



Vol. 29, No. 1

SECOND AIR DIVISION ASSOCIATION

Spring 1990

Anatomy of a Convention

by Bud Chamberlain

Most (and, I hope, ALL) of us had a great time at our 42nd annual convention at Hilton Head Island's Hyatt Regency in South Carolina. In case any of you feel the location has something to do with the hotel chain by the same name, let me explain. Hilton Head Island was named for Captain William Hilton who charted the island in 1663 — over 200 years before Conrad Hilton was born. Early settlers grew indigo and long grain rice. From 1790 until the Civil War, long-staple Sea Island cotton was grown there. It was then turned into a Union base for 50,000 men. It has only been since 1949 that this largest of the Sea Islands has grown into a resort and residential community of 12,000 people. The 15 by 4 mile island, about 50 miles southwest of Charleston, was incorporated only recently in 1983. It was chosen by our convention committee on the rebound. After an unsuccessful 1989 site hunt on Florida's west coast in 1986, the committee explored HHI on the way home. As fate would have it, HHI was the charm. Not even horrific Hurricane Hugo interfered.

Convention activity began on October 31st with two solid days of Executive Committee meetings. All of our Group Vice Presidents shared a portion of this period and vocally participated in discussions on behalf of those units they represented. The fun started Wednesday night at an early bird cocktail party for those who couldn't wait to get there. I received some comments about the hors d'oeuvres running out too soon and we are sorry about that. The plan was to provide a get-together before going to dinner. Perhaps some of us assumed it was a buffet instead. In any event, we hope that it did not spoil an otherwise super week.

The format was about the same as those of recent years. Golf was on Thursday morning (see Pete Henry's report elsewhere in the Journal), the group dinners that evening, a buffet dinner Friday night and, on Saturday, the Annual Meeting in the AM (covered by Dave Patterson in Winter Journal), the men's luncheon at midday



2ADA Treasurer and Past President Dean Moyer (left) receives the 2ADA Exceptional Service Award from Bud Chamberlain

and the banquet in the PM. In addition, tours for the ladies were arranged for quaint Beaufort and elegant old Charleston, South Carolina. Others visited square-filled Savannah, Georgia.

As a special concession to the 2ADA, for the support received from its members, Bob Collings of the Collings Foundation flew his newly and beautifully restored B-24J, All American, to HHI for all to enjoy — and enjoy they did! All American was open to walk through examination from Thursday through Sunday morning. It drew quite a crowd. We appreciate the Collings Foundation's willingness to add such an emotional highlight to the convention at such bargain rates. Those who haven't seen this masterful restoration should do so at their next opportunity.

The dedicated and hard-working Dzenowagises continued their seemingly endless quest to video document a personal glimpse of each 2ADA veteran. This is a painless and powerful way to preserve for your heirs and the Association the part you played in history. Respond to their appeal for interviews the next time the Dzenowagises extend one. You'll not regret it.

Although this was not our best-attended

convention, it was second best. The exact attendance list is carried elsewhere in this issue. That number taxed, nearly to the limit, the flexible adaptability of our hotel. Group hospitality rooms were readily converted to accommodate assemblies of all, then, readily converted back again when needed. Every square inch of space available was used for the Group dinners including some of the hotel's public restaurants. But the competent hotel staff responded fully to Evelyn Cohen's orchestration and everything worked out beautifully. Something else added much to the general environment and harmony we enjoyed. It merits special attention. Our long suffering smokers considerably honored our request to avoid lighting up in the dinner and meeting rooms and there was no apparent effort to "crash" the banquet or other events as was experienced in recent past conventions. This cooperation and understanding was thoroughly appreciated all around.

This year, following the Friday night buffet, we decided to recognize formally some of our dedicated long term volunteers. Appreciation for them has been long overdue. Certainly, the few that were

(continued on page 3)

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President's Message

by Frank DiMola

I wish to thank the Nominating Committee and the members of this Association for choosing me as the next President of this great memorial association. It is a thrill to be recognized as your 35th President. I know that I have a "tough row to hoe," succeeding such great leaders and speakers.

As all previous presidents have set various goals, so will I, and our aims are not much different other than to keep them working and achieve better results.

At this moment, our greatest project is the Memorial Fund with a projected figure of \$500,000. We are well on our way to reaching this mark. As of this writing in January 1990, we have received a total of \$354,000. I am sure that in the next issue of the Journal, we shall be over the top.

A lot of thanks go to all you Group Vice Presidents, who are doing a great job. Thanks to all of you. A scale is published in every issue and you all know who the leaders are, so you of the lower groups, "Get goin'!" Just remember that any amount will help.

Since we are a last person organization, a lot of planning must be done. With all of the mini-reunions that are being held by so many groups, I just wonder what are your plans? We would like to know through your Group Vice Presidents.

Our new Executive Vice President, Richard Kennedy, will assume the position as the 2nd ADA Representative to the Heritage League. Our Past President, Bud Chamberlain, has been a great help and administrator in organizing this League along with so many other people.

Our membership has been growing ever so rapidly. We feel that we have not reached our peak yet. When the new members find out about the Association, they immediately ask themselves, "Where have I been all these years?"

When you read this issue, more than half of my term of office will have passed. I have been in touch with all the principles of the Association, moving programs along. So with a few projects and plans to fulfill this coming year, I wish to thank all the officers and ex-officio members for all the assistance they have given to this Association.

Until we meet in Norwich this July 1990, Elizabeth and I say "Peace and good health to all."



Vice President's Message View from the "Initial Point"

by Richard M. Kennedy

Prior to starting that momentous run from the I.P. to the target, may I express my sincere appreciation to the Nominating Committee and the membership for their confidence and good will in affording me the opportunity to serve as the 2nd ADA Executive Vice President. I told the Nominating Committee, when approved, I'd be honored; I tell you, the membership, that in addition, I am so very proud. I'll do my best, I thank you all personally and on behalf of my Group.

You've all been through it, suddenly you're the newcomer, the rookie member of the team. I know. I have, in the forty-four plus years in the business world, faced this situation several times and, believe it or not, came away in fairly good shape. Well, here we go again, after all those hazardous and exciting years, mature and seasoned, suddenly I'm a rookie again. In all of those previous "first timer" situations, I felt like a newcomer; however, in this instance, I immediately felt I was being accepted as a full fledged member of the Executive Team. Do you know why? I think I do. This group of 2nd ADA officers, as I evaluate them, are truly mature and seasoned veterans, each fully confident in their own capabilities and fully conversant with their official responsibilities. What makes this achieved level of accomplished leadership more remarkable is the fact that they are all "volunteers" and from all walks of life.

As members of the 2nd ADA, we can all be very secure in the feeling that our Association is, and has been, in competent management hands. The 2nd ADA future can be as bright, or brighter, than our brilliant past. All it takes is purpose, loyalty and a basic ingredient, honest hard work.

I am completely dedicated to the concept of a strong and unified 2nd ADA and I want to assure the membership that my efforts will be sharply bent in that direction. I will be as available to each group and each member as physical and time restraints will allow; remember, it's my privilege! Please, join with me in assisting our President, Frank DiMola, in carrying out his assigned tasks in the same successful manner recorded by his predecessors.

"Honor the Villages" — it has a most appreciative ring, doesn't it? Let's make certain, come July, that we create an event we can all be proud of and that our wonderful British friends will fondly remember.



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honored by no means exhausted the list of our deserving people, but it was a start. Others will be called at subsequent conventions. Among the awardees were former Group Vice Presidents E.O. "Buddy" Cross (445th), Jim Coffey (467th), George Nokes (489th) and Pat Perry (491st) who received Group VP Certificates. In their absences the certificates were received, respectively by group representatives Chuck Walker, Jack Stevens, Jim Davis and Harold Fritzler. 2ADA Distinguished Service Awards were presented to original 2AD Trust Governor, Anne Barne, Pete Henry (44th), Bud Koorndyk (389th), Andy Low (453rd), Fred Meyer (489th), Dave Patterson (445th), Rick Rokicki (458th), and Hathy Veynar (HQ). Receiving 2ADA Exceptional Service Awards were Evelyn Cohen (HQ), the Dzenowagises (467th), Trust Governor Chairman, Tom Eaton, Dean Moyer (HQ), Bill Robertie (44th) and Jordan Uttal (HQ). Finally, two special 2ADA Presidential Awards were given. One, for Leadership, was presented to founding 2AD Trust Governor, B/Gen. Milt Arnold. The other, for Freedom, was given to Anne Brusselmans, a member of the WWII Belgian Resistance who helped repatriate many of our downed flyers. Since neither recipient was able to attend, their awards were received by Andy Low (453rd) and George DuPont (448th). Honorary Membership Certificates also were presented in absentia to Anne Brusselmans and Fulbright Scholar Librarian, Bertha Chandler. Setting the stage for the awards ceremony was first time 2ADA convention attendee and motivational speaker, Cliff Thomas (453rd). An experienced man at his craft, Cliff did a marvelous job of putting us all in the right frame of mind. We look forward to his next performance.

At the men's luncheon, heroine Anne Brusselmans had planned to speak to us. Regretfully, illness forced her to change her plans. The other guest speaker, however, was there and delivered remarks concerning the future of the 2AD Memorial Trust. As a

Trust Governor for over 32 years, Tom Eaton has a Memorial perspective shared by few others and we were pleased to hear from him. The cap on the luncheon was delivered tunelessly by the Hilton Head Island Sounds Barbershop Chorus of the Society of the Encouragement and Preservation of Barbershop Quartet Singing in America, Inc. They delighted us with a capella four part harmony for a half hour or so and sent us away with a smile on our collective faces.

The grand finale, as always, was the annual banquet. It was expertly presided over, again, by our venerable resident M.C., Jordan Uttal. I don't know about you, but I felt the program he presented was in excellent balance. There was the touching traditional candle-lighting ceremony, the invocation and singing of the American and British national anthems followed by dinner and remarks by the outgoing and incoming presidents. This was all washed down with dancing in the Miller mood. It all seemed to be well received.

An exciting extra touch, though, was added to the banquet this year. A drawing was held for the beautiful handmade 2AD quilt made for the purpose by one of our WACs, Dorothy Krogman. This climaxed a highly successful one year WAC project to raise funds for "Our Last Mission" (American Librarian Fund). Displaying great 2ADA spirit, they contributed \$2400.00 to the fund. The lucky quilt winner was a delighted Margaret Calderalo (466th). Thanks again to our WACs for their imagination, energy and generosity and to all 2ADers who participated.

Finally, on a sad note, Jordan Uttal announced his retirement as our representative Governor to the 2AD Memorial Trust. It is fitting, therefore, to repeat the words contained in the citation on his 2ADA Exceptional Service Award presented to him at Hilton Head. "To Charter Member, Jordan Uttal, for lifelong devoted and exceptional service to the Association. As a founder of both the Association and



Outgoing 2ADA Trust Governor Jordan Uttal reports at the 2ADA Annual Meeting. Jordan was surprised with a parade of donations to the 2AD Memorial, starting with the Heritage League at \$500.

its Heritage League auxiliary, a two time past Association President (1952-53 and 1963-64), a nominated Governor to the Memorial Trust of the Second Air Division USAAF in England, a formative Executive Committee member and gracious master of ceremonies, Jordan is the organization's living memory and conscience." We regret to see this inevitable change in the structure of our unique Association. However, we are pleased that Jordan's valued counsel will continue to be available to us. He accepted the nomination and was elected unanimously to the office of 2ADA Honorary President. Congratulations, Jordan! Congratulations also are extended to Past President E. "Bud" Koorndyk (389th) who was nominated to succeed Jordan as our Governor on the Trust. Our prayers and best wishes go to Bud. May they provide the strength, vision and wisdom needed to fulfill this important assignment. ON TO NORWICH AND THE FUTURE!

Bunchered Buddies of Old Buck

by Milton R. Stokes

Early mornings this time of year are usually cold, usually in the low 20s and 30s, but not this year. We have had a heat wave of up to 62°F. At night the thermometer sinks to 25°-30°. So we can't complain, can we? This is warm for this northeastern section. We are waiting for the other shoe to drop, namely the 5° or lower temperatures we had earlier this year. The low temperature doesn't seem to bother the birds, though. We have bluebirds at the wood's edge, and at our window feeder daily we see dozens of song sparrows, blue jays, juncos, Louisiana wrens, nut hatches, and other voracious feeders. When we ground corn, we would feed them buckets full of feed which would be eaten in hours. We don't raise corn anymore, so that source of energy for the birds is gone. As more and more farms such as ours fall into disuse, this trend will increase; the birds and small game will look elsewhere for food.

Lucille and I rode the train, in a sleeper, to the convention in South Carolina. That was our first trip like that in forty-five years. (The last time we did that was in 1943 when we were sent to Miami Beach for R & R!) We stopped at all of the sleepy, rural stations where only a few people got on or off. Looking out of the train window at some dreary scenes, I couldn't help but think that not much has changed in this part of America. Oh yes, the lights are no longer the incandescent white. Now the night lights are an orange lumination of sodium vapor which seems to end at the platform edge. Our train had no milk cans to unload, and only forlorn looking passengers boarded to get an early start for their jobs.

The train stations all seemed new. They had terrazzo floors, most of which were wet from recent scrubbing. No cotton bales were waiting in the dark shadows for shipment to the gins. There were no long lines of people waiting to get on or off the slumbering train. This train didn't belch sooty, black clouds of smoke or steam; this was a diesel train which, at times, must have been going over one hundred miles per hour. There were no clackety-clack sounds from the wheels on the steel rails, only the swish of the wind flowing over the streamlined shape of our sleeper. Almost like flying but no roar of engines droning into the night; we slept soundly.

Pat and Agnes Ramm, from Old Buck, were our guests to and from Hilton Head. They heard a lot of new stories of the old 453rd Bomb Group. They met a lot of new people and talked to everyone! They must have been as impressed and chilled by the fly-by of the B-24, "All American," as we were. The plane buzzed the hotel and dropped even lower to the beach to acknowledge our cheers and waving. There were a lot of wet eyes in our reviewing stand on the hotel's high veranda. It was thrilling to once again experience the blast of noise from the four R-1830 twin Wasp engines; to feel the blast of air created by the passage of such a beautiful ship through the air. It was nice to know that we of the 2nd Air Divi-

sion Association played such a big part in making all of this possible. We give our heartfelt thanks to Bob & Caroline Collings for making the effort to preserve such a beautiful flying ship. Those who watched that day on the sands of South Carolina were trying hard not to let the tears flow too freely. She flies through the efforts of a lot of people. Hundreds — maybe thousands — of old fly boys have given a few dollars just to make this dream come true. My first look at the ship was at Stow, Massachusetts. It was lying on the hangar floor, completely disassembled; it looked like a pile of junk. I thought, "No one can possibly put that thing together, let alone make it fly!" But brave little Mrs. Caroline Collings stood before the assembly of skeptical old fly boys and vehemently stomped her feet and said that this heap would fly again. I can't remember, but there MUST have been tears in her eyes. Little did she know — nor could she have realized the effort and heartbreak before that dream could come to fruition. But we saw it fly, felt the wind of its passing, heard the roar of those new Pratt & Whitney engines; we were thrilled by a dream that came true.

