for him to follow up.

To anyone who remembers Donald Castoe from the Photo Section of the 466th at Attlebridge, word has been received that he is confined to a nursing home, The Yorkshire Health Care Center, Columbus, OH. Send cards or letters to: Donald Castoe, c/o Walter Castoe, 1342 Yorkland Road,



"What's Cookin' Doc?" Flight Crew. Back (l-r): Patrick O'Carroll, Norm Liske, ? Owen, ? Ramkia, Joseph Serozinski, Robert Copperty. Front (l-r): ? Cook, Donald Klang, ? Freeman.

two engines running on the final approach.

Returning home after dark on our eighth mission, the English shore batteries opened up on our tail-end flight. It was our radio operator, William E. Ward, who quickly, at our pilot's instructions, made contact with someone and stopped the would-be disaster.

D-Day, June 6, we flew at 15,000 feet to a target near the French Coast. Visibility was good and we took in the whole show.

On mission number 13, we flew over the

Columbus, OH 43232.

We have just learned of the death of John C. Leeds, Jr. on July 7, 1990. He was interred with his wife, Mary (Red Cross) at Arlington National Cemetery.

A brief meeting during our reunion re-elected Art Sessa and me to serve another term. The old business of the window has been officially closed. Ted and Joyce Clarke of Norwich attended as guests of the 466th Bomb Group.

Flying Back on a Time Capsule

by Ben S. Daniel (448th)

After 45 years (1945-1990), I have made the "command decision" to blow the whistle for a referee time-out, to reflect, to collect my thoughts and share some memories of my World War II Army Air Corps (later the Air Force) flying crew, as a tribute to them, especially to my pilot Forrest F. Anderson, also a member of the Second Air Division Association, 448th Bombardment Group.

Our air crew, whose names follow, met one another for the first time in August, 1944 in Omaha, Nebraska: Forrest F. Anderson, pilot, Gallatin, Tenn. Arthur R. Seat, Jr., co-pilot, Virgiline, Virginia. Frank W. Leonard, navigator, Meridan, Idaho. Jerome Brown, bombardier, Chicago, Illinois. Harry T. Hutchinson, engineer, Dayton, Ohio. Ben S. Daniel, radio gunner, Chicago, Illinois. Charles E. Schmucker, aerial gunner, Denver, Colorado. John W. Wideman, aerial gunner, Woodstock, Illinois. Elberon G. Andrews, aerial gunner, Cortland, Ohio. Douglas J. Fowler, aerial gunner, Atlanta, Georgia.

Like any military group formation, our crew was made up of persons from all walks of life. We learned very quickly that the main purpose, the objective and bottom line was that the group conduct itself in a team effort by executing its duties and responsibilities in a cohesive military manner. We were assigned to three months of intensive combat air crew training exercises at Casper, Wyoming. These consisted of continued ground school training of our respective responsibilities with related emergency procedures, of flying at different periods within the day, of formation flying, as well as bombing and aerial gunnery exercises. This was the crucial time period to determine if our combat alertness and our ability to act and react under all possible combat situations met the requirements. We got to know one another, officers and enlisted men, during this intense period, as to our personalities, strengths and weaknesses. As I recall we were a group of happy "characters," enjoying our camaraderie. (I sincerely hope my group will have the opportunity to read this article. As of this date they are not all members of the Second Air Division Association.) Our pilot, 2nd Lt. Forrest F. Anderson, was our leader and we respected him highly as an individual, an officer and an expert flyer. In flying the great B-24, he had the perfect record of making each landing on the first attempt. We graduated from combat air crew training at Casper, Wyoming, in the fall of 1944, and were immediately ordered to Topeka, Kansas to pick up our B-24M Liberator Bomber.

It was a strange feeling when we arrived at Topeka, Kansas to see the beautiful new B-24s lined up, wondering which would be assigned to us. In due time we were assigned to bomber serial number 44-50718. I often

wonder where is it today? During this time the song, "RUM 'N COKE," made famous by the Andrews Sisters was very popular and without hesitation we named our new B-24 after the song. We had our crew photograph taken with the inscription, "RUM 'N COKE" on both sides of the aircraft, and mailed it to the Andrews Sisters for their autograph. Either we had the wrong address or our photograph got lost in the shuffle or...who knows why we did not get it back. After a week of flying the "RUM 'N COKE" to become familiar with this aircraft, we were ordered to Grenier Field, New Hampshire for an overseas assignment. I remember the comfortable and confident feeling each time I heard the four Pratt & Whitney engines start, taxi and take off in the "Wild Blue Yonder." During the morning we took off for Grenier Field, before takeoff, we borrowed a jeep to carry a load on the plane, consisting of enough barrack mattresses for the crew to rest for the eventual long journey to the Eighth Air Force in England. As the radio operator, I purposely selected special radio programs with the popular music of the time so the crew could listen and relax on the flight between Topeka, Kansas and Grenier Field, New Hampshire, which took about three hours. They appreciated the selections.

As we flew from Kansas to New Hampshire, crossing part of this great country of ours, we enjoyed the scenery and commented on its majestic beauty. Landing at Grenier Field was a thrill and a first for most of us. It was a short lay-over, for the following morning we were briefed for our flight to Goose Bay, Labrador. Whoever heard of Goose Bay, Labrador? As we lined up for takeoff that morning, our pilot Lt. Anderson reminded us we were leaving the United States. I don't recall what prevailed — excitement, thrill and/or fright? That afternoon we landed at Goose Bay, Labrador after flying over parts of beautiful Canada. At Goose Bay we were briefed, shown a film on what we would expect to see on approaching our next stop at Bluie West #1, Greenland. The various fjords were pointed out as checkpoints, on our approaching to the landing field at Bluie West #1. We stayed at Bluie West #1 for several days because of bad weather conditions and prepared for our next flight to Reykjavik, capital of Iceland. (Who would guess in future years it would be the meeting place for President Reagan and Mr. Gorbachev.) During our stay at Bluie West #1, we were captivated by the beautiful Northern Lights in the evening. What a beautiful and unforgettable sight, and to think the other half of the earth was in full daylight. After our short stay at Bluie West #1, we took off for Reykjavik, Iceland, crossing the cold North Atlantic Ocean, and landed at Reykjavik within a few hours. We were restricted

to the air base since we were subject to an immediate call. After a day, we were briefed for our final destination — Valley, Wales.

Between Iceland and Valley, Wales, we realized that we were finally in a combat zone. We arrived at Valley, Wales, and were very disappointed when we had to give up the "RUM 'N COKE" for a plane modified for combat missions. Our crew immediately took a train to Blackpool, England for an assignment to a Bomb Group. Regretfully, here we had to bid farewell to F/O Jerome Brown, our bombardier, who was reassigned to another group, since the Eighth Air Force was converting navigators to "toggler" (bomb load was released by a navigator after observing the lead bombardier trigger the action.) So our navigator, Lt. Frank Leonard, had a dual role on our missions, primarily a navigator and a "toggler" during the bomb run over the target.

At Blackpool we were assigned to the 20th Combat Wing, 448th Bombardment Group (Heavy), 713th Bombardment Squadron (Heavy), which was located at Seething Airfield in Norwich, England (northeast part of England). Two bomb crews of enlisted men occupied each small barrack. Our crew replaced a bomber crew which had been shot down over Magdeburg, Germany. It was a strange feeling walking into the barrack as a replacement crew to meet the crew whose friends had been shot down. We got to know each other and became close friends over a period of time. During this period we flew on practice missions over the English countryside and as weather observers over the North Sea.

Our first bombing mission was to be over Brunswick, Germany. The frightening thrill was checking our 50 caliber machine guns the night before the mission, arising early the following morning, having breakfast, listening intently to our briefing, attending our respective religious services, picking up our flight gear, getting in a truck and riding out to our assigned B-24J. No enemy over the target that day, but a lot of flak from below. We had made our first run!