There are a lot of people who help with the showing of "All American" at each stop it makes. I list only a small portion of the overall concerned with this work: Bill & Dottie Eagleson, Russ Harriman, Lloyd Prang, Bob & Helen Pedigo, Charlie Hutton, Bob & Betty Jordan, Wes & June Bartelt, Frank Thomas, Eddie Myers, Andy Low and many, many more. We hope to have the ship on display at Chester County Airport here in Pennsylvania some time this year. I don't know when because Bob Collings has not given Bill Eagleson a date yet. So if you live in this area of the east and want to attend, just write me a note and I'll tell you when it will be in the Philadelphia area.

Now a sad note: An original member of the 453rd BG, Gustav R. Johnson, of Brainerd, Minnesota, has folded his wings. The late Jack Nortridge was his pilot. (Brainerd was also Don Olds' original home.)

The Johnson name reminds me that we have not heard from Clint Johnson for a couple of years. His home is in Silver City, New Mexico. Clint, if you are reading this, I would like to hear from you!

Mini-reunion note: The next meeting of the North Central Region of the 2nd ADA is October 10, 11 and 12, 1990 at French Lick Springs Resort in Indiana. This will include the following states: Indiana, Ohio, Kentucky, Michigan, Illinois, Missouri, Iowa, Wisconsin and Minnesota. Those outside that area who might wish to go, write to Paul Steichen, 1659 Cloister Drive, Indianapolis, IN 46260.

You of the 453rd BG know of the reunion in England on July 25-31, 1990. It grieves me to tell you that I will not be there. I have asked Wilbur Clingan to handle the affair in my stead and he has agreed. You will hear more from Wilbur on that subject.

Missives From the 492nd

by Bill Clarey

During the reunion at Hilton Head, Gerald Edwards, of Loris, S.C., showed us a cap that a friend of his had sewn in the words "492nd Bomb Group, North Pickenham, England." After some discussion, the members in attendance decided that it would be nice if the caps could be made available to all the members of our group. We chose the red colored cap as being the most visible in a crowd. Cost of the cap is \$5.55 each plus whatever mailing costs are involved. The caps are very well made of quality material. So, if anyone is interested please let me know.

Last evening, Art Holter (467th) called and said that the film "For Veterans Only" would be shown on television. The film had a very good story about the development and production of the Consolidated B-24. It also included footage from combat films. Footage was also shown on the B-24 "All American" that was restored by the Bob Collings Foundation. All in all, it was well worth watching.

I have received word from Don Prytulak's daughter Lorraine, that Don passed away on November 10, 1989. He will be missed.

I have just received word that the North Central Region of the Second Air Division will hold its 7th Annual Reunion on October 10-12, 1990 at French Lick, Indiana. Anyone who is interested in attending should write to Paul Steichen, 93rd BG, 1659 Cloister Drive, Indianapolis, IN 46282. Sounds as though it will be a very good meeting.

Those in attendance at Hilton Head were Bud and Margaret Beasley, Bill and Norma Beasley, Gerald and Hazel Edwards, Gil Green and Harry Orthman.

John C. Tracey called me last night and we conversed about the mission where he landed the "Tequila Daisy" at Dubendorf, Switzerland. Since he lives nearby, we plan to get together and talk over old times.

More anon.



(l-r): Gerald Edwards (modeling the cap) and Bud Beasley at Hilton Head

American Librarian Fund Progress Report

by Jordan Uttal

As you will note elsewhere in this issue, I have been asked to continue as Chairman of the Librarian Fund Drive Committee for the time being. It is with more than a little pride that I am able to report that as I write this in mid-January, we are more than 68% towards our goal of \$500,000. We are most gratified with the support we have received from the Group Vice Presidents and Project Officers, and of course, with the actual donations we have received from the members.

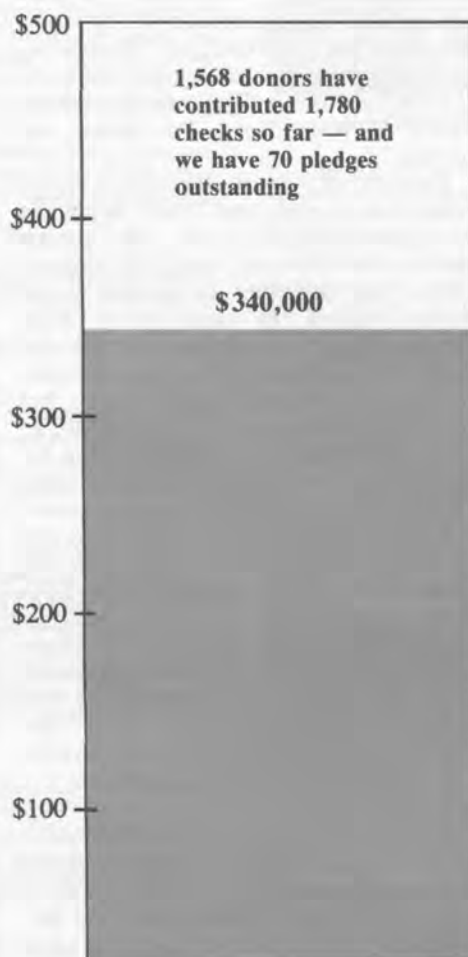
You can see from the numbers how your own Group stands. We are focusing more attention on the number of *donors* because of the fact that quite a few of our members are sending in monthly checks towards their pledges, and therefore, the number of checks could be misleading.

However, please note that we have had only 1,568 donors out of a membership of \$7,500! In short we can see the remarkable 80%/20% statistic, where it seems that in any collective effort only 20% of the members account for 100% of the results. In this case, 21% of you have given your support to this very important Last Mission.

You have been exposed to many appeals from many of your fellow members, Association Officers, Group Vice Presidents. I can only add that *all of the notes* which accompanied at least a third of the 1,780 checks I have received were unanimous in their agreement that we must make this our most successful mission ever! The personnel of the 2nd Air Division performed admirably during the War. We who survived owe those who didn't — and we owe each other — the successful funding for an American Librarian to keep our 2nd Air Division Memorial as the best possible reminder to future generations of our efforts — our losses — and our Victory.

How about sending in your evidence of support *now!!!*

HOW WE STAND AS OF 4 JANUARY 1990



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 _____

HOW DOES YOUR GROUP STAND?

| Unit | Number of Donors | Number of Checks | Number of Pledges |
|-------|---------------------|---------------------|----------------------|
| 458th | 241 | 266 | 8 |
| 93rd | 144 | 161 | 5 |
| 467th | 127 | 138 | 6 |
| 448th | 123 | 128 | 2 |
| 44th | 114 | 126 | 2 |
| 389th | 113 | 138 | 14 |
| 453rd | 109 | 130 | 2 |
| 445th | 101 | 123 | 7 |
| 491st | 82 | 109 | 6 |
| 466th | 82 | 89 | 3 |
| 489th | 81 | 90 | 4 |
| 446th | 76 | 82 | 1 |
| 392nd | 72 | 83 | 3 |
| HDQ | 66 | 77 | 5 |
| 492nd | 27 | 29 | 2 |

In addition, we have had 11 checks from 10 donors from various sources.

Roger Freeman Is On The Prowl — Again

Roger is coming out with his fourth in the Mighty Eighth Series but he needs your assistance. This fourth volume will be composed entirely of color photos — some 300 plus. Another hundred or so will complete the fourth volume of the Mighty Eighth Series. If you have any such photos, please send copies or originals to:

Roger A. Freeman
May's Barn
Dedham Colchester
Essex CO7 6EW
England

Norwich Reunion Vacancies

Due to a set of circumstances beyond my control I now have a few vacancies for the Norwich Reunion later this year. If you have been holding back on making reservations, DON'T! This could be your last chance.

For further and full information contact:

Evelyn Cohen
06-410 Delaire Landing Road
Philadelphia, PA 19114
Tel. (215) 632-3992

"Yank"

Submitted by Cal Stewart

The 93rd Bombardment Group arrived in England in early September 1942 — the first B-24 outfit in the European theater — with thirty spare radio operators. One of those, Private Carroll Stewart, also known as Cal, came from a Nebraska countyseat newspaper. He promptly launched a weekly, two-page, tabloid-format newspaper, *The Liberator*. Photo engravings were made in Cambridge, typesetting and printing were done in Peterborough; Stewart lugged copies to Nissen huts, tents, NAAFI Hall, clubs and offices. He played the content by ear as Intelligence officers would have nothing to do with it because the material hadn't been seen by the theater press censor.

The British Ministry of Supply starved to death *The Liberator*, after London editions of *Yank* and *Stars and Stripes* were founded in November 1942. The Ministry decreed no newsprint would be available for any American military command other than *Yank* and *S & S*. The Ministry's target was obvious: The 93rd Group had the only GI unit publication in a combat zone anywhere.



Stewart exhibits one volume of the original *Yank*. Each volume spans six months of American participation in World War II.

Stewart then began contributing articles, some bylined, to both *Yank*, the War Department's overseas substitute for Sunday newspaper magazine supplements back home, and *Stars & Stripes*, the five-day-a-week tabloid, usually four pages. By then Stewart was the 93rd's public relations officer.

He subscribed to the London-based GI papers but deliveries weren't always reliable. He salvaged copies from trash cans and bunks, and pressed the fellows at the chaplain, special services and post offices to save him copies, accumulating many multiples.

Later, Stewart became General Edward J. (Ted) Timberlake's aide. Noting his aide's obsession for single copies, the general asked, "Why?" The reply: "Sir, some day I hope to reproduce them." The general then asked: "How about some spares for me?" "Yes, sir," Stewart replied, "but your collection will be subordinate to mine." "Fine," said the general, and Stewart continued to take batches to the Fletcher Printing Works in Norwich, on Prince of Wales Road, for storage and binding.

Enter James Stewart, the actor-squadron commander, who had been appointed Timberlake's chief-of-staff. The general and the two Stewarts, one a combatant-colonel and the other a desk-type junior officer, shared the same office. After awhile Colonel Stewart asked, "Would there be possibility of some left-over copies for me?" The non-flyer said: "Yes, sir, but the general's collection is subordinate to mine, and yours will be subordinate to the general's. Your collection will have some vacancies."

Three years after the war an obliging and aging Mr. Hodgkinson, still the Fletcher bookbinder, shipped the three sets of *Yank* to the United States.

In 1980, Stewart, the newspaperman, formed Reprint Inc. in Lincoln, Nebraska to reproduce *Yank* — all 3,600 pages with hundreds of pictures, 154 issues. The Department of Defense owns the copyright and Stewart obtained permission to reproduce and market.

The Lincoln publisher thought he owned the superior set. Not so, said the camera crew preparing the pages. Mr. Hodgkinson, understandably but erroneously, had forwarded the prime set to General Timberlake. Stewart rang up Timberlake who rushed his set to Nebraska. The presswork proceeded.

The reprinted *Yanks* in bound volumes are coveted by libraries and personal collectors. Reprint Inc. has sets in inventory, also negatives of all pages. Each volume in the reprint series spans six months of the war.

A word about *Yank*: The London edition was the original overseas edition and the flagship (for months the only overseas edition). As the war wore on, *Yank* was also printed in Cairo, Naples, Rome, Paris, Brussels, Frankfurt — even in Manila (1945). Crack GI reporters, photographers and cartoonists covered all fronts, all branches. The London staff generated much of the global combat material and features.

A limited circulation New York edition appeared several months before the London start. In the Eisenhower Library at Abilene, it's the New York edition on display; the same domestic edition is found in the libraries at the national headquarters of The American Legion (Indianapolis) and the Veterans of Foreign Wars (Kansas City).

Thirty years ago, Stewart, the newspaperman, took out time to research and co-author with the late James Dugan the 1962 Random House release, *Ploesti: The Great Ground-Air Battle of August 1, 1943*. Random House went through five printings, but hasn't agreed to re-issuing at this time. Stewart is now embarked on another book. You guessed it: *Ted's Travelling Circus*.

During the Second Air Division Association's business session at Hilton Head, November 4, 1989, in connection with the 42nd annual reunion, Stewart presented the "pooled" set of *Yank* to the Association on behalf of himself and Timberlake, who has resided on the island since his retirement as a lieutenant general two decades ago.

In recent months Timberlake has become familiar with the surgeon's scalpel, and is battling a recurrence of Hodgkin's disease.

Jordan Uttal accepted the volumes on behalf of the Association. He said the set will be conveyed to the Second Air Division Memorial Library in Norwich, "enabling the library to lay claim to having among its holdings a rare collection — the original London edition of *Yank*, famous for its Sad Sack, Artie Greengroin, pin-up girls, facts and fiction."

Uttal said the value of the original printing, in bound volumes, is being established by appraisers. "We consider the gift a valuable resource," he said in thanking the donors.

"*Yank* lived and died during World War II and will be cared for and preserved in the Memorial Library," Uttal added.



General Timberlake tries on the *All American Liberator* cap presented by the 93rd Bombardment Group's Colonel John R. Roche. The 93rd, which came to be known as "Ted's Travelling Circus," was the first B-24 outfit in action in the European theater, flew more missions and dropped more tonnage than any other Eighth Air Force group.



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

By Hap Chandler

USAF MUSEUM MEMORIAL

At the Savannah reunion a resolution was unanimously adopted, and subsequently confirmed at the business meeting at Hilton Head, to erect an appropriate memorial at the USAF Museum in Dayton, Ohio. The following actions have been completed: our "letter of intent" has been accepted by the Museum Director: Site 247 has been reserved for the 491st memorial; and a London Plane tree (European Sycamore) has been purchased. It will be planted in March with representatives of the 491st present.

35 Ringmasters have donated \$2,790 toward this project; 11 have pledged an additional \$845. All who served with the 491st are encouraged to join in making this project a resounding success.

A separate money market account has been established for this fund. Please mail your donation to Mary Rice, Treasurer, c/o Ringmasters Log, 5318 Fairfield West, Dunwoody, GA 30338. Checks should be made to the "491st Bomb Group Memorial Fund."

1990 REUNIONS

Keith and Iris Thomas are working with the Swaffham town council to assure a rousing reception for the 491st contingent as well as the 492nd troops who will join us on our day in North Pickenham and Swaffham.

At last report the convention was "sold out". If you don't have reservations and are interested in going, write or call Evelyn Cohen.

491st REUNION IN DAYTON, OHIO, 1990

We plan to dedicate our 491st Bomb Group Memorial AT THE USAF Museum in October. This will be the climax of our third reunion which will be held in Dayton. Current plans call for an "early bird" check-in on Wednesday, registration, cash bar, and buffet dinner on Thursday, buffet breakfast and busses to the Museum. Dedication ceremony beginning Friday at 10 AM, lunch at the Museum and memorial. Saturday, departure breakfast and check-out.

We will reserve 100 rooms at the selected headquarters hotel. Room rates and function costs are not available at this time. Be assured, however, that the best price possible will be negotiated by our reunion chairman, NORM CANFIELD.

FRANK LEWIS, 900 Greenwood Drive, Dublin, GA 31201 will again be handling pre-registration and banquet reservations.

We will be mailing a separate notice with costs, program. We will give as much notice as possible. After all the bills were paid and the checking account closed, Frank sent me a check for \$225.85 which I sent back to him to reopen our 491st Reunion III, account.

SAVANNAH REUNION November 1, 1989

102 members, wives and guests attended the dinner at Days Inn, Savannah. 42 were in attendance at the business meeting held the morning of November 2nd. Resolutions committing the organization to erect a memorial at the USAF Museum was approved unanimously, as was a resolution to form a non-profit memorial association. MAJOR GENERAL FREDERIC H. MILLER, USAF (Ret), Commander of the 491st from 26 June 1944 to 20 October 1944 presided.

ELECTION OF OFFICERS

Hap Chandler was elected Group Vice-President: Harold Fritzler was continued as Vice President (West Coast); Mary Gill Rice and Mary Wiley were elected Treasurer and Secretary respectively.

MEMBERSHIP LAGS

The 491st is lagging in membership in the Second Air Division Association (357 on Dec 6, 1989). Recruiting new members is an ongoing, high priority group task. Our goal: EVERY MEMBER GET A MEMBER. How about 600 on the rolls by reunion time in October?

FLASH: Evelyn Cohen advises that our membership has dropped to 326 since the November report.

GREEN RINGMASTER JACKETS

Harold Fritzler, 1130 SW Chestnut Drive, Portland, OR 97219 is in charge of our



Hap unveils the latest in green & white tail markings.

PX. He has just received a new shipment of green jackets for exclusive sale to Ringmasters. If you have previously ordered one of these jackets and had no response, kindly advise Harold.

HANGAR FLYING

DON DAY, 1113 N. New Haven, Tulsa, Ok 74115, kept us enthralled for the better part of an hour getting up-to-date regarding the 491st, Second Air Division, and old friends from the 854th Squadron. Don is an original Ringmaster and we look forward to his contributions. He was delighted to know that HAYNES BAUMGARDNER is alive and well in Texas. FRANK ALLISON, 208 Carson, Red Oak, TX 75154, flew with Don. He is now retired and living in Red Oak. Frank's letter contained a Life Subscription check to the Log. Many thanks Frank!

ARNOLD SCHONBERG, P.O. Box 279, Oklawaha, FL 32177 (winter address) checked in with a report that he has forty (40) 853rd Squadron patches, authentic in every detail, available. You can obtain one for eight dollars and fifty cents (\$8.50) from the Ringmaster's Log. Profits, if any, will go to the memorial fund.

ROBERT C. (Bob) BACHER, 116 Heidcrestr Drive, Pittsburgh, PA 15237 checked into his first reunion at Hilton Head and was promptly reunited with two classmates (44-6, Pan American Airways Navigation School): DON "The Great One" FERGUSON, and HAP CHANDLER. Bob bailed out twice during his 854th days at North Pick.

"The Great One", is rapidly recovering from his recent stroke as evidenced by his admonishment to your incoming VP. "Get your 'tail colors' right - green and white! Boxer shorts yet. I wear them most every day Ferg!"

MARK TURNER, grandson of DWIGHT TURNER, one of the 854th original pilots, delighted us all with his fantastic memorabilia collection. Mark and ROSS HOUSTON were up to the wee hours. Mark is a remarkable young man and we are honored to have him associated with the 491st.

491st GROUP ROSTER

Mary Wiley is putting together a roster which we hope to have available early in the spring. We will publish a notice at the earliest possible time so you can order your copy. This is a particularly difficult job as the information must be obtained and researched from numerous sources.

FOLDED WINGS

MIKE FAGEN's wife, Margaret passed away, October 6th, 1989 after an extended illness. Louis Aguilar, John Forman, and John Gates have also died, according to information recently received. Our sincere sympathy to the families of our fallen comrades and, in particular, to Mike.

"THE RINGMASTERS"

The 491st is indebted to ALLAN BLUE, brother of Malcolm "Cap" Blue, first to die on our first mission, for his outstanding "History of the 491st Bombardment Group (H)". His exceptional account was first published in the American Aviation Historical Society Journal Summer and Fall 1964 editions. Through the good efforts of BYRON CALAMORIS we have been able to obtain reprints from the original AAHS plates. Copies are available for \$8.00 from Harold Fritzler.

Due to the good efforts of Colonel DICK JOHNSON, Executive Secretary. USAF MUSEUM FOUNDATION, our 491st history is now on sale at the USAF Museum bookstore.

ROBERT E. (Bob) SWEET, 701 Karen Court, Decatur, IL 62526 checked in from Kennesaw, Ga., north of Atlanta. Bob's daughter lives there. Bob is recovering from a recent bout with cancer. After the January 5, 1945 crash Bob tells me he can take anything. Ask Fritzler!

NJMEGEN, HOLLAND 17 SEP 44: How many of you went low level dropping supplies to the 82nd Airborne? This was the largest airborne operation of World War II, documented by the movie and book "A Bridge Too Far."

General Miller has furnished twenty photos from his private collection, most of which have never been published. These will be included in a special edition of the LOG devoted to this memorable mission. Those who participated are urged to send their recollections to us for publication.

25 AUGUST, 1944; Schwerin, Germany Luftwaffe Base. The 491st was cited for a perfect bombing pattern in "Target Victory," Second Air Division weekly summary.

14 OCTOBER, 1944: V-2 incident. Although North Pickenham was not in "buzz bomb alley" one of these early cruise missiles passed near the base and reportedly crashed nearby. Anyone remember?

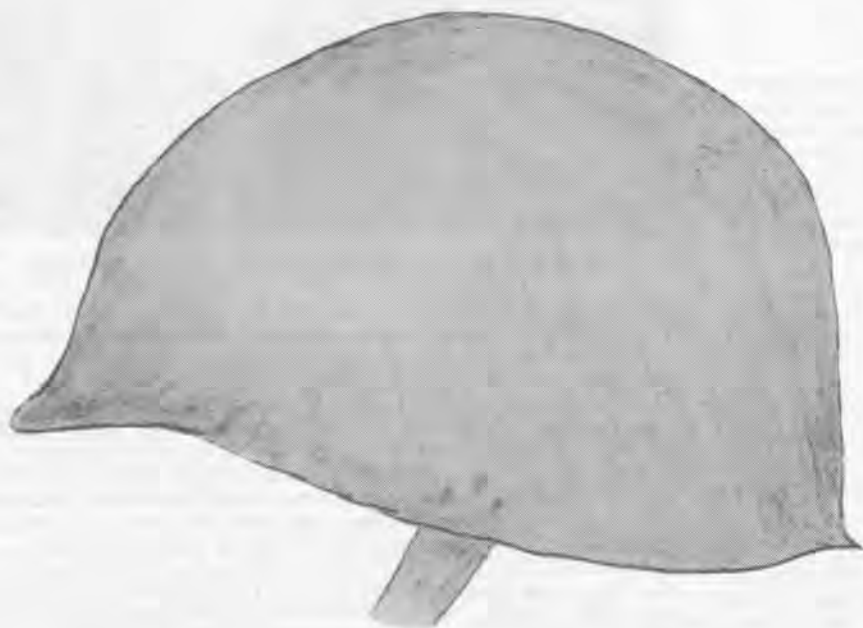
COL. WILLIAM M. (Bill) SHY, 454 St. George's Court, Satellite Beach, FL 32937 writes from retirement. Bill was 855th Operations Officer, and, from May 44 to June 45, Group Operations. He had a long and distinguished career in the Strategic Air Command retiring in February 1970.



"The Great One" consorts with Diamond Lil.

The Original Porta-Potti

by Michael J. Donahue



It was the day before my next scheduled mission that I returned to Hardwick from a three-day pass. Hardwick was one of the fourteen heavy bombardment B-24 airfields of the Second Air Division, and the home of the 93rd Bomb Group. While on this marvelous leave I did my best to consume all of the greasy fish and chips and bath tub gin there was in London.

On the following day, sick to my stomach and suffering with a bad case of diarrhea, I find myself flying in a bomber formation at 25,000 feet, heading to bomb a target in Munich, Germany. The mission will last approximately seven hours, that is of course if we get back to England in one piece. The exhaust fumes of the auxiliary motor and the slow roll of the plane help to increase the nausea I feel in my stomach. Under attack by fighters and flak, I am so ill I could care less as to what is going on around me. Finally I can no longer hold the back the bombastic urge to relieve the mess that churns in my stomach. With oxygen mask and earphones set aside, I scramble to the seclusion of the bomb bay and let her go. It's very embarrassing and unbefitting a Tech Sergeant serving in the Air Force to be capable of such an act. God bless the ground crew who had to clean up this mess, just another one of their thankless duties.

With my stomach problems on hold, the worst is about to hit the fan. The diarrhea I mentioned previously is about to explode. The urge is so great I must act soon. With no toilet aboard I am at a loss of what to do. The thoughts of going around with a load in my pants for the rest of the trip

terrifies me. As I sit at my radio table contemplating my next move, the thought comes to me to call Capt. Spencer, the pilot, on the intercom, explain the predicament I'm in, and maybe he will feel sorry for me and land the bomber at the nearest friendly Luftwaffe airbase, just long enough for me to go to the bathroom. Or maybe I could just bail out and find an outhouse somewhere on the ground.

Realizing what the consequences would be if we did such a thing, I must resort to some other means to solve my problem. Then it dawns on me to look in the radio operator's manual for a possible solution. Swiftly thumbing through the pages of the manual, I came to a section called "Disposal, Care and Treatment of Debris and Human Waste." Under the heading of Human Waste, the manual states, "If the bomber you are flying in has no toilet facilities and it's too cold and breezy to stick your bare bottom out of the open bomb bay or camera hatch, the smartest thing to do if you cannot control your diarrhea is to reach for the nearest available container, and that would be the steel helmet or flak helmet that sits on the top of your head."

I have heard of the many other functions that the old steel helmet has performed in the service of its country, but being used as a human waste receptacle on a heavy B-24 bomber in flight is a first. So I am going to chalk up another use for the old helmet and call it "The Original Porta-Potti."

(A first? Guess again, old buddy! — Ed.)



The 448th B.G. - Those Black on Yellow Fellows

by G.J. Irish

As we enter into this very promising decade of the 90's, may I wish all of our 2nd Air Division people more exciting and fulfilling years ahead and a continuing commitment to our unique fellowship. As we pursue our various endeavors, may we all enjoy excellent C-V-U on our targets.

The 448th has grown in membership and stature during the 1980's. Excellent leadership along with dedicated members have seen much accomplished and projected goals attained. Much credit must be given to Leroy Engdahl, who has been our 448th V.P. for the past seven years. He has not only worked tirelessly on increasing our membership in the 448th and the Second Air Division Association, but has been the prime mover in establishing permanent memorials both at our USAF museum in Dayton, Ohio, and at Station #146 and Seething village in England. The tower restoration on our old airfield was one of his primary goals and with the help and dedication of our many English friends, we have a bit of American history preserved for posterity. The English staff of our Station #146 Association has collected much 448th memorabilia and reports that open-house days have found many visitors impressed with these reminders of our presence on that site those many years ago.

To our many new members, may I invite you to join with us as we get together in 1990 and into the future. The 448th fellows will be congregating in Tucson, Arizona, April 5th through April 8th, to tell stories, look at flying machines, count or discount calories, pay attention to our ladies, preen at cameras and enjoy our comradeship once again. Cater Lee will have complete details our activities, where and when, posted off to all members before this issue goes to press. He will again be asking for an up-to-date personal profile to add to our 448th roster. Also at Tucson, I will have a report on details of our Second Air Division return to England for our reunion this coming July.

Congratulations are in order to one of our members. Richard Kennedy of our 448th was nominated and elected as Executive Vice President of our Second Air Division Association at Hilton Head Island, South Carolina. He will move up to President of the Association in 1991 and I am sure our 448th people will give him much support as he moves us towards our goals. See you in Tucson!

Second Air Division Association Born 1948 — Still Thriving in 1990

by Jordan Uttal



At our last Convention, our 42nd, in Hilton Head, S.C., November 1989, several people suggested another up-date on how we came into being and what we are all about. I remembered that three of us who were in at the beginning collaborated on such an effort in a 1951 Journal, and as a result of similar requests I contributed an update in the June 1976 Journal, and Bill Robertie added some thoughts of his own in March 1980.

The advisability of such a review hit home when I noted in my 1976 piece that we had grown, at that time, from the original 100 or so members to 2,300 in June 1976. Hey, people, as I write this in January 1990 we are over 7,500 strong, and we hope this will be of interest to the newer members.

Seven of us at a party in 1946, in Chicago, had such a good time that we decided to try to reach as many of our old friends as we could for a real reunion. All we had to work with was a 2AD Headquarters Roster. Working with that alone, we had our first convention on 1 October 1948, in Chicago. Former 2nd Air Division colleagues came from coast to coast and border to border. This convinced us that we were on the right track.

It was a happy accident that while we were having our second Convention, again in Chicago, in October 1949 that the WAC contingent was also having a reunion. We found out about it, asked them to join us, and you all know how we have benefited from the continuing participation of these ladies, with Evelyn Cohen as our long time Membership and Convention Chair, and all the other WACs who are loyal members and tireless workers. (And those of us who were at Hilton Head will never forget the beautiful quilt made and raffled off by our

ladies for the benefit of the Librarian Drive.)

At our first Convention we adopted a set of by-laws establishing ourselves as a non-profit veterans organization chartered in Illinois. Our original objectives were to perpetuate the friendships and associations made during our 2nd Air Division service in the ETO in World War II, and to advocate an effective military establishment. It was our feeling at the time that the Memorial to which we had subscribed was in competent hands, and so it was and always has been. It wasn't until 1952 that we learned that we could be of help, and from that time on our most important objective was to support in every way we could, the dedicated and devoted efforts of the Board of Governors of the Memorial Trust of 2nd Air Division USAAF, in Norwich. To each of our British friends in Norwich who have served on the Board, and to our friends at the Library who have maintained our Memorial Room, we owe our unending gratitude. Those of you who have visited the 2nd Air Division Memorial know what a splendid achievement it represents.