Our second bombing mission ended in a comedy of errors. The assigned target was an ordnance depot in Bayreuth, Germany. Because of adverse weather conditions over England, each plane took off and flew independently south of England, passing over the White Cliffs of Dover. At this point, I realized that my radio transmitter and receiver were not operating effectively. At the same time, our navigator, Lt. Leonard, indicated his radar equipment was inoperative. But we continued on with a left turn to form with our squadron, group and combat wing over France. Above France, after getting into an attack formation, we

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Standing: Charles E. Schmucker, Ben S. Daniel, Elberon G. Andrews, Harry T. Hutchinson, Douglas J. Fowler and John W. Wideman. **Kneeling:** Lt. Frank W. Leonard, Lt. Forrest F. Anderson and Lt. Arthur R. Seat, Jr.

turned north toward Germany. However, the bad weather over England had entered the air space over continental Europe, forcing our bombing units to disperse and abort the mission. On our way back to England without our radio and radar equipment operating effectively, we decided to land at the 361st P-51 Fighter Group in Mons, Belgium near the French border. We were served lunch, while our radio and radar equipment were repaired by the ground crew specialists. We extended our thanks for the hospitality shown by the fighter group personnel and took off for our home base in England. I identified our aircraft over the English Channel with the Main Control Radio Contact of the Eighth Air Force, and received permission to continue to our base at Seething Airfield. We dropped our bomb load over the English Channel to avoid any possible explosion on landing. After landing, we were directed to taxi to a stall (parking space) about a half a mile from the control tower. At the same time, other planes from our group were returning from a similar fate. We waited for over an hour for a truck to pick us and our flying gear up. This is when the day's com-

edy of errors almost ended in a tragedy. We were all frustrated for lack of attention from the control tower to send someone to get us back to the debriefing room. For some unknown reason, I returned to our plane, got the Very (flare) pistol, and shot it in the air to get the tower's attention. As the colored flare descended, it began drifting in the direction of the gasoline trucks that were refueling our parked planes. I quickly blew the whistle, which all combat flying crews wear on the collar of their flight jackets to keep the crew together in the event of a bail-out over a body of water. The high pitch alerted the crew and it was every man for himself, fleeing in every direction, including the refueling crew. I froze unable to move while I watched this pending explosion, but "Thank God" the descending flare overshot the refueling truck and three planes in their respective stalls by twenty yards. For me, it was a long ride back to our debriefing room.

Later, Lt. Anderson calmly read off the "riot act" to our navigator and myself for the day's events. (We should have checked our radio and radar equipment before takeoff that morning.) It was only our

second combat mission attempt but we matured in a hurry!

Our future missions involved much flak and encounters with ME-109s (propeller driven) and ME-262s (jet propulsion driven). At times, during slack periods just for laughs, we recalled our second mission and how we almost caused a careless disaster. We flew our group's final combat mission on April 25, 1945, attacking the marshaling yards in Salzburg, Austria. That mission was over eight hours, including five hours of oxygen usage. It was a *successful* mission.

The war ended in Europe within the following two weeks of our final combat mission. Thereafter it was a countdown of when we would return home, despite rumors that we would be flying directly to the conflict in the Pacific Theater operations. It did not happen. During the next few months, the planes were serviced to return home. In the meantime, we flew ground personnel at low level over continental Europe to observe the devastation that took place over the years. A frightening sight for all of us.

Finally, the day arrived for us to return home. Our first stop was the Azores in mid-Atlantic Ocean, and then on to Bangor, Maine. An additional ten ground personnel returned with each air crew. It was a new experience for all of us. We landed on United States soil in June 1945 and were given a thirty-day furlough. We regrouped in Sioux Falls, South Dakota, where I first attended radio school. While here, in August 1945, the war with Japan ended. We were then reassigned to different air bases before being discharged.

In closing, I want to thank my pilot, Forrest F. Anderson for his leadership and flying ability, and my air crew for being an important part of a major step towards patriotism and team effort, which I consider strengthened my values and continue to work for me in my lifetime. Also a heartfelt thanks to the charter members and officers of the Second Air Division Association for having the foresight and vision to create this organization to give us the opportunity to have our moments of reflection and keep our story alive.

God bless us, everyone.

Crew Chief Remembers

by Joe R. Ramirez (467th)

I was a recipient of the Bronze Star and Oak Leaf Cluster. My ground crew and myself crewed two aircraft, "Witchcraft" 130 missions and "Perils of Pauline" 32 missions; 162 missions without an abort. "Perils of Pauline" was shot down on her 32nd mission.

I had "Witchcraft" Model H from start to finish. Much of my success as crew chief was due to my ground crew men and also combat crews that flew her back even when she was mortally wounded. On two engines and half the tail blown up they said they didn't dare come back without her. They

were concerned about what I would say or do to them. Yes, many a fine combat crew flew the "Witchcraft."

In the June 15th 1990 467th Poop from the Group, "Witchcraft" and "Lil Peach" were nominated to be painted on the nose of a couple of B-52s at Barksdale Air Force Base. "Lil Peach" was selected and is the nose of a B-52 at Barksdale. "Witchcraft" was turned down because she was not beautiful like the sexy Vargas girls. I am glad "Lil Peach" made it, because Phillip Day was co-pilot.

One day in England an officer of the

Ministry of the Royal Air Force and his daughter came out to look at the famous B-24 Liberator "Witchcraft." George Dong and I gave them a tour of the plane. His daughter came up with me into the cockpit as George stood outside with the British officer. He openly said he was superstitious of the name "Witchcraft" and would not come into the plane. His daughter and I went through a complete pre-flight. She was very thrilled.

So you see, the "Witchcraft" wasn't very glamorous, but I loved her very much and still do.



Open Letter To the 93rd

by Floyd H. Mabee (93rd)

93rd ROSTER

Frederick and Inez Strombom, Box 646, Ogema, WI 54459, are still doing an outstanding job on making up these rosters for your benefit. The cost is \$5 for roster plus geographical, or \$3 without the geographical that is a big help when you are traveling; all members are listed in the state they live. Inez informed me that they have a complete list of 93rd members, past and present, in a card file, so if you are looking for someone special not listed in your roster, send a stamped self-addressed envelope and she will check files and send any information they have. We gain and lose members monthly, and as I receive revisions, drops and new members monthly from Evelyn Cohen once or twice a month, I send copies to Inez, so your old roster changes monthly.

ERROR MADE IN SUMMER JOURNAL

Regarding the book, "Always Fighting the Enemy" by Col. Luther C. Cox, all 2nd Air Division Association members will receive the discount price of \$19.95 plus \$2 postage.

A-2 JACKETS, EXACT REPLICA

I have the source for these jackets, The Bradley Associates. For all jackets sold through me, he will give a \$10 check for the Librarian Fund. Write or call me for an order form, cost, etc. I have one, and it's an excellent copy.

I also have the source for handmade, gold, silver bullion and metallic thread, for any military unit. Can be made from color picture or drawing. I have the 93rd emblem and 8th AAF emblem made by this company, and they are beautiful, put them on my new A-2 jacket and a 93rd emblem on my blue blazer. Order through me or direct, contact me for price and address.

INFORMATION NEEDED

Can anyone tell me the address of Eugene W. Engdahl, wartime address was 2217 22nd Ave. N.E., Minneapolis, Minn. I have an English lad who found one dog tag of Engdahl during a dig on dump site at Hardwick. He tried contact at address above, but it was returned. He would like to return the dog tag, if not, he will donate it to Dave Woodrow's museum.

Can anyone tell me the address of Dave Carpenter? He was a member of the 93rd but not of the 2nd ADA. He attended our mini-reunion dinner meeting at Hilton Head last November. I saw the name Carpenter on his badge, and mistook him for Ltc. Arthur W. Carpenter (Ret.). I wanted to talk to him after our meeting but he had left. I have a member looking for Dave, and so am I.

FOLDED WINGS

93rd men not members of the 2nd ADA. It was reported to me that C.R. (Roy) Kirby of the 330th Sqdn passed away from a heart attack in Jan. 1989. Please notify me when any 93rd member not of the 2nd ADA passes away. Notify Evelyn Cohen of all deceased 93rd who are members of the 2nd ADA.

MINI-REUNION DINNER MEETING

Of the 72 present, four others didn't attend the dinner, I reported I had looked over my old Journals, starting in 1978 to present we have lost sixty 93rd members of the 2nd ADA. 1989 was our greatest loss, fifteen 93rd 2nd ADA, and nine 93rd non-members. If anyone would like a copy of their names, send SASE.

Past V.P. Ltc. Charles Weiss (Ret) wife Peggy presented invocation that she wrote, I asked this be given in memory of our 93rd Folded Wings. After dinner I introduced our past and present 93rd officers, my wife Dorothy of 46 years, and our two grandchildren Deanna and Brian. John and Lorna Archer were unable to attend as John was in the hospital for an appendix operation. I went to see him the next day, and Lorna arrived to take him home. I presented one of our plaques I made with the Group and Squadron emblems, with brass plate engraved, To John Archer, always available when needed, from the members of the 93rd B.G. (H). I also gave him an errored copy of "The Story of the 93rd B.G. (H)," I didn't have any of the corrected copies left. John has been a great help to 93rd members that I have directed to him for information. He knows more about us than we do.

I introduced our invited guests, John and Joan Woodrow, and he gave a rundown about our day at the Hardwick to honor the village of Topcroft, after I presented him a plaque of our emblems, with the same wording as Archer's, also gave him a copy of our "Story of the 93rd." Later I presented him with a complete class A uniform, with all the decorations like mine, and my old B-4 bag that the workers of British Air Lines in Newark, NJ really done a job on it, on arrival it was all wet, all sewed leather on bag broken loose and zippers broken, uniform was also wet. I had it dry cleaned for Dave's museum, also gave him several pictures and copies of old orders. Dave went to a lot of trouble and time setting up this museum for your benefit. I want to thank our members that did bring memorabilia for the museum.

Before I forget, I want to tell you that Dave and Jean Woodrow and Mr. & Mrs. David Neale were the 93rd's guests to Honor the Villages at the 2nd ADA final banquet. Some of you might remember this delightful couple, as they then lived quite near the end of our main runway.

I reported on the sale of emblems, and I mailed them all out to you. We now have 84 left from 615, 7-Group, 10-328th, 23-329th, 35-330th and 9-409th. After these are gone, there will be no more. I gave no financial report on emblems, til they are all sold. We have made a nice profit so far.

Sale of "The Story of the 93rd B.G. (H)," of 216 books, one lost in the mail, all have been sold shortly before the summer Journal report came out. Total on profit on books was \$3117.61. I now have 20 paid orders, and members present at the meeting authorized me to order another 100 copies, but I will not order till we have at least another thirty paid orders. I sure don't want to be stuck with a lot of unsold books, we would lose the profit we have now made. I send welcome letters to all new members telling of the books and emblems we have for sale, orders slowly come in now.

Expenditure of some of our profits so far. June 1990 I sent a \$1,000 check to the Collings Foundation for restoration of the beautiful "All American," and the 93rd BG, 328BS, 329BS, 330BS, and 409BS will be placed on the plane in the "Distinguished Flying Command" position. I also presented a \$1,000 check to Jordan Uttal at the 2nd ADA general meeting for the Librarian Fund, plus another \$1,000 check that our 93rd members voted last November at our Hilton Head meeting to donate for our Memorial Fund account. This we had pledged at that general meeting. While on the subject of the Librarian Fund, the goal set for the 93rd is \$24,600 for donations and pledges. Even with the \$2,000 above, we are still short of our goal. There are still six members that have pledged an amount of \$992, and these are still outstanding. Only 25.3% of our members have contributed, which means 74.7% have not. Come on fellows, dig down and send those donations to Jordan Uttal. I must say though, compared to some of the other groups, the 93rd has done fairly well, so just remember, the 93rd was the first over, and the best, and don't you forget it. Just show me we can do it please, any small amount would help.

As of August 12, 1990 we have 662 members, not counting Associate or those with another group listed before the 93rd. I have answered 95 letters so far this year, plus all the notes or letters I added when sending the books and emblems. Of the 35 members dropped for non-payment of 1990 dues, 21 have reinstated, some I sent a second letter, 7 sent my postcard back saying that they didn't wish to belong any longer, 1 card returned that member had passed away, and 6 couldn't be bothered to return or acknowledge my letter and card. Some even thanked me for being so persistent. I have sent out 53 applications so far this year, plus 54 second applications to those that didn't respond to the first application sent in 1988 & 1989.

Members present at the meeting bestowed on me the honor of being your Vice President for another year, and I have been elected to the Executive Committee of the 2nd ADA, one of three Group Vice Presidents elected to serve each year.

My grandchildren were given the honor of riding in a completely restored jeep leading our bus from our hotel to the base

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Open Letter to the 93rd

(continued from page 28)

Hardwick, we arrived at the last landing strip left. Dave had arranged with plane clubs to have a restored Piper Cub and a later model plane to take anyone up and show the base from the air, my grandchildren both got the thrill of their life. I lost my camera the first day on the bus from our hotel, all week I didn't get any pictures. It was found the day we went to the base, so I would appreciate any pictures taken all week. After the plane rides, we went to the Topcroft Chapel for services. We packed the chapel (Peggy Weiss reading the lesson) service was very moving. Then on to the base, for a day that will be remembered by all attending. Dave, Jean, their son and daughter and the Villagers of Topcroft really went all out for this day. The delicious food they had prepared for us! After dinner Dave had arranged for an all-girl marching band and several young singers and enter-

tainers. After that we had a short Memorial service at our Monument. The Topcroft Vicar gave the invocation, Dave had so kindly arranged for our wreath. I had asked for Maj. Roderick Weiss U.S. Army, Charlie Weiss' son, and George Black Jr., son of my former co-pilot and later pilot on "Shoot Luke" to lay our wreath with the following committee members for Monument following them, Chairman M/Sgt. Joseph Beach (Ret), Henry Betz, Edwin Baker, Lt. Charles Weiss (Ret), David Woodrow and myself following. The Friends of the 8th placed a wreath, and I am sorry I didn't hear who the young child represented laying a third wreath. After some delay for the Fly-By, the Vicar gave benediction and then we received the Fly-By with the dropping of hundreds of poppys; all the while we were silent in honor of those we left behind. Henry Newby presented Dave with an original 329th emblem, Maj. Weiss presented Dave with a 329th wooden plaque, Charlie Weiss gave

Dave an original flight cap, and Paul Harwood presented Dave with a U.S. flag that had been flown over the U.S. capital. We later were treated to tea and all kinds of delicious cakes and pastries. I do believe I tried them all, that is my downfall. After tea we were entertained by a group called Singing for Pleasure, and they were excellent. We ended our wonderful day by visiting the Friends of the 8th museum in one of Dave's Quonset huts. This was a day that will be remembered by all, please convey our thanks to the Topcroft Villagers for this memorial day.

Dot and I took our grandchildren on a week's tour up into Scotland, and for a change the weather in England and Scotland was beautiful. We arrived back in N.J. the 7th of August, found battery dead in my van, pool loaded with algae, and our freezer loaded with food defrosted. With all that, please excuse if this report seems a little mixed up, I have done my best to get it out on time.

453rd Bunchered Buddies of Old Buck

by Wib Clingan

To paraphrase: we came, we saw, we were grandly conquered. We yielded willingly to the charm, warmth and welcome provided by the people of Norwich and Old Buckenham. As on other occasions, they proved themselves to be gracious hosts and hostesses.

The 453rd was well represented at the Convention/Reunion in Norwich. Numerically, we had nearly a hundred persons present — less than some groups, but more than most. Among these were several who were with us for the first time. We welcome each of you. A common theme among the new members were words to the effect that they did not know the 2nd ADA existed. It is for this reason that each of us must make an effort to greater publicize the 2nd ADA and the 453rd BG associations.

To this end, I now ask that each member of the Disabled American Veterans; the Veterans of Foreign Wars, the American Legion, and the Retired Officers Association, right now, write a one-paragraph item saying in effect that we do exist; we are looking for you and want you to join with us. Then send that item to the journal of those agencies enumerated above. Send a copy of it to your local newspaper as well. Request that the item be published in the next issue. Be sure to include a contact point — your name and address; or if you prefer, my name or Dan Reading's, Wilbur Stites or Frank Thomas. But do it! In fact, do it now — go on. We will stop here and wait for you.

All done? Good. Now we will continue. The reunion was excellent. As stated, our relationship with those persons in the United Kingdom with whom we have contact continues to flourish. The convention highlight was our day at Old Buckenham. It was without parallel. The memorial room

has been enhanced; the plaque corrected and rehung, and an outstanding monument has been erected and unveiled at the Old Buck Airfield. It is a tribute to all who served at Old Buck, and results primarily from the efforts of Jim Avis. To him, and to all who participated in the effort, we owe a greater, ever-increasing debt of gratitude.