In June 1963, our Convention in Norwich was for the dedication of the 2nd Air Division Memorial, and what a memorable ceremony it was. Those of us who were fortunate enough to attend it, and any of the subsequent Norwich Conventions in 1972, 1975, 1979, 1983 and 1987, have become even more convinced of the importance of our primary mission, the support of our Memorial to the 6,397 who gave their lives, and as far as I am concerned, to all of us who served. Over the years, particularly since the early 1970s, donations from you in the form of money and books have enabled the Board of Governors to expand the use and purpose of the Memorial to the point where it is a Living Memorial such as no other sponsored by an American military unit. It is a "window on America" as it was originally intended to be, a Memorial originally funded by 2nd Air Division personnel, supported almost exclusively by former 2nd Air Division personnel, and administered by our friends who have served as Governors of the Memorial Trust of 2nd Air Division USAAF.

Going back to the beginning, our original charter made eligible for membership anyone who served with any of the units of the 2nd Air Division in England in WWII. This included the 14 Bomber Groups and the 5 Fighter Groups, enlisted and Officer personnel, and any civilian Associates, Red Cross, civil servants, etc. From the very beginning we tried to reach personnel from all the groups. Our growth was slow, but we are proud of the fact that we have achieved the numbers we have, and that even today, every couple of weeks there is a "new member" report from Evelyn. The Group

Vice Presidents have played a prominent role in this achievement.

So we started in Chicago with a nucleus of Headquarters personnel which has expanded to include all of our units. We have had 42 Convention/Reunions, nine of them in Chicago, six in Norwich, five in Washington D.C., two in New York City, and others in Pennsylvania, Ohio, Virginia, Colorado, North Carolina, South Carolina, Tennessee, Texas, Massachusetts, California, and New Jersey. Norwich is scheduled for 1990 and Michigan for 1991.

The conventions in Norwich, each of them have been memorable demonstrations of the wonderful friendship that has endured between the people of East Anglia and those of us who served there, who were privileged to partake of their hospitality and affection.

Every organization has to have leadership. We have had 34 individuals who have served as President these past 42 years. It is sad indeed that six of them have passed away. Those of you who knew them, Howard Moore, John Cunningham, Percy Young, John Karoly, Dick Clough, and Ken Darney, will remember them fondly.

Our Presidents have represented many different job assignments during our days in England. Twelve of them were Pilots, four of them Radio Operators/Engineers/Gunners, a Division Bombardier, a Group Bombardier, a Group Navigator, a Division Chaplain, and all kinds of Ground Personnel. They have ranged in ranks from Corporal to Major General and served with 12 different Groups and Headquarters. And, always backing them up we have had Association Officers, Group Vice Presidents, and an ever-changing Executive Committee. Also since 1972 we have been represented on the Board of Governors of the Trust.

Regardless of what these people did during the war, or what their military rank may have been, each of them has served all of us, keeping us together, keeping us zeroed in on our objectives — to keep the flame burning — to keep the memory alive — to remember. And now your Association leadership is exerting every effort to accomplish the Last Mission we took on to ensure the perpetuation of our objectives by funding an American Librarian and a British Aide to serve our Memorial under the direction of the Board of Governors, and we hope with the support of our Heritage League on this side, and the Friends of the 2nd Air Division Memorial in England.

Be proud of what you have achieved!!! There can be nothing finer than this expression we have made of mutual respect, friendship, and affection for each other and our fellow 2nd Air Division personnel who did not come back with us.

Swan Song

Second Air Division Association Annual Banquet Remarks
by C.N. Chamberlain at Hilton Head Island, S.C., November 4, 1989



Now is the time for a swan song. Webster's defines "swan song" as a farewell appearance or final act or pronouncement. With great regret, that is what I am about to do.

Normally, one might reasonably expect such an act to address, solely, the term of office in question — the last 16 months or so. But, tonight, I want to take a longer view. I want to talk about building and not, simply, about adding another brick to the wall. I want to look through the other end of

the binoculars, so to speak. Let's examine what we have built since 1945 — not since 1988!

With the war winding down in Europe in 1945, our Division Commander, General Kepner, placed the conceptual cornerstone to the building I have in mind. To those remaining in the 2nd AD, he appealed for funds to erect a memorial to those who died. He said, "...it will be a memorial of living spiritual significance..."

He also said, "...Together we have built the 2nd Air Division into one of the greatest aerial striking forces in history. Together, let us build this fitting memorial to its officers and men who have sacrificed their lives to overthrow the enemies of our country in order that the ideals of our American democracy, and indeed all democracy, shall endure..."

And, so, this vision is paying off. It is there for all to see.

Later, in 1947, another cornerstone was placed when the 2nd Air Division Association was formed. A few veterans of the legacy described by General Kepner gathered in the U.S. to form an association of common interests. From less than 100 2AD veterans, the Association has been built to one approaching 8,000 members.

As time went by, these two monuments — the memorial and our association — rediscovered each other. The result has been a long but steady maturing to where we are today.

Many hands have placed the timber, brick and marble of what has been built here. We

have a project which is just now reaching the point, nearly 45 years later, where it is beginning to meet fully its original purposes.

Its potential is even greater. So, we must put the machinery in place, now, for the continued growth needed to realize that potential. As our hands weaken from toil and age, others must soon be provided.

That part of the building task also has begun with the formation of the Heritage League of the 2nd Air Division, USAAF; with the establishment of the Friends of the 2nd Air Division Memorial, USAAF; and, with the apparent success of "our last mission" to provide a full time American interpreter and library aide at the Memorial.

Other building opportunities will appear in good time. But, meanwhile, we must maintain the inertia because a living memorial must progress if it is to live.

Therefore, my parting shot to all of you, with respect to our unique project, is an appeal to maintain a positive, creative and building frame of mind and to consider the following from an anonymous but wise poet:

"I watched them tearing a building down, a gang of men in a busy town...with a 'ho-heave-ho' and hearty yell. They swung a beam and a side wall fell. I asked the foreman, 'Are these men skilled? The kind you'd hire if you wanted to build?' He laughed and answered, 'No, indeed, just common labor is all I need. And I can easily wreck in a day or two what builders have taken years to do.' "

Thanks for your trust.

Let's keep building!

Thanks for the Memories



...AND PARTICULARLY, as I said in my last "About the Memorial" column, for your support of the many projects for which I came to you for help on behalf of our 2nd Air Division Memorial.

Little did I know as I wrote those words in mid-October, that within a couple of weeks after that, I would be honored at

Hilton Head by nomination and election to the office of Honorary President of the Association. I am extremely grateful for this recognition, one that is provided for in our by-laws, but only used once before when General Kepner was elected to that office in 1949. I will exert every effort to perform creditably in my new office.

My colleagues on the Board of Governors of the Memorial Trust have graciously responded to my resignation from their midst. I am advised that at the latest meeting of the Board, in Norwich on 8 December 1989, I was further honored by being elected as an Honorary Life Governor. I join in that category Lady Beryl Mayhew, Gen. Milton Arnold, and Lt. Col. Ion Walker, all of whom were original Founder Governors of the Trust in 1945.

As I wrote to the Governors in my letter of resignation, "I cherish the memory of our efforts together in the interests of the 2nd Air Division Memorial."

To all of you, here and abroad, I extend my affection, my respect, and my most sincere thanks for the honors bestowed on me. GOD BLESS!

— Jordan R. Uttal

Change of Address

When you move please send your change of address to:

Evelyn Cohen
06-410 Delaire Ldg. Rd.
Philadelphia, PA 19114

on the form below as soon as possible. To send the change to anyone else (Bill Robertie or Group VP) simply delays the change appearing on our records. This could mean that the next issue of the *Journal* will go to your old address and could be lost in the great jaws of the Post Office.

CHANGE OF ADDRESS

name

address

city, state, zip

group



by H.C. 'Pete' Henry

We had about 46 44thers, spouses, and offspring at the 2ADA Convention in November and twelve were attending their first. According to my records, they were: Charles and Milly Armstrong; Ed and Kathryn Clark; Tom and Katherine Currie; Jim and Ruth Gratta; Mike and Ione Hause; Art and Mary Kleiderer. We were sorry that Bernard Glettler had to cancel in late August and Sam and Jenece Howard had to cancel at the last minute. Also, if I am correct, this is the first time Charles Hughes (66 Sq.) and Charles Armstrong (66 Sq.) have seen each other since 1945.



Charles Hughes (66th Sq.) and Charles Armstrong (66th Sq.) together for the first time since WWII.

At our mini-reunion dinner on Thursday night 2 November, the troops asked me to leave the room while they conducted a little business on their own. When I returned, Goodman Griffin handed me a \$252 contribution (collected from those present) for the 2AD Memorial Room/American Librarian Fund and instructed me to present it to Jordan Uttal in my name. I was quite taken by this gesture of friendship, as those of you who were present at the Business Meeting may have noted when the check was presented to Jordan. They also re-elected me to be your Group Vice President for another year, and I say thanks to one and all.

While on the subject of the American Librarian Fund, an analysis of contributions to date was presented at the Executive Committee meeting by Jordan Uttal and over 100 44thers have sent in checks or pledges. (Many thanks to those of you who responded to my 1 August '89 letter to 44th BG veterans. If you did not receive a copy, please send me a note and I'll send one to you.) We have not quite reached 50% of the \$22,500 Group target and it is hoped that

this goal can be achieved by the time we meet in England next July. I was very pleased to see that the 44th BG has jumped from 11th place to 5th place in the number of checks and pledges submitted. (See Winter 1989 Journal.) If you have not sent in your contribution yet, please consider doing so NOW. Remember, ANY AMOUNT IS ACCEPTABLE.

We were all disappointed that Ardith and Dick Butler could not attend the mini-reunion dinner on Thursday night. Dick was rushed to the hospital after playing in the 2ADA golf tournament (not related to his problem) and had to have surgery over the weekend. His 1 December letter advises that they arrived home safely 22 November and he is feeling OK now.

It was a delight to have six members of the Marvin Kite family present at the mini-reunion dinner, but here too, unpleasant news followed. Marvin's wife, Doris, was not feeling well at the convention and went to see her doctor as soon as they got home. The result was open heart surgery on 16 November with five bypasses. Marvin's letter of 7 December advises that she is doing well and they are certain that Doris will dance at our banquet in Norwich, 30 July '90.

Paul Gregg (66 Sq.) wrote in October to advise that he had a reunion with three others on his crew last June at Clear Lake, CA. It was the first time they've been

together in 45 years.

Paul Gregg has been trying to get them to join the 2ADA and "Smoke" is now a member but not the other two. Maybe seeing their picture in the Journal will spur them on. Shake 'em up, Paul.

W.E. "Joe" Simons wrote to thank me for the item used in the Fall 1989 8-Ball column inquiring about an original 8-Ball patch. He received one from H.C. Russell, Jr. (68th Sq.) who flew on Harold Slaughter's crew and Chas. Kuch's (deceased) crew. Now, how do I get one?

It was with great sorrow that I read eight names under the "Folded Wings" column in the Winter 1989 Journal. Merritt Derr wrote to tell me about Charles J. Brown who suffered a heart attack during the B-24 celebration in Fort Worth, was hospitalized there for two weeks, returned to Melbourne, FL but never fully recovered and died 17 September. A former subscribing member of the 2ADA, Christopher McCue, advised me that Miles J. McCue (67th Sq.), his brother, died 19 September. Miles was also a former member of the 2ADA.

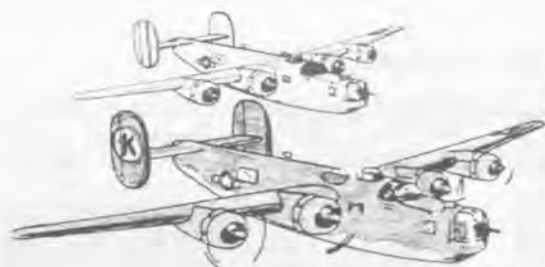
Before signing off, I'd like to thank the many 44thers who sent greeting cards to Mary and me for the holidays. We do appreciate them and it is always good to hear from you. You don't have to wait until the end of the year to write, you know. We're always happy to hear from you and can use new material for this column.



The Kite Family: Philip, Marvin, Doris, Timothy, Bonnie, Melanie



(l-r): Wylie C. Hubbard, navigator; Paul Gregg, waist gunner; T.H. "Smoke" Daily, pilot; Tom Reeves, engineer



458th Bomb Group

by Rick Rokicki

AMERICAN LIBRARIAN FUND DRIVE

On January 19th I met Jordan Uttal at BWI Airport, Baltimore, and drove him to Good Samaritan Hospital (a Johns Hopkins orthopedic facility) for his knee surgery on the 22nd. As of this date, Jan. 27, Jordan has responded well and has been able to take 2 steps! It's great progress and although it will take a few more weeks of therapy, he feels good about having both knees replaced. Here is some of the latest news regarding the 458th's progress in the Special Funding.

Our "numbers" are as follows, good news first: TOTAL: \$21,733. This includes the \$4,795 reported in the Summer '89 Journal as the original amount our group gave. We were then in 5th place with number of contributions. I then sent out a special appeal letter to those who hadn't contributed and the response was so great that we were in FIRST PLACE! As of January 4th, we had 15.4% of all donors, plus an additional 8 pledges. As of this date, although we have more contributors than any other Group, we are in SECOND place with total DOLLAR contributions. The response of the appeal letter and Winter column totaled almost \$7,000 and closer to goal. In any event, we are doing extremely well, and I hope that I shall be able to report that we've reached our goal in my next column. The Group to which we are second in dollar contributions had a single contributor of \$15,000, which simply overpowered us.

The above shows about 30% participation, and by all counts, we've done very well. I personally am extremely pleased with your generosity, and if I ever get a list of contributors, I will personally thank each and every one of you for your help in meeting our obligations. So please, do what you can to get the 458th "over the top!" It will also spare you all from hearing me sounding off somewhat like a TV preacher, continually asking for more money...yet, still, again, etc.

SQUADRON INSIGNIAS

There has been an excellent response from those who quickly ordered squadron insignias. As of this date (Jan. 27) I have the following left: 752nd-4, 753rd-24, 754th-9, 755th-14. I had all insignias at Hilton Head except the 753rd, which accounts for the larger number left. If you haven't as yet ordered your squadron "patch," I suggest you do so as soon as possible, because I doubt if there will be any more reordered. Any profits realized from these sales will go into the previously mentioned Special Library Fund. I received a photo from George Reynolds who framed the insignias as shown in the photo.



Four Bomb Squadrons of the 458th in display case by George Reynolds



Rick Rokicki, Bud Chamberlain and Ceil Rokicki, receiving plaque at Hilton Head Island Reunion

NORWICH REUNION

It appears that we will have a total of 149 at the Norwich Reunion in July. Received a photo from Gary Bradford (friend of Lou Haley and "staunch ally" of the 458th) showing the Airport Ambassador Hotel under construction.

Graham Savill has an excellent program for us on our "Salute to the Villages" on Sunday, July 29. The schedule I've seen looks terrific. We are indeed lucky to have both Graham and June working with us.