The day at Old Buckenham was highlighted further by entertainment provided by village performers. Each person who performed is ready for prime time on BBC — definitely contenders for an Oscar award. More on the convention will be found elsewhere in the Journal as well as a roster of the delegates attending.

The 453rd BG held its version of a business meeting. Around 35-40 members present agreed upon "Wib" Clingan as Chairman/VP, and upon Dan Reading as Vice-Chairman/VP. I accepted the position and I thank you for deeming me qualified for it. However, I do hope it is considered by you to be a titular title — a focal point; a distribution center to receive, accept and disseminate your ideas. I want, ask, beseech you to send me your ideas for programs, goals, your comments and input. The Group can only benefit from your renewed and continued participation. Frank Thomas remains our Secretary/Treasurer; Wilbur Stites our Publicity Director; Don Olds our Historian. How could we not retain each of these after the contributions they have made and continue to make? Each deserves a standing ovation. In Frank Thomas' absence, Glenn Smith acted as Secretary and to him we are indebted for the minutes of our meeting.

Losing any one of our members is always sad. Losing Mike Benarcik was no exception — a considerable loss to us. We all knew Mike, were grateful for his drive, his

contributions and interest in the Association. To his family, we extend our deepest sympathy. As you know, Mike worked for years preparing a history of the 453rd Bomb Group. With help from Don Olds, Mike compiled pictures, information and tales that will delight each of us when completed. And it will be completed. At Norwich, I was assured by those close to Mike that they would work with Mike's family to complete the necessary tasks. We can look forward to its availability this year, or at least by the time of our next convention. Be sure to order 3 or 4 copies — children, grandchildren, your local library.

I now close by thanking Milt, Lucille and Ginger Stokes for their work over the past several years. Don Olds and Milt are responsible for having guided us to the present Association we are now. I know it has been work — a gross expenditure of time, effort and energy. We do appreciate it and applaud you three for giving so unselfishly of yourselves during the past. We hope to do as well in the future to sustain your goals and efforts. We also expect to see you at Dearborn, Michigan in 1991.

We missed each of those who, for whatever reason, was not at Norwich. The Andy Lows, Julian Wilsons, Ralph McClures, Jim Elkins, the Garretts, the Rundblads, the Roths, the Prangs, etc., etc., etc. Don't let it happen again. Andy Low has asked to be relieved from his office. We will abide by his request, but before doing so I want to contact Andy with a plea to let us continue having the advantage of his knowledge and wisdom.

Finally, the 1991 Reunion is scheduled for Dearborn, Michigan the first week of July. We expect to see each of you to have a new member in tow at that time. Do it!

Ploesti — August 1, 1943

by John E. O'Grady (93rd)

*"Double, double toil and trouble;
Fire burn and cauldron bubble."*

(Act IV, Macbeth)

The refrain, chanted by the witches in Macbeth, was brought to mind, by the scene confronting us as we approached B-24 816X. The men of the ground crew huddled around a smoking fire, intent on the activity within the circle. A closer look revealed a burning, oil soaked rope formed in a close circle. The men were dropping the morning's catch of scorpions, one by one, into the ring of fire. Crazed by the heat and trapped within the searing inferno, the scorpion ended the agony by stabbing itself in the back with the venomous stinger on the end of its long segmented tail. Eerie ritual indeed, but it was a momentary distraction from the grim task of preparing for the toil, trouble and fire awaiting us, the raid on the Ploesti oil refineries in Romania.

The gray dawn revealed the Libyan airstrip, that Sunday, August 1, 1943, and disclosed the apprehension etched on the faces of the combat crew. Nine of us faced combat for the first time. The pilot, 2/Lt. Blevins, had flown in combat with the 98th Bomb Group. 2/Lt. Toles, navigator, was on loan from the 389th BG. My crew, #15, minus Paul Peloquin, navigator and Raymond Michels, co-pilot, both grounded with dysentery, filled the remaining eight positions. I was a last minute replacement for the scheduled co-pilot: F/O O'Grady, co-pilot; 2/Lt. Moore, bombardier; T/Sgt. Knotts, engineer; S/Sgt. Dietrich, assistant engineer; T/Sgt. Weber, radioman; S/Sgt. Clemens, assistant radioman and right waist gunner; S/Sgt. Martin, armorer and left waist gunner; and S/Sgt. Propst, tail gunner. The crew went to their stations while Lt. Blevins and I inspected the plane, kicking the left tire and patting the battle-scarred fuselage. From the port side around the nose to the starboard side and there it was! "Snake Eyes" was painted on the right side only. Under the name the nose art was dice showing "crap." All we needed was to have a black cat cross our path.

Crouching to enter the forward port bomb bay, I checked the bomb load, three racks full. A bulging "Tokyo Tank," in the forward starboard bay, carried the additional fuel necessary for the long flight. Up the catwalk to the flight deck, I followed Lt. Blevins into the cockpit and settled into the right bucket seat. Check list completed, we were ready to start engines at 0655 hours. Tension increased with each routine task.

Snake Eyes was the fourth B-24 to take off in Section 4. Section 1 lost one plane that had crashed and was still burning on the edge of the Benina Main runway. The rest of the Pyramiders climbed into the Libyan sky to join Killer Kane. Lt. Blevins settled Snake Eyes into the diamond position, behind and slightly below Major Hahn, the section leader. On the bomb run we would take a position in a V formation off the left wing of 2/Lt. Ward, the Major's left wingman. 1/Lt. Fravega was on the lead plane's right wing. The code name for Section 4, on this mission, was "Hawk."

The Pyramiders formed above Benina about 0810 and was shaped up and on course heading north to cross the Mediterranean Sea by 0830. Lt. Blevins turned the controls over to me as he slid back, pulled out a paperback, flipped the pages, found his place and settled down to reading. He seemed unaware as I white knuckled it until I got the hang of flying formation from the right seat. The monotonous drone of the four Pratt & Whitney engines was interrupted by the test firing of the twin 50 caliber guns in the top turret. Suddenly the war became a reality. My eyes were riveted on Major Hahn's plane as I held Snake Eyes in the diamond slot. Since the sections, of ten planes each, were stepped up, we were hundreds of feet above the lead section with Section 5 above and behind us.

The formation turned north northeast over the island of Corfu, on a heading to cross the southern lands of Albania and Yugoslavia and the northwestern area of Bulgaria en route to Romania. We were well above 10,000 feet leaving Corfu and soon encountered clouds ranging from 8,000 to 14,000 feet. Mountains ahead ruled out flying under the clouds and the absence of oxygen in all the 98th Group's planes left Colonel Kane one option. He circled the formation in preparation for a frontal penetration. Lt. Blevins knew this procedure and took over at this point. The formation opened up to establish a safe distance between planes and each plane held a constant airspeed and heading as the sections ahead disappeared one by one into the mist. Snake Eyes nosed into the soup and suddenly we seemed to be alone. Lt. Blevins flew on instruments while I kept my head turning to spot any plane that might get dangerously close. A wing on the right, a wing on the left or twin vertical stabilizers ahead were the objects I strained my eyes trying to see but they remained hidden in the opaque mist. Suddenly we squirted out of the cloud bank and saw the group scattered before us. It took precious time to gather the formation which would delay our arrival over the target. We finally got back on course to Pitesti, our Initial Point.

The formation was decending as we neared the target area and the sections were forming the attack formations. Lt. Blevins eased back and slid left to take a position off John Ward's left wing. Speed increased to over 200 miles per hour as most of the planes dropped to tree top level. The crew kept us informed on the run to the target over the intercom.

"It's on fire! Look at that black smoke blowing to the right! It's like hell up there!"

"Bombs are going off and blowing stuff into the smoke and fire!"

"What happened? Some group hit it by mistake?"

"There's puffs of black all around us!"

"That's flak, boy, and it's heavy!"

"I heard about flak you could walk on. Hell! This stuff is walking on us!"

"That train off to the right — box cars with the sides down and some big guns blasting away at us! Somebody shot up the engine but the guns are still firing!"

"They've got balloons up too! Some planes are cutting through cables! Shoot at those babies! Good shootin' somebody!"

"They've got guns everywhere! Guns in the haystacks! Gun towers! Gun pits! They're shootin' at us with rifles!"

Comments were punctuated by bursts of 50 caliber fire throughout the plane. The WURRUMPH WURRUMPHING of 88 shells bursting all around the formation was accompanied by the constant POOM POOM POOMING of smaller caliber anti-aircraft weapons. Eardrums seemed ready to puncture. Snake Eyes shuddered and started a snap roll to the left. We were hit. Blevins yelled an order! I heard "right rudder" and jumped on the right rudder pedal with both feet and jammed it to the wall. Blevins was trimming the rudder to take the pressure off our legs and at the same time he hauled back the wheel to climb sharply. Recovering from the hit delayed our climb to hurdle a tall chimney directly in our path.

"Lieutenant! Whew! We missed that stack by inches. What a roller coaster ride that was!"

"We got bounced around back here but we got rid of the hot sticks (incendiary bombs were thrown out the waist windows by hand)."

"Let's get out of here!"

"Tail gunner to pilot. Only one from Section 5 made it past the target!"

"24s were dropping like flies back there. Some pancaked in the flat fields and seemed to be OK. Most of 'em blew up or went down in flames. Man! What a pounding we took!"

"Engineer to pilot. I'm at the left waist gun. Martin took a hit in the gut. A burst hit under his window." Knotts broke off as the 50s went into action during a fighter attack. Knotts came back on during a lull. "I gave Martin a shot of morphine."

"Anybody else hurt back there?"

"This is Clemens, sir. I got hit in the left ankle and my left arm. I bandaged them so I can stay at my guns. We've got some company!" Every gun in the plane cut loose!

"Sir! Clemens again. Number 4 got hit and gas is spraying out past my window. I can smell it!"

Lt. Blevins nodded when I moved to cut off and feather number 4 engine. We retrained as Lt. Blevins took us down to roof top level where we hedgehopped over trees and tall buildings. Once we reached the open fields we were skimming the ground. This action frustrated the Messerschmitts. The fighters pounced on the planes that failed to hit the deck. Ward's plane fell prey to the fighters because he stayed up about 1,000 feet.

Knotts filled us in on the damaged left vertical stabilizer. There was a jagged hole in the upper leading edge that had caused the drag that nearly caused us to spin in on the approach. The hole under the left waist window did not affect the performance of the plane. Weber, the radioman, checked the bomb bay and shocked the crew with his message.

"The bombs! They're still in the racks!"

(continued on page 31)

Continued from page 30

Hal Moore had flipped all the switches and grabbed the salvo lever to follow through. When he pushed the lever, to assure the drop, it broke off in his hand. The violent action when we were hit could have warped the hangers and jammed them. Lt. Blevins agreed with Lt. Moore's suggestion that he safety the bombs and release them manually into the Danube River. The fighters had broken off their attack as we approached the Danube River. Hal opened the bomb bay doors and waltzed down the narrow catwalk. The turbid water swished by beneath his feet as he safetied each bomb and tripped it out with a screwdriver. The consensus of the crew was that this river, immortalized by Strauss, was not blue.

Major Hahn's plane, with Fravega on the right wing, was the only part of the original section intact. Blevins caught up and completed the element by easing into the left wing position. F/O Salyer joined us in the diamond spot, our original position in the formation. Two other B-24s, from Section 4, survived the bomb run. Morgan and Sternfels took a beating from cables and anti-aircraft yet they were able to get back to Libya. Ward was shot down by a German fighter and the three planes to the right of Fravega, Dore, Thomas and Hussey, fell victim to flak, fire and/or explosions at the target. Weisler's plane was the lone survivor, of the six that made it to the target in Section 5. Sections 4 and 5 sustained fifty percent losses.

Our mini-formation survived another fighter attack. A biplane, that must have been a trainer, got caught up in the air war and dove right through the middle of the formation. The foolhardy little plane spun on down in one piece. If by chance the pilot did land the plane, it was well ventilated by 50 caliber bullets. That was our last encounter with the fighters and it led us into what turned out to be a false sense of security.

"Hey! Isn't that a JU88 out there at three o'clock?"

I was at the controls, staying in close to the lead plane, and dared not take a look but the rest of the crew craned their necks to verify the sighting. Someone remarked, "That's an 88 all right, at our altitude and air speed, but he's out of range of our 50s." "He can't hurt us from there!" A sharp explosion punctuated the statement! I saw the bright flash on our left out of the corner of my eye and felt the impact as the plane vibrated from the hit. She was still handling OK and I was able to hold our position. Lt. Blevins reported the hit to the crew. The innocent JU88 off at a distance was calling one or more German bombers above us, giving them our altitude and air speed. The information helped the plane(s) above aim their aerial bombs at the formation. They either missed other tries or ran out of bombs. Our plane was the only one to sustain a hit. The bomb tore out a piece of the trailing edge of the left wing behind number one engine. The left flap was welded to the wing, the oil pressure on number one was dropping slowly. Blevins voiced concern about the condition of the left landing gear. We crossed our fingers.

Gas consumption was our main concern now. Knotts, the engineer, was switching



Snake Eyes approaching White Four target at Ploesti, from an oil painting by Michael K. Boss.

valves to drain the last drop in each tank. Suddenly, we reached that "Maxwell House" drop and all three engines quit cold. Snake Eyes started to drop like a rock. That instant before the three engines sputtered and roared again felt like an eternity. Knotts had been ready to switch tanks but the incident added a few more gray hairs to the day's crop.

Major Hahn, with his number one engine feathered, headed the formation toward Sicily. We were forced to feather our number one engine when the oil pressure dropped too low. Number two was still running smoothly but number three was losing oil pressure. As we approached the southeastern coast of Sicily, three Spitfires came in close to look us over. The leader snapped us a salute, rocked his wings, pointed down and led us to an RAF base in the vicinity of Syracuse.

Snake Eyes, the most battered of the four, made the first approach. The fighter strip looked very short. Running through the check list, we found that we could not lower the flaps as we had feared. "Gear down and locked! Check list complete."

Blevins lined up with the strip and nosed the plane down. I was reading the air speed aloud as he kept it around 135 miles per hour. He was trying to use every inch of the short runway. The nose came up and as the wheels touched he pulled back the throttles to land at about 130 miles per hour. The crew had been briefed and had braced themselves for a possible crash landing. Snake Eyes dropped on the left and pulled left toward the trees that lined the air strip. The aerial bomb had flattened the left tire. Blevins reacted and advanced the number two throttle as he pushed the right brake. Snake Eyes responded sluggishly and started to turn right. A few hundred yards ahead, a man jumped out of the trees, his legs running before he hit the ground. He headed toward the runway but realized he was on a collision course with our corrected path and reversed his direction and dashed back to the trees. Blevins reacted to the first move and

released the right brake as he cut the power on number two. When the man headed back to the trees a right turn was attempted but by that time the trees had caught the left wing tip and pulled us into the row of trees. As Snake Eyes plowed into the trees the man made his final dash toward the runway. A rugged stone wall ran parallel to the tree line. The trees and the wall finally stopped us with our left wing over the wall and our nose up against it. Number two, our last good engine, hit the wall and the prop snapped off. "Switches off!" Blevins and I were the last to exit the top hatch. Clemens, gasping for breath, told us that he had jumped out the right waist window before the plane stopped. The flak wound to his ankle was forgotten in the near panic situation.

"Where is Martin?" I asked.

"He's still in the plane."

"Well? Get him out of there!" I surprised myself, Flight Officer O'Grady gave a command with some authority. Even some of the British airmen sprung into action to assist. Martin was passed through the left waist window on a stretcher and carried to the waiting lorry. I told Martin that he would be back with us in no time. Clemens followed the stretcher-bearers after a last handshake. I was told by the crew that Martin had a severe case of dysentery but refused to go on sick call. He didn't want to miss the first mission with the crew.

Major Hahn, Lt. Fravega and F/O Salyer landed safely. One of the crews came over and pirated the guns and ammunition. They had jettisoned everything they could to conserve fuel. The ground crews of the Spitfires were examining Snake Eyes with great interest.

The RAF chap that had jumped out of the trees explained that he was running communication lines when he saw Snake Eyes heading toward him. "Blimey gov'nor I t'ought you 'ad me!" I assumed he was talking to me but he was looking at Snake Eyes as he spoke.