DAYTON REUNION

The 458th will have its second Group reunion in Dayton, Ohio next September. Dates are Friday, September 21 to Sunday, September 23, 1990. We also plan an Early Bird check-in on Thursday evening. Registration, cash bar and buffet dinner on Friday. Buffet breakfast, Air Museum and Memorial, cash bar and dinner on Saturday. Sunday includes departure breakfast and check-out. I hesitate to give costs so early, but it appears rooms will be about \$50.00 per night, and registration for all events about \$60.00 per person. So far, we have about 40 who have said "rain or shine, I'm comin'." Ceil and I plan to visit Duke & Doris Trivette next month and try to finalize the reunion costs. On the basis of our 1987 reunion, we will have 150 rooms set aside for us. Any questions should be directed to "Duke" Trivette, 1791 Utica Drive, Dayton, Ohio 45439.

TAILWINDS

Our Hilton Head Island 2ADA reunion last November was a tremendous success with about 1500 attending. Having the B-24 "All American" was a special highlight and enjoyed by all. We had 134 plus several who just "dropped in" to see if any of their friends were there. Richard Moore responded to J. Dillen of Belgium regarding "Little Lambsey Divey." Tony North advised me that Mike Bailey had suffered a heart attack late last year, and subsequent correspondence with Mike advises that he is recovering and still able to paint. Good thing too, since Mike is doing another painting for our planned "Re-Dedication" at the Airport Terminal! Harold Lambousy mentioned that the "wartime population" of Crowley, LA (11,000) had 3 other POWs along with him in Stalag Luft IV...others were airmen from other bases! Received word from George Ferrell that Art Hendrickson had passed on late last year. Sent the Group's sympathy to his widow. New members as follows: James Graham, CA; Melvin Keim, PA; Luther Carl Williams, VA; Wesley Harper, AZ; Arthur Kaltenbach, OH; G.B. Ellyson, IA; Lawrence Dean, TN; Gerard Guerette, FL. Ceil and I were honored with a plaque presentation by Bud Chamberlain (received it from George Reynolds) who had it made expressing the Group's thanks for our efforts over the last 10 years. Our thanks to all, and we will continue to do all possible to keep the 458th "on top."

Report on Our Memorial Trust

by Bud Koorndyk

With the plaque erected in Bethel Street, Norwich, England in 1948, recording the original cash contribution from the American Forces on the Norwich bases and the intention to open a Memorial Library, began the process of the 2nd Air Division Association's goal of having a Memorial Library Room and Fountain erected as part of the Norwich Central Library.

This facility was and is today funded by the Memorial Trust of the 2nd Air Division Association, in memory of the 6,397 comrades lost in the defense of our country during World War II.

As I begin my term of being honored by being appointed as a member of the Board of Governors of the Memorial Trust of the 2nd Air Division in Norwich, England, I would like to express my appreciation for the confidence shown by our Association in nominating me to this position.

To be able to follow in the footsteps of Jordan Uttal, our retired Governor, is indeed an ominous task. I, as well as the membership at large, owe him a well deserved hand for a job well done.

At my request, Jordan has offered to serve as Chairman of our Memorial Librarian Fund Drive for \$500,000 and for the continual updating of the Roll of Honor which is located in the Memorial Room of the Norwich Central Library. All contributions for the fund drive should be sent to Jordan Uttal, 7824 Meadow Park Drive #101, Dallas, Texas 75230.

To begin my stay as a Governor, I would like to stress the importance of good communications, which many of us have found to be the cornerstone of a successful business career. Good communications can only result in a healthy and dynamic relationship between our 2nd Air Division Association and the Board of Governors of the Memorial Trust of the 2nd Air Division Association.

As good communications can accomplish this goal, poor communications can be devastating. Consequently, I see my role as the American Representative on the Board of Governors as striving with all my ability to be a good communicator.

I would stress that in this position, I see myself as a person wearing two hats; the first hat being that of a spokesman and liaison person from the 2nd Air Division Association, conveying not my personal opinions but rather the opinions of the Association as outlined by its President and Executive Committee in matters concerning policy and procedural matters.

Wearing the second hat requires that I retain an open mind as to the viewpoints and opinions expressed by the Board of Governors as it relates to the long range position and future success of our Memorial in the Norwich Central Library.

We all must continually bear in mind that both organizations, although separated by oceans and cultures, have a common mind and common interest for the continued

success of our Memorial Trust and the Memorial Room that it supports, and for the positive impact it can have on the hearts, minds and lives of generations to follow.

To accomplish this goal, we should bear in mind that we are a last man organization and our American Room in the Central Library will have to maintain continued interest in its existence by other than men who fought side by side as allies for the preservation of our individual liberties during World War II.

The 2nd Air Division Association and the Board of Governors of the Memorial Trust of the 2nd Air Division USAAF are both dedicated in this task of devoting our energies towards this goal.

For all who have contributed towards our goal of raising \$500,000 for the Memorial Library Trust Fund, I wish to convey, as your Governor, my heartfelt thanks and urge those who have not as yet contributed to please give this worthy cause your serious consideration.

Jordan Uttal informs me that as of the 31st of December, 1989, we have total receipts of \$340,000. Let us all do our utmost to complete this one last mission for all our departed comrades. A complete report on our Memorial Trust Fund Drive by Jordan Uttal can be found elsewhere in this Journal.

Report to the 489th Bomb Group

by James M. Davis

Although reports on the Hilton Head Reunion will be given in other articles in the Journal, I would like to take the opportunity to congratulate the Second Air Division and especially the 489th BG for a really outstanding reunion. Although the 489th is only 5% of the Second Air Division Association membership, we had an unbelievable 12% of the attendance at the reunion. I believe this might have been the largest attendance of any group.

Congratulations to all the members for such strong support and attendance. My own observations was that this was a most outstanding reunion in every respect. Perhaps one of, if not the best, ever! Much credit for the success was due to the great leadership of our own Bud Chamberlain, who served as Second Air Division Association President this past year and did an outstanding job. Many thanks, Bud! And to you, Mike!

The group mini-reunion dinner on Thursday evening overflowed the dining room, but we overcame most problems. Ralph Belward, Treasurer, gave his report on the group's financial status as well as a report on orders for the Group History Book. We appreciate you, Ralph, for a job well done.

Bill Wilkerson, Chairman of the Committee for a Separate Reunion, gave his report which indicated there is very little

interest in having a separate group reunion in addition to the Second AD Reunion. Jim Pace, Chairman of the Committee for Possible Group Memorials, informed us concerning the situation at the Air Force Academy in Colorado Springs as well as the Air Museum at Dayton, Ohio. Jim's report indicated that we would encounter problems and complications at both places. Because of the lack of space at each location, neither could give us any idea as to when space would be available or how much it would cost.

Because of the uncertain situation and the small interest in a separate reunion, the decision was made to put each of these projects "on the back burner." I would like to thank Bill Wilkerson and his committee of Raymond Blanchard and Morgan Higham; and Jim Pace and his committee of Bob Thomas and Don Champagne. Both of these committees did much research and a thorough job.

Neil Sorenson paid tribute to Charles Freudenthal for all the work he has done over the years for the 489th and especially his work in getting the group history book ready for publishing. We thank you too, Neil, for your effort and for lending your professional experience in the publication of the book. From the 489th, Charlie and Neil, "Thank You!"

At our group dinner, we were honored by the attendance of some of our friends from Halesworth, England — Paddy and Jan Cox and Tony and Marlene Kerrison.

Perhaps the highlight of the evening was the presentation of two checks made up by the donations of the group membership to Charles Freudenthal in appreciation of his tireless efforts for the group over the many years. We appreciate you, Charlie!

The Nominating Committee, made up of Bud Chamberlain, Don Champagne, and Fred Meyers, recommended the following slate of officers for next year: Vice President, Jim Davis; Asst. Vice President, Charles Freudenthal; Treasurer, Ralph Belward; Secretary, Otey Berkeley. The suggested slate was voted on and carried unanimously. The secretary was a new position added this year.

I would like to suggest that we all keep in mind the need for continued donations and support for the Memorial Trust of the Second Air Division USAAF. We have reached approximately 70% of the proposed Trust. If you have not made your pledge or contribution, please do so as soon as possible.

It has been an excellent year for the Second Air Division Association and especially the 489th BG. Such a great group of people! It is a privilege to be a member.

389th Sky Scorpions

by Gene Hartley

We had some 145 persons listed with the 389th at the Hilton Head reunion. It is always good to visit with old friends, make new ones, enjoy the renewal of bonds that have endured over the years. It is important to remember, however, that the seventy (official members) of us at Hilton Head constitute only about 10% of our 389th membership. We who were there salute those of you who couldn't be with us, whatever the reason.

Although covered in more depth elsewhere in this issue of the Journal, we of the 389th would be remiss if we did not mention our pleasure in the nomination of Bud Koorndyk as Second Air Division Representative, Board of Governors, Memorial Trust. We are justly proud, especially in light of all the work Bud has done for and with our Group. We do understand that nomination is not election, although it is pretty sure.

Bits and pieces gleaned at Hilton Head: We had three different Driscolls in attendance: Barney from Richards, Texas; Roland from Ocean City, New Jersey; and John (Sean) O'Driscoll from County Limerick, Ireland. Another Atlantic crossing was that of John Repola from London. Frank Vadas, retiring as Assistant Vice President, received a meaningful ovation as he accepted a plaque honoring his service to our Group. Geb Gebhard, in digging through old files at home, found pages of

original briefing material on the Ploesti raid. He has provided copies for future use in 389th Newsletters. Allan Hallett, newly appointed Assistant Vice President, read the minutes from our Colorado Springs meeting. George Makin conducted the raffle of a beautiful stained glass Green Dragon etching provided by Earl Zimmerman. The raffle raised \$300.00. A get well card was circulated for signature, to be sent to Roy Jonasson, Santa Maria, CA, formerly a Tech Sergeant in supply, who has been a past attendant at many reunions. Chris Christensen, once one of the base engineers, is doing research for a book dealing with aspects of the 389th in England. Stuart Main brought with him a large (4' x 3') map of Hethel as of 1943. He asked for help in identifying the different areas of the base. Many, who thought they remembered so much, would have had trouble finding their way "home." For some reason, nearly everyone could locate the Old Burma Road. Bill Joerin, former flight surgeon, now 81, drove in from San Diego. Somehow, I have a pen advertising Elwood Lash's Wernersville, PA insurance company. Dick Peterson arrived with his recently completed photo video history of the 389th. He developed a short teaser tape which he played in the 389th room. He had about 20 tapes with him, sold them all. Three tables, handcrafted of white Indiana oak by Earl Zimmerman, will be delivered to the All Saints Church, Carleton Rode in the near

future, on behalf of the 389th Bomb Group. New black caps with 389th Bomb Group, Hethel, England, printed in gold lettering, were very visible. Bud K. sold out within the first hour. There is no statistical proof, but a general observation seems to indicate that gunners, as a group, with emphasis on tail, have gained the most weight since 1945. Competition in this area is, however, very intense.

Stuart Main, of Lotus, and his wife Margaret were with us from Norwich. He reported that the 389th Memorial Room in the Hethel tower now has "a beautiful new door." He emphasized that the room belongs to the 389th, "it is your room." The room is in need of an additional display case; estimated cost, \$500.00. Assurance was given that the funding was available, and to go ahead and order the case.

Stuart is our representative on the planning committee for the 1990 reunion in Norwich. He is active with The Friends of the Second Air Division. He is working on providing a great day at Hethel next summer for those in attendance in Norwich, 1990.

In conclusion, a story from Hilton Head, gotten from a 1944 Stars and Stripes, about one of the first guys back to civilian life, got a terrific job, working in a panty factory, was pulling down 2000 a month!

Liberator Postal Cover



1989 was the year of the Liberator, the four-engine airplane with the unique slim wing, a wide barn-like body and two very large twin tails. Although it earned outstanding performance honors as a versatile workhorse aircraft, it came in second in popularity with the press and public.

To add to the Liberator's birthday honors in recognition of its first flight in 1939, a special postal cover was issued on December 29, the date that commemorates the B-24's maiden flight from Lindbergh Field, San Diego.

The 4-color cachet depicts two bomber versions of the Liberator in flight. In the formation is also the single tail bomber called a Privateer and flown by the U.S. Navy in the Pacific. The illustration is by Roy Gjertson, award-winning cachet artist and aviation artist.

Stamps affixed on the first 500 covers included the 1942 3¢ WIN THE WAR stamp (905) and a contemporary 22¢ flag stamp. The cover is available for \$2.00 each with a stamped self-addressed #10 envelope. The cover stamps bear the Dec. 20 USPS cancellation. For sale from each of the following:

San Diego Aerospace Museum
2001 Pan American Plaza, Balboa Park
San Diego, CA 92101

Liberator Club
P.O. Box 15-2424
San Diego, CA 92115

To Members Who Migrate Each Year: You "Snowbirds"

We want to make sure you receive every Journal as timely as possible, at whichever address you are occupying at the time that issue comes out. As each of you depart and return at different times of the year, we can't easily program our mailings to match these variations.

To assure that you receive your Journal, we will be sending your copies by first class mail hereafter, to take advantage of the Post Office requirement that they forward all first class mail immediately. Under our present third class mail permit, mail is not forwarded; we must re-mail it, thus wasting time and money.

445th Squadron Patches Available

I have 20 each of all 4 squadrons in original size and colors. The price is \$8.50 each. I will be away from 2 to 15 May. Please contact:

Jim Young
714 Broadway
McKees Rocks, PA 15136



by Jack Stevens

I am honored to represent the 467th Bomb Group and, following in the footsteps of my predecessors, I promise to continue supporting the objectives of the 2nd ADA.

Jeff Gregory, 467th Project Officer for the reunion in England, being mindful of the reunion theme, "We Remember the Villages," has scheduled a day of activities with Rackheath and Salhouse villagers on 29 July to acknowledge their friendship, courtesy, and efforts on behalf of the 467th during and since WWII. He reports that we'll meet at Rackheath Air Base to dedicate a memorial marker and visit with our British friends. The memorial marker, commissioned by the 467th, will be installed and dedicated at a site on our former airfield donated by Roger Hastings, son of 2nd ADA Memorial Board of Governors member David Hastings. (Historical note: Two months after our reunion, England will observe the 50th anniversary of the Battle of Britain.)

Awards Committee Chairman Bill Dillon is working on a program of awards and decorations to recognize individuals who have made special contributions to the 467th through their initiative and efforts.

In response to a request by the members at our Fort Worth meeting, Bob Salzarulo and his reunion committee (Wes Bartelt, Ralph Davis, Vince LaRussa, Tony Maris and Puff Pugh) considered several cities before recommending two for the site of a group reunion in 1990 (following the 2nd ADA Reunion at Norwich). From those two, the Board selected Omaha with the reunion to be held in

early October. Puff Pugh has been named Project Officer and is reviewing available Omaha area facilities and activities prior to recommending a reunion headquarters and program of events.