"Gentlemen, if you will please follow me,

(continued on page 32)

Continued from page 31

I will direct you to the mess." An RAF officer led our hungry crew to the mess tent where we dined on a gourmet meal of beans and fried tomatoes. A few British eyebrows were arched, as I declined the milk and sugar proffered and drank my tea straight.

The friendly RAF sergeant collected our well-fed group and escorted us to our billet, which in this case was the hospital tent. Lined up, in a neat row, was our sleeping accommodations, a stretcher for each man on the dirt floor of the tent. The air raid shelter was visible through the open tent flap. The sergeant gestured toward the shelter and informed us, "Jerry may be over tonight!" The German troops still held northern Sicily and were in the habit of bombing the air strip every other night. The threat of an air raid was not enough to keep us awake after thirteen hours and twenty-four minutes in the air.

Hal Moore told us about the frantic activity that took place on the flight deck while Snake Eyes was jolting and grinding to a halt. Knotts, the engineer, was standing on the catwalk with his arms on the back edge of the flight deck leaning forward.

The nose wheel buckled and the nose hit the ground. The underside was being chewed up and Knotts was running on the debris that was sliding under his feet. On the flight deck, the top turret had broken loose and was spinning erratically. Lt. Moore braced himself to help Knotts as he jumped forward. The turret was spinning and the foot rest was about to smash Knotts in the head when Hal threw one arm around Knotts' neck and pulled his head down. The headlock saved Knotts from a nasty blow on the head but it also caused him to lose his purchase and slip back onto the moving junk. Knotts struggled to keep his footing for another try. The scenario was repeated two more times before Hal was able to clamp on a good hold and pull Knotts onto the flight deck under the spinning foot rest. The menacing foot rest whipped around until Snake Eyes jolted to a halt.

Major Hahn's flight plan included our crew as passengers for the return flight to Libya. Repairs held up the flight which gave us a chance to visit a nearby farm to dicker for some lemons. We gave the farmer the equivalent of one dollar for all the fruit we could carry. One of the other crews followed our example but they equipped themselves with every container available. They returned with twice the amount that we had. We had not mentioned our sharp deal and one of the other crew boasted, "We gave the old farmer an American cigarette and he was all smiles." Our deal suddenly became "Top Secret."

The lead plane was airworthy but the RAF could not spare enough of their precious fuel to get us back to Benghazi. They sacrificed sufficient petrol for the short hop to Malta, a supply base, where the planes were serviced. At 2247 hours, 2 August, 1943, Major Hahn made a perfect landing on Benina Main and taxied past the empty spots that attested to the heavy losses.

Paul and Mike, our navigator and co-pilot, met us in the mess where we were interrogated and fed. Back at our tent there was no chance to sleep until Hal and I related the

events of the past two days in detail.

Martin, the armorer who was seriously wounded, died after clinging to life for six days. Clemens was recovering from an operation that removed the flak from his left ankle. The fragments in his arm were left to work their way out. This information was sent to me by the American Red Cross.

Crew #15 was taken off DS (detached service) with the 98th BG, 9th AF and assigned to the 389th Bomb Group, 567th Squadron, 8th AF as per our original orders. We flew one mission to Cancelli, Italy. Captain Gerick, flying his plane V — (V Bar), was joined by three members of his crew, 1/Lt. Wilson, navigator; T/Sgt. Craddock, engineer; and S/Sgt. Paulin, gunner, all Ploesti survivors. I flew the right seat while 2/Lt. Moore, bombardier, Knotts, Weber, Dietrich and Propst completed the crew. Compared to Ploesti, Cancelli was a milk run. There was heavy but inaccurate flak

over the target plus a few timid fighters that never came close.

The 389th, 93rd, and 44th Bomb Groups returned to England and what was left of the replacement crews were transported by C-47s of the ATC. Crew #15 came to Africa to join the 389th BG but was placed on DS with the 98th BG for the Ploesti mission, returned to the 389th BG for one mission, and finally returned to England. Our orders sent us to the 93rd BG at Hardwick, Station 104, located in East Anglia near the village of Topcroft, south of Norwich. Home at last, we unpacked our toothbrushes and settled down to complete our combat tour of 28 missions (25 was increased to 28) with Ted's Traveling Circus.

Finally, I would like to salute the 409th's B-24 Baggy Maggy, in which we flew our last eleven missions, and sing praises to her crew chief, then T/Sgt. Joseph T. Zak who kept her in the air for 60 missions without an abort. KUDOS!



Snake Eyes on a stone wall at an RAF fighter strip near Syracuse, Sicily. The crash ended a 13 hour and 24 minute mission to Ploesti, Romania, 1 August 1943.

Folded Wings

93rd

Maurice J. Zappala

389th

Charles B. Cavage
Elliott Graft
William M. Corwley
Jack J. Zeller

392nd

Kenneth G. Fahrenbruch

445th

Charles L. Turner

446th

Clair Campbell

448th

Richard C. Hill
John E. Niligan
Sam N. Whitthorne (466th)

466th

Ralph L. Wood

467th

Paul F. Ayers
Arthur M. Holter

Hdq.

Maria J. Hanify

SM

Tom Crane
Nick A. Ordahl

Letters



Dear Bill:

When going through the obits in the local newspaper, I often find an unfamiliar name, and find the man has served in the Air Force during WWII. It always makes me kind of sad because of the questions that come to my mind. Did he serve in the ETO? Serve on or around B-24s? Was he one of the guys we were looking for, or had he been approached and for some reason decided it wasn't for him? I really feel sad for the fact that he can no longer be one of us.

I was a policeman for 32 years and can relate to friends. Never have my wife and I enjoyed the friendship of so many as we do in the 2nd AD. It is a much deeper friendship than we have known from our private lives. The thought just occurred to me, what the hell am I going to do, when all of you are gone, and I am still here?

To prove a point, the week of the 18th of June, we were visited upon by George and Delores Eifel Jr. of Chicago. George is a 458er for a short time. He was one of the unlucky ones to be knocked down and made a POW. You must know that he has to be one of the good guys, coming from the 458th? Any squadron will do.

We managed to get in one game of golf before things changed. George got sick and had to return home. Not because of the loway cooking either. More like too tough for the flatlanders to handle.

On the 8th of July, Don and Carolyn Fraser of Freeland, Mi., came rolling in. On the 9th of July, Don and I were sitting in one of our local airports, waiting for the grand entrance of one Gerald O. Allen. "Jerry" has his own plane and we were his taxi. We played golf on Monday afternoon. Couldn't believe how easy it was to get on a major course and right up to bat. We soon found out why — the bugs were out in force. The pro gave us sage advice, after we had played 18. He advised to use plain vanilla, mixed with alcohol. No wonder the bugs don't like it, tastes terrible.

With sincerity I say, it was just great to have these people come so far for a meet. Before I forget, Mr. Allen resides in Cleveland, Ohio. Took him 4 hours and 25 minutes to arrive and 2 hours and 55 minutes to get home. He must have had a helluva reason for getting home?

Just a reflection on friendship and how it can elevate one's spirits.

Bill & Barb Case

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Dear Bill:

I was in the 453rd Bomb Group, 733rd Squadron. Phil Stock was my pilot. During our 8th mission on March 18, 1944, over Fredricsaven, Germany we were hit and had to bail out over France. Colonel Miller, our C.O., was with us. God looked over me and I was rescued by the underground returning to England on June 8, 1944.

Being semi-retired, I decided to pursue one of my old occupations, which is selling cigars. This is a hobby which I really enjoy and this allows me to let other people also enjoy my cigars and save money at the same time. If anyone is interested, they can contact me at the address below. Thank you.

Morris Elisco
P.O. Box 7468
Buffalo Grove, IL 60089

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Dear Bill:

I recently learned that Capt. Paul C. Resler 0700978 passed on. During the war he flew in the 564th Bomb Squadron of the 389th Bomb Group. He was the first pilot of a lead crew and received a DFC and Air Medal with clusters, etc.

After the war he flew for North West Air until his demise in 1987. A man who didn't talk about the war, his wife Shirley would now like to better understand what he did and his experiences during his time overseas.

Mrs. Paul C. Resler (Shirley) would like to hear from any of Paul's old friends. Her address is 205 W. Van Norman Avenue, Milwaukee, WI 53207. Thank you.

Raymond Du Flon
235 E. Glen Avenue
Ridgewood, NJ 07450

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(l-r): F.A. Foutch, E.J. Healy, C.F. Fitzgerald, D.E. Brumley, B.P. Hebert, J. Grencer. Part of Wm. R. McCoy Crew.

Dear Bill:

I have been trying to locate some of my crew members from the 458th BG, 753rd Squadron. They are part of Wm. R.

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McCoy's crew. Maybe the enclosed photo will shed some light.

B.P. Hebert
Rt. 2, Box 2172
Ethol, LA 70730

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Dear Pete [Henry]:

I just read your article in the Journal and wish your wife well and you also.

Concerning Donald Johnson's comments about K+, he is correct about the call letter but it was the K+ that preceded "Henry."

I remember the mission he was talking about, as it was my first ship as crew chief and it was a very long mission. Later, the inspectors told me that it was a wing tank transfer malfunction and no blame anywhere. Johnson and his crew did a very commendable job to get it back to the base with just the main tanks.

A few days later, the second K+, "Henry," was on my hardstand and you and your crew with it. I seem to remember that "Henry" and your crew came over from the

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67th or 68th Squadron and had about 12 missions before being transferred to the 66th Squadron. (We were transferred to the 66th Squadron in mid-July '44 after 13 missions with the 67th Squadron.)

I am sure glad you boys did not know my record as crew chief when you started flying "Henry." It consisted of one mission — one plane totalled. But my luck changed and I crewed planes from '42 to '45 in England, Africa and back to England. Your crew and "Henry" were one of the best I came across and I think the records will show that.

Funny thing, after your crew finished and left (20 March 45), I remember very little that happened thereafter.

Felix Dunagan
Russellville, Ark.

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Dear Bill,

As you can see the enclosed represents my first effort to furnish material for the next *Journal*.

At Old Buckenham on our "Day at the Village" a chap came to me with the enclosed poem. He identified himself and wanted to know if we would like to have this. I assured him that we would.

I also told him I would submit it for inclusion in the next 2nd ADA *Journal*, space permitting. He seemed happy about that.

Thanks for your continued efforts. The *Journal* is truly appreciated and each issue is treasured. You were missed at Norwich, we hope to see you at Dearborn.

Wib Clingan
8729 Samoline Ave.
Downey, CA 90240

Fallen Eagles...

From each and every State they came,
From L. A. to Baltimore;
They came from forge and factory,
From college, farm and store;
From great cities and quiet hamlets,
To brave the hostile sky;
A band of youthful brothers;
They steeled themselves to die.

They came with careless freedom,
Unfettered by their years;
With comradeship and grim resolve,
They shared each other's fears;
With accents rich and varied,
And many a mocking jest;
They scorned the odds against them,
And faced the final test.

From England's fields they soared aloft,
To set the captive free;
To break the chains that bound the slave,
And vanquish tyranny;
Salute the brave with quiet pride,
Their memory hold secure;
Sustain the cause for which they died;
Long may their kind endure.

George E. Cocker, Former Flight Lieut.,
Bomber Command, R.A.F.

✦ ✦ ✦ ✦



Dear Bill:

What do old nose gunners do in retirement? Build model airplanes of WWII.

Here is a B-24 from the 93rd BG over the target with flak in front, with ME-109 in hot pursuit and P-51 on his tail.

If anyone knows of a good way to show flak, I would like to know.

Our crew just got in contact with our bombardier Ed Price after 45 years.

Tom Scott
7543 E. Rancho Vista Dr.
Scottsdale, AZ 85251

✦ ✦ ✦ ✦



Dear Bill:

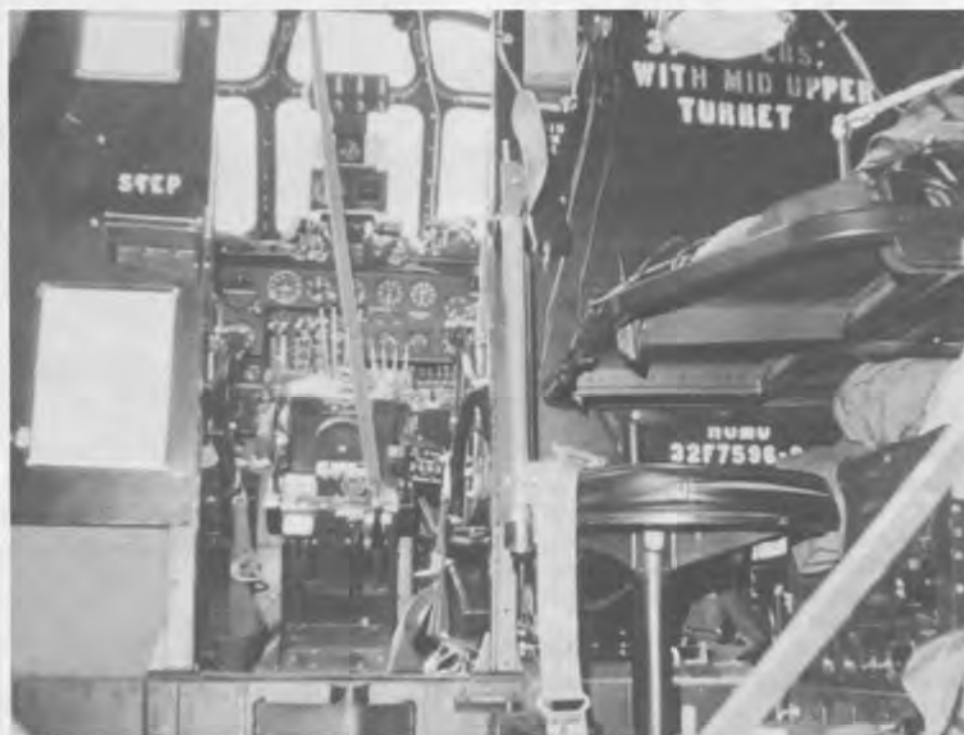
I recently attended the 250th anniversary of my school, the University of Pennsylvania (not to be confused with Penn State). While there I came across something interesting to B-24 people.

It is the tradition at Penn that each graduating class place a commemorative stone in a building somewhere on campus. In

1944 the graduating class placed its stone in Houston Hall. They chose to display a B-24. Why and how this happened I don't know, but I'm trying to find out. If I'm successful in digging up additional info, I'll pass it on.

Jeff Gregory
El Rancho-Not-Yetto
3110 Sheridan Drive
Garland, TX 75041

✦ ✦ ✦ ✦



Dear Bill:

Enclosed is a snapshot I took when "All American" visited Millville Air Field in early April of this year. The field is in South Jersey and well kept.

It had been just about 45 years since I had last seen a B-24, and needless to say, it brought tears into my eyes and many memories of the past.

The B-24 landed around 0915 with at least 100 persons at the air field. I boarded the aircraft, took snapshots and talked to the pilot and co-pilot asking all kinds of questions about its construction and where it was home based.

While at the field I ran into men from the 453rd, 446th, 93rd and 445th Bomb Groups. The man from the 445th arrived at his base on 9/27/44 (Kassel Raid), entered the mess hall, and found only the Chaplain, all the others were gone. As a side note, my crew flew that mission in the high right section and did not see an enemy fighter, just flak.

Another tidbit is that my VFW Post in Ocean City, NJ has Eighth Air Force members from the 490th, 457th, 453rd and 450th (15th AF Italy). We do a lot of flying over a few beers. With my 448th we outnumber the 17's 3 to 2.

Bill Harkins

✦ ✦ ✦ ✦



Dear Bill:

Enclosed is a snapshot of Gen. Jimmy Stewart, Gen. Low and others at the Memorial Ceremony conducted by the 20th Bomb Squadron at Carswell AFB on June 23. Seems that every time I stood up to take a picture everyone else stood up also! I saw Bud Chamberlain there so I'm sure he has already given you all the details — unless you were there. I did not see you however.

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Dear Pete [Henry]:

B.J. and I went to England from 01 to 21 May '90 in lieu of the 2AD "last hurrah" and had a wonderful trip. Originally I had made reservations for July, but on second thought decided to relinquish the space for someone who had not had an opportunity earlier. Let's face it, the mob scene doesn't lend itself to a lot of individual visits.