Over the years we've recognized the historical value and importance of both the 2nd ADA's Memorial Room and Library and its Video History Project. To further such efforts to preserve the history of the 2nd Air Division and its members and to honor those who died, our Board of Directors has made contributions in the name of the 467th Bomb Group (H) Association to the Memorial Room Librarian Fund and the Barksdale AFB Air Museum. All members are encouraged to support entities such as these which perpetuate wartime friendships and preserve wartime records and memorabilia. As time passes and our numbers decrease, each of us should give serious consideration to gathering his personal wartime records and memorabilia and donating them to such an entity in the name of his unit or the 2nd ADA. Many records and memorabilia have already been lost because storage space was reduced when we moved or a member's next of kin had no use for the items and didn't know what to do with them. Mrs. Frances Davies, a member of the Memorial's Board of Governors, is the archivist for the Board and has been working on this matter for some time now.

I'd like to encourage all members of the 2nd ADA to participate in the Dzenowagis family's efforts to record and preserve their experiences at and from air bases in England in WWII. After they complete their video interviews and documentaries of the 2nd Air Division they donate them to the Memorial Library. The USAF is considering them for inclusion in all their European base libraries, public television stations are planning to broadcast them, and they'll eventually be placed in the National Archives. For additional information about this project, which documentaries are available, and/or to schedule an interview, contact: Joseph G. Dzenowagis, 4397 South Okemos Road, Okemos, MI 48864.

On behalf of all members of the 467th, best wishes to all members of the 2nd Air Division Association.

Mission to Bremen, Germany, December 20, 1943

by Hubert F. Radford

I was bombardier on the Frank Rezek Crew of the 409th Squadron, 93rd Bomb Group. We had already made one mission to Bremen on December 16, 1943, just four days earlier, so we knew we were in for a rough time as fighters had been plentiful and they were all German. We did have Spitfires to escort us over the channel, but their range was not about to reach into Germany. This, of course, was a couple of months before our P-51s, P-47s and P-38s were available to make our flights easier. There would be flak so thick you could almost walk on it. Flak smoke was not dangerous, but those red centers of the burst were really dangerous and deadly.

We were flying an old and famous B-24 that day, "Teggie Ann." We flew this plane on five missions. Our crew was made up as follows: Frank J. Rezek, pilot; Bob Johnson, co-pilot; John Heisl, navigator; Hubert Radford, bombardier; Chuck Bryan, engineer; Harry Schuil, radio operator; Al Hibbert, waist gunner; Fuzzy Garretson, waist gunner; Tony Radice, ball turret gunner; and a new replacement tail gunner, Fred Wrablik. Fred was a young man who had not reached his 18th birthday. As I remember it, the day started without problems. We took off with, I believe, 500 pound bombs and were to hit Bremen at 26,500 feet. This meant that the temperature over the target would be around -50° to -55°.

Just before we reached the target, we were hit very badly by flak that sounded like rocks hitting a tin roof. I checked all gun positions, as was our crew procedure,

and could not contact the tail gunner. Our waist gunners reported that he was slumped over in his turret and had probably been hit. I took a "walk around" oxygen bottle and went to the tail position taking our radio man, Schuil, who was not manning a gun, with me. We saw that his oxygen mask was not working and that he was unconscious — so we pulled him out and dragged him to the flight deck. We plugged his oxygen in but he was not breathing, so we pried open his mouth and forced oxygen down his throat and he started moving and breathing. Rezek noticed that our oxygen supply was rapidly failing and he alerted us. He quickly left the formation and dove for the clouds coming to a flight level of 11,000 feet.

We remained in the clouds on instruments to protect ourselves from fighters. The clouds ran out just before we got to the North Sea. Our navigator, Heisl, pointed out to me that we were still over Germany and I spotted a small town just ahead, picked the town up and opened the bomb bay doors and dropped my bombs at 100 foot intervals. We then flew back to Norwich over the North Sea at 50 to 75 feet altitude to evade the fighters. I know we were a lucky bunch because we made it O.K.

Wrablik, our tail gunner, was still out and covered with frostbite but still breathing. We turned him over to the medics upon landing, never expecting to see him again.

Rezek and I attended the 93rd reunion at Dayton, Ohio in July of 1989 and I spotted

the name "WRABLIK." As soon as he came in, I knew that he was our long lost tail gunner. He remembers trying to get his guns unfrozen but that his hands were so cold he could not use them. He tried to call in but his microphone was out also. He remembered getting sleepy and almost dozing off, which happened due to his oxygen line being shot into. He remembers at the hospital that he had been put into a large tub of ice water and had his clothing cut off him. He also remembers at one occasion on the flight deck that the co-pilot looked at him and shook his head in doubt. None of the crew expected him to survive. I have included his picture with Rezek and myself to prove it.



(l-r): Frank Rezek, Fred Wrablik, and Hubert Radford.

Recognition N



2ADA pin presentation to Cliff Thomas in appreciation for his talk



Recognition Night M.C., Bud Chamberlain



2ADA Membership VP Evelyn Cohen receives the 2ADA Exceptional Service Award



Andy Low receives for 2AD Trust Founder B/Gen. Milton Arnold the 2ADA President's Award for Leadership



Trust Governor Chairman Tom Eaton receives the 2ADA Exceptional Service Award



448th veteran George Dupont receives for Anne Brusselmans her honorary membership in the 2ADA



Recognition Night motivational speaker, Cliff Thomas (453rd)



2ADA Charter Member, Past Secretary and Newsletter Editor Hathy Veynar receives the 2ADA Distinguished Service Award



Outgoing Trust Governor and Past 2ADA President Jordan Uttal receives the 2ADA Exceptional Service Award



Tom Eaton expresses thanks and brings greetings from the Governors



2ADA Newsletter VP and Past President Bill Robertie receives the 2ADA Exceptional Service Award

on Night 1989



467th Group VP Jack Stevens receives Group VP Certificate for Jim Coffey, 467th



Outgoing 467th Group VP Gregory did the honors as Recognition Night Award Citation Narrator



Original Trust Governor Anne Barne receives the 2ADA Distinguished Service Award



44th Group VP and 2ADA Past President Pete Henry receives the 2ADA Distinguished Service Award



2ADA Past President Bud Koorndyk receives the 2ADA Distinguished Service Award



Treasurer Dean Moyer presents to Tom Eaton, Trust Governor Chairman, a check for \$5,000



Past President Andy Low receives the 2ADA Distinguished Service Award



Past President and Nominating Committee Chairman Carl Alexander presents the 1989/90 slate



2ADA Past President and Director of Data Processing Services Rick Rokicki receives the 2ADA Distinguished Service Award



2ADA Past President and Secretary Dave Patterson receives the 2ADA Distinguished Service Award



448th veteran George Dupont receives for heroine Anne Brusselmans the 2ADA President's Award for Freedom



445th Group VP Chuck Walker receives Group VP Certificate for E.O. "Buddy" Cross (445th)

Reunion 1989 - F



Hilton Head, SC



Attendees at 1989 Hilton Head Convention

44th Bomb Group

Charles & Millie Armstrong
Jean & Gloria Bressler
Dick & Ardith Butler
Ed & Kathryn Clark
Tom & Katherine Currie
Bob & Irma Dubowsky
Mike & Kaye Fusano
Jim & Ruth Gratta
Griff & Bobbie Griffin
Mike & Ione Hause
Bill Hawkins
Pete & Mary Henry
Charlie & Marilyn Hughes
Bob & Roberta Johnson
Marv, Doris, Phillip, Melanie,
Timothy and Bonnie Kite
Arthur & Mary Kleiderer
Harry Lemond
Will & Irene Lundy
Ray & Mary McNamara
Loy & Arlene Nepper
Bill & Hazel Robertie
Walt & Dot Yost
Mike & Rose Yuspeh

93rd Bomb Group

Jim & Dot Adams
Al & Naomi Asch
Tom Bamford
Henry Betz
Joe & Peggy Bradley
Lew & Ann Brown
Harold Burks
Jack & Helen Burris
Dave & Charlotte Carpenter
Nick & Rose Caruso
Leigh Clafin
Mike & Mary DeBrino
Sam & Gloria Delcambre
Bill & Josephine Doerner
Frank Durante
Ray Eck
Johnny Fridell
T.C. & Dot Gibbs
Ralph & Audrey Glenn
Carl & Bronnie Hall
Dorothy McDonald Harrison
Bob & Nan Jacobs
C.D. & Simone Johnson
Howard & Nellie Jones
Harry & Louise Kelleher
Ed & Doreen Kromer
Bob & Madeleine McKeever
Floyd & Dot Mabey
P.A. & Julie Martin
Stan & Dotty Mikolajczyk
Marty & Elvera Naberezny
Howard & Jan Nisbet
Henry & Beatrice Nykamp
John O'Grady
Tom O'Grady
John Roche
Dick Ryan
Harold & Erma Secor
Bob & Alice Smith
Don & Mary Lou Spencer
Ed Spencer
Cal & Margaret Stewart
Fred & Inez Strombom
John & Bee Sullivan
Attilio Verna
Norman & Sally Watten
Ed & Helen Weir
Charlie & Peggy Weiss
Don & Dean Winn
Bob & Marguerite Wright

389th Bomb Group

Harold Beatty
Sylvester & Virginia Bergman
Bill & Betty Berry
Warren & Rachel Birkhead

Harold & Doris Bostic
Oscar & Edith Boudreaux
Charles & Joanne Campbell
Charles Cavage
Chris & Eleanor Christensen
Gaynell Clark
Jim & Ava Collins
Jack & Helen Cox
Charles & Gennie Dearing
Barney, Emme and
Jennifer Driscoll
Roland & Doris Driscoll
Reuben & Mary Lou Duke
Ray & Barbara Fender
Tom & Madelyn Garrison
Geb & Betty Gebhard
Dot Gibson
Elliott & Norma Graff
Ed Griffin
Allan & Jean Hallett
Gene, Nancy & Lance Hartley
Bruce Helmer
Joe Holub
Bill & Cindy Isaacs
Bill Joerin
John & Lorraine Kane
Walt & Judy Ketron
Don & Shirley Kinard
Don & Lucille King
John & Theodora Koeppe
Bud & June Koorndyk
Elwood & Verna Lash
Felix & Marjorie Leeton
Ralph & Betty Leslie
Vince & Carol Lozowicki
Bill & Val McCracken
John McHugh
Stuart & Margaret Main
George Makin
Cecil & Kay Martin
Bill & Elsie Meyers
Fred & Gladys Miller
Ray & Ruth Nathe
Charles Norris
Jim & Mary-Helen Nye
John O'Driscoll
Jerry Opitz
Clarence & Zona Pease
Charles & Doris Peterson
Dick & Flo Peterson
Tommie & Vivian Pharr
Joe & Martha Power
Orville & Lauralynne Powers
Dave & Polly Reich
John Repola
Peter Rice
Clark & Beatrice Robinson
Tom & Virginia Rockett
Ben & Helen Schaefer
Aaron & Sally Schultz
Bob Seigh
Ray & Deanna Shannon
Ken Smith
Dick & Marie Smith
Jack & Ruth Spooner
Tom & Melba Stephens
Chauncy & Mary Nette Stroup
John & Margery Tucholski
Frank, Grace & Susan Vadas
Charles, O'Neida & Bruce Wells
Lloyd, Clara, Steven and
Shari West
Peter & Mary Wester
Earl & June Zimmerman

392nd Bomb Group

Chuck & Eleanor Bader
Ernie Barber
Vern & Hilda Baumgart
Luke Beddingfield
Ed & Pauline Brewster
Floyd & Roberta Bull
Pat Burns
Cal & Dolly Carter

Keith & Wanda Chapman /
Ken DiMarzo
Carroll & Mabel Cheek
Jim & Jeanette Conley
John & Wanda Conrad
Charles & Helen Dye
Art & Teddy Egan
Herman & Bessie Mae Garner
Gil & Marjie Gilbert
Jim & Virginia Goar
Ben Jones
Jack & Betty Jones
Bill & Renella Jurczyn
Myron & Blanche Keilman
Bob & Marilyn Lane
Larry & Claire Lassins
J.D. & Emily Long
Bob & Ruth Powers
Ray & Stephanie Reid
Dave & Betty Scott
Guy & Madeleine Spinelli
Lou & Delores Stephens
Fred Thomas
Joe & Ginney Tierney
Emuel & Elinor Vassey
Joe & Mary Westbrook
Stan & Millie Zybort

445th Bomb Group

Henry & Nordine Arnaud
Mary Kennedy Barnard
Ed & Eunice Black
Rowe Bowen
Pete & Carol Bradley
Fred & Ginny Bromm
Bob Brunst
John & Thelma Burke
Gene & Marge Buszta
Henry Clayton
Dick Coley
F.W. & Phyllis Conley
Charlie & Evelyn Cooper
Ralph & Jan Crandell
Fritz & Marge Dale
Bill & Marilyn Dewey
Frank & Elizabeth DiMola
Dick & Tiny Dixon
Henry & Mary Dobek
Jim & Dot Dowling
Bob & Cass Drummond
Harold & Janet Eckelbury
Leroy & June Elfstrom
Bud & Dot Farnsworth
Elmer & Jeanne Fischer
Bernie & Estelle Fishman
Dave Gates
Karl & Barbara Goff
Lawrence & Frances Graupner
Seymour Grossman
Albert & Kathryn Horton
Walt & Lillian Johnson
Gerald & Lea Kathol
Ted & Pauline Kaye
John & Elsie Knizeski
Doc & Sug Kreidler
Harold & Marge Larson
George & Lucille Leininger
Eldon & Eileen Long
George Lymburn
John & Meg Lynes
Carlton & Betty McConnell
Frank & Carolyn Mangan
Carl & Betty Marino
Glen & Jean Marstellar
Sam & Pate Miller
Reg & Martha Miner
Jim & Joan Myers
John & Dorothy Nortavage
Ode & Gerry Odegard
Jim Parker
Dave & Joan Patterson
Ed & Penny Peterson
Doug & Theda Pillow
Ed, Sue & Randy Roloff

Terry & Mattie Sather
Ben & Hildred Schlosser
Joe & Ann Skomro
George & Barbara Snook
Jerry & Patricia Steinhauer
Joe & Catherine Swanick
W.M. & Sara Ruth Thompson
Web & Helen Uebelhoer
John & Marie Vessels
Chuck Walker
Floyd & Virginia Walker
Joe & Ann Weckesser
Don & Billie Whitefield
Elden & Patricia Zink

446th Bomb Group

Bob & Mary Alexander
John & Kay Faulds
Marv & Mary Finger
Henry & Edie Gibson
H.R. & Barbara Jones
John & Helen Kinney
Harold & Lillian Maslyn
Harold Minnick
Ted & Barbara Nichols
John & Helen Patton
Jim & Avonell Pickett
Dan & Lillie-Bell Ragan
Ernie & Betty Reinhardt
Joe & Cass Soder
Marv & Marge Speidel
Bill & Ruth Thorpe
Walt & Juanita Toronjo

448th Bomb Group

Sam & Elaine Anguish
Stu Barr
Julian & Win Blake
Walt & Ruth Bressler
Steve & Barbara Burzenski
Dwight Covell
George & Joy Dupont
Ben & Charlotte Everett
Marvin & Ida Goff
Clyde & Annie Hatley
Larry Hinds
Paul & Mary Ellen Homan
Gail & June Irish
Dick & Bobbie Kennedy
Marshall & Alice Kisch
Charlie & Agnes McBride
Frank & Ida Mae Marx
Clay & Helen Mellor
Bob & Beryl Mudgett
Milt & Ruth Nichols
Tom & Petra Taylor
Walt & Eunice Tombari
George & Arlene Watkins
Jay & June Young
Frel, Peggy, & Roy Youngblood

453rd Bomb Group

Will & Marion Adler
Bob Allen
Lyle & Lee Alverson
Bob & Evelyn Anderson
Sheldon, Sylvia, Bruce and
Linda Baker
Hank Barker
Wes & June Bartelt
Ed Becker
Bob Bleck
Bert & Clara Biel
Dick & Cora Brown
Walt & Pat Conneely
Tony Corbo
Lyman & Geneva Crumlin
Frank Davidson
George & Kay Desmarais
Jim & Dorothy Dyke
Bill & Dorothea Eagleson
John & Maxine Fiorillo
Frank & Edith Fluaharty
Ralph & Phyllis Ford

Jim & Ann Halligan
 Russ Harriman
 Irene Hurner
 Jay & Ann Jeffries
 Bob & Betty Jordan
 John & Nita Kassab
 Frank Kyle
 Frank & Jean Kumor
 Doug & Jane Leavenworth
 Graham & Neil Logan
 Andy Low
 Carl & Janet Lutz
 Ralph McClure
 Dennis & June McElhinny
 John & Teresa McGough
 Guy & Norma Martin
 Joe & Gloria Meintel
 Walt & Betty Meyer
 Dot Middleton
 Johnnie & Barbara Miller
 Mo & Ludie Morris
 Dante & Josephine Morroni
 Ed & Ramona Myers
 Lloyd & Nathalie Nelson
 Bob & Betty Nelson
 John & Helen Nettleton
 Don & Mimi Olds
 Gene & Gloria O'Leary
 John & Frances O'Leary
 Win & Bee Pace
 Don & Peggy Parcells
 Charlie Parker
 John & Hazel Phillips
 Pat & Agnes Ramm
 Dan & Muriel Reading
 Herb & Berenice Reinders
 Jack & Vera Roberts
 John & Marie Roth
 Glenn & Jean Smith
 Lee & Vi Steingraber
 Wilbur & Jeane Stites
 Milt & Lucille Stokes
 Cliff & Marcine Thomas
 Frank & Jackie Thomas
 Glen & Edith Tisher
 Jim & Dorothy Turner
 Warren & Thelma Vernier
 Bob & Isabelle Victor
 Al & Louise Walls
 Bill & Mary Wheeler
 John & Dorothy White
 Abe & Janet Wilen
 Don & Ina Wills
 Dick Witton
 Bob & Helen Wolfe

458th Bomb Group

Don & Doris Allen
 Jerry Allen
 John & Maria Barillaro
 Chuck & Lolly Booth
 Harry & Nancy Brown
 Birto & Jean Brumby
 Jim & Lou Busby
 Dick & Edith Butler
 Bill & Barb Case
 Lloyd & Barbara Chapman
 Bill & Jean Clark
 Frank & Jeanne Clements
 Walt & Eleanor Cline
 Frank Coleman
 Gerry & Barbara Covey
 Dale & Virginia Dyer
 Bill & Kathleen Edkins
 Duane & Mary Fair
 Dick & Lois Fairfield
 George & Chris Ferrell
 Don & Carolyn Fraser
 Walt & Elizabeth Freeman
 Lou & Eleanor Freiberg
 Elmo & Betty Geppelt
 Amisa & Audrey Gilpatrick /
 John & Rory Calligaris
 Jim & Marion Ginn
 Lionel Goudreault
 Jane Grahman
 Kermit Greene
 Stan & Dorothy Hammell
 Beulas & Georgia Hebert
 Bob & Kathy Hiemstra
 Ken & Alice Holcomb
 Joe & Lucille Hood

George & Liliane Howard
 Bill & Maurice Jameson
 Oliver & Penny Johnson
 Warren & June Johnston
 Homer & Norma Knisley
 Harold & Edna Knox
 Darrell & Rhea Latch
 Bob Morin
 Bernie & Jean Newmark
 Bob & Gene Nielson
 Harry & Eleanor Parker
 Herman & Bertie Peacher
 Jim & Gladys Perrin
 Herb & Katherine Perry
 Skeet Pool
 Pete & Diane Poulas
 Bob & Marty Renn
 Ed & Dorothy Robbins
 Rick & Ceil Rokicki
 Charles & Arlene Ryder
 Graham & Joan Savill
 Delbert & Sara Shaffer
 Stan & Helen Sievertson
 George & Mary Snyder
 Leo & Melba Sparkman
 Veto & Jane Stasunas
 Elmer & Edna Sutters
 Art & Ginny Vanderbeek
 Lou & Rosemary Vehstage
 Frank & Mildred Vermeiren
 Jim & Elaine Wedding
 Morell & Jean Whipple
 Ed & Helma Wilcox
 Ray Yow
 Frank & Olga Zoubek

466th Bomb Group

Joe & Irene Arbaugh
 Frank & Louise Bostwick
 Margaret Calderalo
 Sam Godwin
 Mike & Pauline Hoover
 Jim & Mary Lorenz
 Ed & Lillian Mello
 Gerry & Sammy Merket
 Bill & Lu Nothstein
 Jim & Elinor Russell
 Art & Barbara Sessa
 Hank & Edie Tevelin
 Bill & Dulcie Tracy
 Kurt & Vicki Brooks Warning

467th Bomb Group

Harold & Thelma Brewer
 Charlie & Eloyce Caldwell
 George & Katherine Church
 Willis Cobb/Reid Eason
 George & Mary Condry
 Marv & Doris Davis
 Roy Dettinger/Ruth Reichard
 Les, Jo & Jane Dining
 Joe, Helen, Joe Jr. and
 Joan Dzenowagis
 Norman & Lucy Felbinger
 Charlie Finn
 Jeff & Terry Gregory
 Weldon & Helen Gruver /
 Jason Gerstner
 Joe & Florence Haenn
 Paul, Frances & Grace Hannafey
 Craig & Susan Harrington
 George & Nancy Hobkirk
 Jim & Barbara Hogarth
 Fred & Jane Holdredge
 Charles & Marion Huston
 Chuck & Norma Kagy
 Ed Mahoney
 Will & Cecily Noden
 Earle & Aline Page
 Osmon & Amy Peterson
 Floyd & Anne Pugh
 John Rice
 Rocky & Ida Rothchild
 Bob & Eleanor Salzarulo
 Robert & Rosemary Sheehan
 Al Shower
 Oliver, Dorothy & David Simmons
 Tony & Mary Smolar
 Jack Stevens
 Bob & Anne Stone
 Jack & Anne Stratton
 Charlie & Billie Taylor

Edward & June Trafford
 Walt & Mary Weaver
 Hank Wedaa
 Joe Zbikowski

489th Bomb Group

Clarence & Lily Barras
 John Becker
 Ralph & Gini Belward
 Otey, Ruth & Robin Berkeley
 John & Tony Bignoli
 Ray & Lyn Blanchard
 Bruno & Josephine Boccolucci
 Francis & Virginia Bodine
 Clarence & Shirley Booth
 Tom & Muriel Bouley
 John & Pat Brody
 Ivan & Lillian Brown
 Bud, Mike, Dana, Karen, Sara,
 Matthew & Jack Chamberlain
 Don & Betty Champagne
 Marion & Elizabeth Cochran
 John & Olga Cowart
 Paddy & Jan Cox
 Bert & Jean Crawford
 Winifred Cressler
 John & Kathleen Dalglish
 Jim & Jean Davis
 John DeCani
 Henry & Alva Dellano
 Dick & Josie Dietrick
 Bob & Margaret Dorriety
 Don & Shirley Engler
 Charlie & Helen Freudenthal
 Charlie & Olga Gabrus
 August & Edith Gary
 LaVerne & Dorothy Graf
 Lou Gramando
 Chuck & Flo Harkins
 Rev. Christopher Hinckley
 Wayne & Jeannette Hodges
 Rudy & Annie Hoerr
 John & Irene Homan
 Jeff & Becky Jeffery
 Ed & Eleanor Johnson
 Bob & Elsie Jurgens
 Jack & Mary Ann Kennedy
 Tony & Marlene Kerrison
 C.W. & Helen Kidd
 John & Pat Lamar
 Joe & Germaine LaPierre
 Dean & Mimi Leonard
 Arvo & Alma Lohelo
 Tom & Betsy McQuoid
 John & Anne Mansfield
 Jim & Cosy Marshall
 Paul Menzenski
 Fred & Loretta Meyer
 Harold & Martha Morris
 Mark & Ethel Lee Osborne
 Jim & Mary Margaret Pace
 Ed & Barb Phillips
 Emilio & Marcie Pontillo
 Wyatt & JoAnne Porterfield
 Charles Reeves
 Carl & Helen Rosendahl
 Warren & Bernice Scherbert
 Frank Skeldon
 Neal & Patricia Sorensen
 Dick & Bev Stenger
 Paul & Bambi Surbaugh
 Al & Marge Telson
 Bob & Miriam Thomas
 Julius & Jerry Vanerwegen
 Garrett & Helen Verplanck
 Harry & Virginia Wagnon
 Ed & Betty Wall
 Charlie & Elaine Weaver
 Bill & Polly Wilkinson

491st Bomb Group

Carl & Louise Alexanderson
 Tom & Boodie Allen
 Bob & Faith Bacher
 Frank & Lee Bachman
 Hal Barrilleaux
 Dave & Agnes Bellis
 Hugh Bennett/Jean Bennett
 Ed & Betty Bennet
 Dick & Teenie Black
 Ken & Jean Boyd
 Michale & Margaret Brienza

Vince Cahill
 Byron & Catherine Calomiris
 Jim & Thelma Campbell
 Norman & Helen Canfield
 Tony & Virginia Caputo
 Royce & Jeanette Colby
 Edmund & Pearl Dutkevitch
 Norman & Dolores Edwards
 Seymour & Hazel Eisenstat
 Don & Betty Ferguson
 Tanner & Pat Freeman
 Harold & Florence Fritzier /
 Mary Wiley
 Lou & Anne Gallo
 Hank & Harriet Gibbs
 Larry & Joan Hassell
 Bernie & Clara Head
 Lou & Vivian Higgins
 George & Rita Hoffman
 Bill Holm
 Ross & Val Houston
 Jim Hudson
 Jerome & Lynne Ivce
 Jack & Marilyn Leppert
 Frank & Barbara Lewis
 Henry Liljedahl
 Guy & Miller McElhany
 Bill & Betty Nelson
 John Paller
 Allen & Bonnie Parsons
 Ed & Dottie Parsons
 Tony Riccio
 Bill & Jacque Riggs
 Wayne & Martha Rogers
 Dean & Patricia Stewart
 John & Sara Torode
 Mark Turner

492nd Bomb Group

Bud & Margaret Beasley
 Bill & Norma Beasley
 Bill Clarey
 Gerald & Hazel Edwards
 Gil Green
 Jake & Helen Mink
 Harry Orthman

Headquarters

Howard & Jo Baum
 Warren & Norma Burman
 Evelyn & Lillian Cohen
 Virginia Tomline Davis
 Roy & Betty Devlin
 Delos & Mary Frances Elder
 Don & Babe Elgas
 Earline Embrey
 Paul & Florence Fredritz
 Harold & Trudy Gill
 Chris Collins Henderson
 Bill & Mary Jenkins
 Livingston & Tina Jones
 Dottie Krogmann
 Vara Christian Kubly
 Henry & Kitty Mason
 Charlie & Madeleine Mills
 Lillian Meadows Moore /
 Harry Moore
 Dean & Deanie Moyer
 Sid Piper
 Jim & Edna Reeves
 John & Janice Sanders
 Eleanor & Bill Storms
 Ray & Ruth Strong
 Lida B. Cowan Thompson
 Jordan Uttal
 Hathy & Milt Veynar
 Joe & June Whittaker

Board of Governors — 2AD Memorial Library

Anne Barne
 Tom & Robin Eaton

Norwich Convention Committee

Chris Binns
 Peter Rudd

8th Air Force

Mary Gill Rice (Secretary to
 Jimmy Doolittle)

B-24 All American

Bob Collings & Crew

BUNGAY BULL

446th BOMB GROUP
by
William F. Davenport



The Chaplain Gannon Chapter of the 446th Bomb Group Association held their third Armistice Day reunion in Orlando this past November and once again had an outstanding turnout, in excess of 100 people. It is great to have a dedicated group of people headed by Bill and Betty McMahon, who are willing to put in the necessary hours to provide the opportunity for our members to gather in fellowship. At the same time, a word of thanks should also go to the 2ADA leadership, who have been performing these same chores over the past years. It ain't easy! But it is very satisfying to have known you helped someone. Right?

In the future: A number of us will be leaving for a 446th Association sentimental tour of the old haunts, most of which were only observed by those young intrepid airmen of the 1944 and 1945 period. The tour will begin in London 27 May 1990, thence to Cambridge, Duxford, Norwich area, across the Channel to Eemnes Netherlands to view the only memorial to the 446th Bomb Group on the continent. Then a long ride to Caen for four days of inspection of the beach area and other sites in the area. Then back to London on 9 June.

Some of our people will be making more detailed tours of the area and then attending the 2ADA affair in Norwich, 25 July.

The annual reunion of the 446th Bomb Group Association is scheduled in Tucson, Arizona, 19-22 October 1990. Tucson is where the famed 446th Bomb Group began. Unbeknownst in April 1943, this group was to become the leader of the Eighth Air Force on 6 June 1944 in the beginning of the largest land invasion ever undertaken. It also was to become one of those really great fighting organizations which would continue its responsible role in ensuring freedom for the world by its role in the last invasion the armies of the United States have participated in. In its last invasion, it did not drop bombs but delivered men, equipment and supplies for our armies and besieged civilians in Grenada.

To go back to late 1944, the following was published by Marquis W. Childs in his nationally syndicated column, "The State of the Nation."

"Somewhere in England. Because they have become almost a matter of routine, the public has taken for granted the day-to-day achievements of the U.S. Army Air Forces that three or four years ago would have made a sensation.

"A headline says that a thousand or 1500 planes have been sent over Germany. What that means in organization, in planning, and in discipline you can hardly appreciate until you've seen it. I have had a chance to observe a bomber group in action, and all I

can say is: don't take it for granted next time you see one of those headlines.