We used a Brit-rail Flexipass after landing in Manchester and went up to Skye etc. through Inverness to London via an overnight sleeper and on up to Norwich, unfortunately being there for the Bank Holiday mob scene. However, took B.J. on a trip through the Broads and up to Cromer (which I'd flown over on many a trip in the old days). Then took a car to Cambridge, via the Old Buckenham (Attleborough) 453rd base. The turkey plant there must have been done with malice aforethought! Not much left of the outfit but did eat a Ploughman's Lunch on one of the old taxi strips. Visited the memorial room at Ole Buckenham and nearly had a heart attack when I saw the blank space which had held our bronze KIA/MIA plaque. To my relief, the custodian informed me the plaque was being refurbished, due to corrosion/oxidation on the unvarnished bronze.

We trained down to Torquay, picked up a car and then bummed around to Bath, The Cotswolds, Wales and then up to Bolton/Little Lever above Manchester and spent a little time with old friends. Tiring driving, but swell trip overall. Would recommend that schedule plus a visit to the Channel Islands. Since I sold the travel agency several years ago I only give away advice, no more money!

James G. Kotapish, Sr.
15871 Sylvan Road
Chagrin Falls, OH 44022

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I enjoyed the ceremony very much, but kept listening for the sound of the "All American." I was informed that because of finances that it might not be able to attend, but I was hoping anyway. Some of us commented that we would have gladly furnished a few gallons of "high test!"

Ben R. Hooker
458 BG, 754 Sq.
Lufkin, Texas

Dear Bill:

This seems to be my year for remembrances about the war and friends that were generated as a result. Early this year we had "All American" come into Daytona Beach for a two-day visit and then two weeks ago the CAF flew in "Fifi" and "Diamond Lil." I was even lucky enough to get to take a brief flight in "Lil" and it was just a great experience. My first flight in a Liberator since 1945.

I want to express again my appreciation for all the hard work that you and "others" do in publishing the Journal. I read and re-read each issue and have saved just about every copy that I have received. I hope that they will continue for a long time.

Carl E. Epting, Jr.
20 Park Terrace
Ormond Beach, FL 32174

(Ed: "Others? What others?")

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Dear Bill:

I am writing to you hoping you may be able to provide me with some information regarding my brother, S/Sgt. Walter C. Senk. He died of wounds in a hospital on July 9, 1944. He was buried for a while in Italy. According to the information on his headstone he was assigned to the 579th Bomb Squadron.

I would appreciate any information you may be able to provide about him, his unit or the names of people that may be familiar with him or his unit. Many thanks for any help you may be to me.

William Senk
472 Atlanta Avenue
N. Massapequa, NY 11758

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Dear Bill:

I want to thank the 448th for the lovely bronze plaque and the nice words of praise for my serving our Group for seven years. The engraving of our checkerboard plane was magnificent also.

The lovely painting by our group artist, Bob Harper, of my buzzing the runway at Seething Air Base upon my return from the 30th and last mission on 11 May 1944 will be treasured as long as I live.

The approximate 10" statue of an airman with helmet, goggles and parachute presented by my good Texas friend from Port Arthur was also a rewarding experience. It was just like Christmas, and I want to take this opportunity to thank all those involved; I shall never forget the occasion.

It was gratifying to learn our members had already sent in to Cater Lee of P.O. Box 850, Foley, AL 36536 over \$1,000 toward the project of helping our British friends and neighbors restore the damaged thatched roof to the Village of Seething Church. We welcome any amount anyone of our group wishes to contribute to our British friends for this much needed project.

I was elected ex-officio in charge of recruiting and membership and would appreciate any names and addresses with current zip codes of your crewmen or Seething buddies that are not currently members. I'll write them and try to get them to join our fine Association. Many thanks, good health, and God Bless.

Leroy Engdahl
1785 Wexford Drive
Vidor, TX 77662

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Dear Bill:

Thank you for your continuing effort in editing so many interesting volumes of our 2nd AD Journal. I look forward to each one and read them from cover to cover.

Enclosed is a photo of a 3' x 5' vinyl banner which I recently painted. To explain the painting, my daughter works for A.L. Williams Insurance Co. The personnel at each regional office are divided into sales groups and each group has their own motto and logo and depicts it on a banner. My daughter's group call themselves the "Liberators" and their motto is "Setting America Free." I took the liberty of using the 467th tail insignia on the plane, so the Rackheath Aggies live on!

Theodore M. Wheeler
P.O. Box 25
Kingston, NH 03848

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Dear Bill:

As a result of input from many readers of *Target Ploesti*, several dozen narratives from Tidal Wave participants, as well as much research into AF files, I have a new hardcover book due out in January from Motorbooks International entitled, *Ploesti: Graveyard of Bombers*.

Roger A. Freeman, Len Deighton, Gen. Jacob E. Smart, Gen. Curtis LeMay and Pulitzer Prize winner Clark Mollenhoff have read the manuscript and written comments approved for my promo use.

I sent Pete Henry the text of the quotes for use in his item on the book in his winter issue column, but in view of the heavy involvement of three of your bomb groups in Tidal Wave, I thought you may want to mention the availability of an autographed copy direct from the author and refer readers to Pete's column for details.

Thank you.

Leroy W. Newby
346 Pineview Drive
Venice, FL 34293

✦ ✦ ✦ ✦

Dear Bill:

At the 2nd Air Division Association Executive Committee Meeting in Dallas April 20-21, 1990, the Long Range Planning & Analysis Committee was disbanded. A new Committee was formed, designated "Planning Committee". The new committee members appointed were:

C. N. (Bud) Chamberlain

Carl Alexanderson

Charles L. (Chuck) Walker

James H. (Jim) Reeves - Chairman

The emphasis of the new committee will be to plan for the Association's remaining years, regarding maintaining financial solvency, extent of activities to pursue, and plans for the orderly winding down and eventual closing out of the Association. The latter to include plans for ultimate disposal of assets, etc.

The Committee will utilize in their planning the programs, as updated, developed by the former Long Range Planning & Analysis Committee, including the "Policies & Procedures Handbook" and the study entitled "Goals, Objectives, Alternatives, 1988-1998".

Jim Reeves speaking in behalf of the Planning Committee would welcome any suggestions or ideas from membership of the Association. You may send your letters to the address below:

James H. Reeves
P. O. Box 98
Moultrie, Georgia 31776

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Dear Bill,

Just received my first *Journal*. Found it to be well thought out, well done. The memories came back in a hurry. July 44 to January 45 I flew as tail gunner on the "Wolf Patrol". Did 35 O.K. Back home was gunnery instructor on B24 and 29's. Lost track of pilot Norman Kolin, was from Detroit, last heard from in Portland, Oregon. Good pilot and a great guy to fly with. Any help will be greatly appreciated. I correspond with John Archer of Bungay England. He has kept the 446th alive for years. Newspaper articles, tours of base, etc. A most loyal and devoted person. Letters from 446ers will let him know we appreciate his outstanding efforts in memory of us. I always thought once we left England we were forgotten - not so. His address is: John W. Archer, 29 Station Road, Earsham, Bungay, Suffolk. NR 35 2 TS, England.

The very best wishes to one and all.

Congrats to Ed Chu and picture on page 21. I went thru the plane in 1947, sat in the tail for a long time. 446ers can understand. So long for now.

Alfred V. Smith
56 Steele Ave.
Gloversville, NY 12078

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Dear Bill Robertie,

I hope that this letter reaches you in time to be printed in the *Journal*. I would just like to thank everyone for all the wonderful gifts they gave to the Memorial Library during the Reunion — books and travel literature and also their treasured memorabilia for the archives. It will take us months to sort out this material. We tried to make a note of who gave what and I hope to thank each individual donor. Unfortunately, I know that some people simply left their gifts

anonymously. (Who gave us the beautiful book on Idaho?) We were overwhelmed by your generosity.

It was wonderful to meet you all. The sight of so many 2nd Air Division people actually inspecting the Memorial Library was an event I shall never forget. It is quiet here now, but the people of Norfolk are still coming in to talk about what went on in Norwich only a few days ago. We will always be glad to see you again — singly or collectively. The books and memorabilia you gave us are now a part of the Memorial Library and we hope you will come back to see how much they are appreciated.

Many thanks from me and Tony North.

Phyllis Hunt
Trust Librarian
Norwich
Norfolk, England

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