"This unit — the 446th Bomber Group (of the 8th Air Force) — is a world in itself. Big, solid, Texan Col. Troy W. Crawford of El Paso is the commanding officer responsible for getting the planes into the air.

"The top planning is done by Lieut. Gen. Jimmy Doolittle, who makes the final decisions on the targets and the number of planes to go over. Then orders are sent down through divisions and wings to bomber groups such as this one.

"When the order comes to put up the maximum number of planes that the unit can send up, the first step is to alert the ground crews. Shortly after midnight they go to work on the big Liberators 'on line.'

"The bombers scattered around the perimeter of the field are not under shelter, and neither are the men who work on them. This means that through the cold, wet night the ground crews clamber in, over and under the big planes. They test the thousand and one gadgets in this most complicated of machines.

"At 2:30 the plane crews are awakened. Dressing for the Arctic cold of high altitudes is a slow and careful process that is not completed until after briefing. First comes breakfast, and at about 4 o'clock the crews are ready for the main briefing. They crowd into the briefing room, where intelligence officers explain the target and enlarged photographs and maps are thrown on a screen in front of the darkened room.

"It is a serious business. Reference to 'comparatively light flak' over the target area draws brief, ironic laughter. These boys know what 'comparatively light flak' means even in this phase of the air war with Germany, when most planes get back safely.

"After the main briefing there are special briefings for pilots, navigators and bombardiers. Smaller groups huddle in corners making careful notes on all important points.

"While briefings are as thorough as possible and are based on all available intelligence, to an outsider they have a casual sound. What the 27-year-old colonel with the pointer in front of the room is talking about is how these men may be able to save their lives if they run into serious trouble from weather or the enemy. He tells them the signals to use if they have to take the course of last resort, and again there is brief, almost disdainful laughter.

"Take-off time is close to what is theoretically called daylight over here. It is still dark outside when the briefings are over. A thin mist is blowing over the field. From the control tower you cannot see the planes lining up for the take-off.

"Now in the darkness and fog, the first plane is coming down the runway. To the right of the control tower, a searchlight throws a long shaft of light across the runway. Planes must be in the air before they reach the band of light, in order to clear the trees invisible at the end of the field. In the shaft from the searchlight you can see fine rain falling.

"The fourth plane off seems tied to the ground. We in the control tower are all trying to help it up. It just clears the hurdle of light, like a horse barely over a jump. You breathe more easily when it's over.

"In his calm drawl, Col Crawford says, 'This isn't really a bad morning. Why, sometimes you can't even see the planes as they go past the control tower. You can hear them, but you can't see them.'

"Now in the graying light the last planes are leaving the field. For the first time you can see the grove of trees off at the end of the runway and you can appreciate how close a shave it was for some of the ships that seemed to be earthbound.

"Up above the overcast at 10,000 feet in the brilliant sun, hidden from us, they are forming up. At other English bases this same thing has been happening. Our squadrons in formation will join others to form a group, and that group will be one of many in an armada extending for many miles across the frozen sky. They will come back — those that do come back — six or seven hours later.

"It is not just a matter of getting men into planes and planes off the ground. Sometimes upward of 15,000 men are in the air. But back of them are long lines of trucks carrying gasoline and bombs, and behind the trucks are ships, and back of the ships are the great industrial plants of America.

"You think of all that as you see the planes go over the hurdle of light, and you begin to understand something of the planning and work that has gone into this mass effort that five years ago was pronounced impossible by most of the experts."

Weren't we great!!! Keep tuned to Beachbell.

7th Annual Southwest Region Dinner Reunion

Members of the Second Air Division Association living in Texas, Louisiana, Oklahoma, Arkansas and New Mexico have already been advised that our 7th Annual Dinner will be held Saturday, April 21, 1990 at the Harvey Hotel in Dallas, Texas.

Members from anywhere in the country are welcome to join us. Many of our Association Officers and Executive Committee will be in attendance. For details, please write or phone or Dinner Chairman:

Mr. W.R. Paul Surbaugh
7620 Westwind Drive
Fort Worth, Texas 76179
Tel. (817) 236-7906

First GCA?

by George A. Reynolds

In 1977 Col. Robert W. Vincent told me of a very unusual experience over East Anglia 6 Dec. 44. The Group was enroute to Bielefeld, Germany when Bob's ship, "A Dog's Life," developed a bad case of "distemper" over the North Sea. He aborted and did a 180 with a full load of bombs. Back over England, clouds extended from the ground to above 10,000 feet. Nearing Horsham, (then Lt.) Vincent called for approach/landing instructions and explained their dilemma. First, he was told, drive up to The Wash and salvo the firecrackers. This was done.

Inbound again, he was advised, "The whole island is socked in, and if your fuel reserve doesn't allow going to an emergency field, your other choice is a ground controlled approach (GCA)." The field was well below instrument landing minimums. His fuel state was okay, but he agreed to try the "unknown" because the bird was presenting more of a pressing need to get on the ground (carb. icing had also begun).

Just prior to this, Capt. Robert C. Sellers, 458th Flight Control Officer, had devised a radar approach system that was tested and approved for such conditions. As instructed, Vincent flew over the north splasher beacon (either 5 or 7), turned to the instrument runway heading, descending and maintaining the advised speed. At 300 feet they still had not broken out, and Vincent began (understandably) to wonder aloud about recruiting a Seeing Eye dog to lead his "Dog," (the wingtips were not visible). Controller Sellers said calmly, "Continue approach." He did, and at just under 50 feet, saw the tarmac, touching down right on target. The last half of the runway was obscured in a fog bank.

Bob Sellers told me two years ago how his system worked. He set up an APQ-13 airborne radar set in the control tower for area surveillance. Next, he determined flight levels on the approach path for obstruction clearance. Then on some of the "better weather days," flight-check aircraft flew the pattern at a predetermined speed to insure safety under actual instrument conditions. After a number of trial runs were successful, the experimental project was declared sound and the procedure implemented for Station 123.

Landing aircraft were in sequence and aligned with the instrument runway to begin an approach. Radar blips verified the correct azimuth and range from the runway's end, and the operation continued thusly: as the radar operator advised pilots when their ship was five miles out, he should be at the established altitude — about 3,000 feet, and maintaining the correct speed. At two miles out his height should be 2,000 feet and at one mile, 500

feet on the descent. Once again, the data would be verified between pilot and controller to decide whether the landing was possible or to execute a go-around.

Meanwhile, in low ceiling/visibility conditions, Lou Freiburg, Herbert Perry, Harold Knox et al, from the control tower crew, stood by firing yellow flares at the runway end to mark those last, critical moments of the flight to touch down. Vincent said, "No flares showed up for my only zero-zero conditions landing, but that fog was so thick it might have masked them out...but that's okay by me, it seems yellow is supposed to mean goodbye anyway..."

How well did it work during the worst winter over England in 40 years (according to natives)? Pretty doggone good! In fact, nearly all of the 2nd AD bases later established a system using Seller's concept to recover their birds in lousy weather.

It saved many days, several times, in ferrying the Libs back from alternate fields. Was it accepted by the aircrews? Numerous times when 458th ships reached Horsham, it was below landing minimums and fuel reserves didn't allow for safe flight to other fields. They landed at "home" without benefit of a "nylon letdown." Nough said!

From the late 1940s-50s, GCAs in the military were as routine as lowering the gear and flaps to land, and it worked to perfection thousands of times. Then it was superseded by the Instrument Landing System (ILS), a procedure which uses an angled radio beam from the runway and is in use today. The ILS is based on the same principle as Bob Sellers perfected, except there is no controller required. A receiver in the aircraft tells the pilot when his plane is on the proper alignment, angle of descent and distance to the runway.

I did research during my last few years with the FAA on the development of the ILS, and nothing definite ever turned up. But a logical answer surfaced more than a few times — "It evolved from someone's invention during WWII." If Robert Sellers' GCA system wasn't the *very first*, someone else just had a better public relations man!

On 3 Oct. 87, 458th troops met to dedicate a memorial at the AF Museum for those members of the Group who were KIA. Here, General Isbell presented a belated Meritorious Service Award to Bob Sellers for his outstanding contribution to the Group's mission. Col. Vincent remembers Capt. Sellers as being more English (in habit) than GI, preferring tea to coffee and having been at Horsham "since shortly after WWI" when the 458th arrived. He is still holding an award for Bob too — maybe a double gin and tonic for getting the "Dog" down safely 6 Dec. 44.

North Central Region Reunion

The North Central Region of the Second Air Division will hold its 7th Annual Reunion October 10-12, 1990, at the French Lick Springs Resort, French Lick, Indiana.

The region includes the states of Ohio, Michigan, Kentucky, Indiana, Illinois, Missouri, Iowa, Wisconsin and Minnesota.

The Second Air Division members attending this reunion will be enjoying the facilities of the largest and most complete resort in the Midwest. First established as a Hotel Spa in 1842 and located in the Rolling Cumberland Foot Hills of Southern Indiana, it has continued its tradition of outstanding service, incomparable recreation facilities and excellent food throughout its 148 years of existence.

This year's meeting will be held during the week instead of on a weekend, scheduled to take place during the peak period for Fall Foliage Grandeur for which the area is acclaimed.

Invitations with information about costs, agenda, etc. will be mailed to North Central Second Air Division members in early May. Since there will be no nationwide Second Air Division Reunion this year in the continental USA, the committee extends an invitation to members from other states outside our region to attend the French Lick meeting.

Anyone outside the area that is interested in attending should write to the address below to receive details.

Paul Steichen
1659 Cloister Drive
Indianapolis, Indiana 46260

A Memorial Rose at Cambridge for Your Lost One(s)

On Memorial Day, this coming May, 1990, at the American Cemetery at Cambridge (Maddingly), England, Mr. D. Saltzer, a British friend (WWII RAF Fighter Pilot) and The Friends of The Eighth have kindly offered to furnish and place, with reverence, a rose at the gravesite of your lost loved one(s). If you wish this done, please send the name and other I.D. of the one(s) buried at Cambridge.

The children of the Maddingly School will place the rose, and a photo will be sent to you.

Mr. Saltzer needs timely notice; please send the information ASAP to:

Mr. D. Saltzer
36 Brockles Mead
Harlow
Essex CM19 4PT
England



Open Letter To the 93rd

by Floyd H. Mabee (93rd)

MINI-REUNION DINNER MEETING

Our dinner was started by a beautiful invocation written and presented by Peggy Weiss, wife of past V.P. Ltc. Charles Weiss (Ret.)

We had an outstanding attendance, approximately ninety. I'm sorry, I can't list all the names. Our big disappointment was that Lt. Gen. E.J. Timberlake, USAF Ret. was unable to attend. I called him the next day and went to see him. I presented him with a plaque I made with our new Group and Squadron emblems, but forgot to ask him to hold it when I took his picture. The brass plate on the bottom was inscribed with the wording, "Lt. Gen. E.J. Timberlake USAF Ret., it was an honor to have served under your command. From the members of the 93rd Bomb Group (H), 1989." We talked and reminisced for an hour, I took his picture and then I left, didn't want to overture him. I didn't have my favorite navigator, Dot, with me, so I got lost on the way to see Gen. Ted, and on my return to the hotel. I was one of the original members of the 93rd, flew over with his Group, Sept. '42, on "Shoot Luke." I personally never had the pleasure of meeting Gen. Ted before, but always had the greatest admiration and respect for him, and would have gone through anything on his command, as I believe all members of the 93rd would have in those days.



Lt. Gen. E.J. Timberlake, USAF Ret. First Commanding Officer of the 93rd B.G. (H)

After dinner I introduced Col. Alfred Asch, Ret., 6205 Meadow Ct., Rockville, MD 20852. He told about having a Hallmark plastic replica of our brass Memorial at the USAF Museum at Dayton, made to sell to members. If interested, please contact him. Also introduced Carroll

Stewart, P.O. Box 631, O'Neill, NB 68763. Cal was co-author of the famous book "Ploesti." He told of his work on a new book about the 93rd BG. He gave James Burris, our 93rd Chaplain, and myself a section of the book for review. I later asked Chappie what he thought of what he read in the section; he replied very good, and I thought it very good also. If interested, please contact Cal. I next introduced Col. John Roche, Ret. and he spoke to the members. I had asked him before if he would introduce Gen. Ted for me. These fellows all filled in for our invited speaker, Gen. Ted. Also introduced Tom Bamford. He had made up posters with pictures of our Memorial in England 1987, and offered them to members for a donation for our 93rd kitty. He turned over \$15 to me, and stated that he gave more away than what he collected. Tom O'Grady gave me a bunch of "The Circus Club 391" cards to hand out to members. Col. Bob Jacobs, Ret. gave me 93rd tail marking cards, the yellow and black stripes, in case you have forgotten. They are to be used in our name tags to make it easier to identify our 93rd members. I still have some of both; if you want one, drop me a line. I hope that I have covered all that spoke; if not, please accept my apologies, I forgot to turn on my tape recorder again.



Floyd Mabee presents plaque to M/Sgt. Joseph T. Beach (Ret.)

I covered in my Winter Journal report the Memorial Dedication at the USAF Museum, except I didn't have pictures of the presentation of the plaques I made and presented to M/Sgt. Joseph T. Beach Ret. for the outstanding job of chairman for our England Memorial 1987. Also presented one to William Doerner for the outstanding job of chairman of our memorial at the USAF Museum at Dayton last July. Sgt. Beach sent me a picture later; I'm sorry that I didn't get any other pictures of those presentations. If anyone took any, please send me a copy.

We had a good number of first timers at the dinner. All members, including first timers, stood and identified themselves. For the year 1989 I had sent 93 applications and another 52 second ones with letter and old Journal to 93rd men that had been sent an application sometime between 1987 and

1989. I still have 145 outstanding applications, still working on them. We gained 112 members, lost 20 to Folded Wings, and 15 dropped at request, so at the end of 1989 we had 645 actual members, 20 Associate and 36 listed with another group before the 93rd in our roster. **Please fellows, if you haven't paid your 1990 dues, do so now!** There is nothing that causes me more work than receiving this drop list for nonpayment of dues every year from Evelyn Cohen.

Maj. Gen. Ramsay Potts Ret., 93rd and 453rd BG, dropped in at our meeting. I asked if he would care to address the troops, and introduced him as one of the 93rd's original officers who later took command of another group. He spoke to our members. We hope to see more of him at our reunions. I think he was a little surprised at the number of 93rd men present. Good to see you once again, General. Never met you before, but will always remember you as being one of the handsomest officers in the 93rd.

STORY OF THE 93rd BG, and GROUP AND SQUADRON EMBLEMS:

October 17, 1989 I ordered 150 books. I had to provide the pre-addressed mailing labels. Asked for price quote for putting the 93rd B.G. (H) on the cover with Buffalo grain, as the original was. The cost was only 46 cents each, so I had this done. I had some of you confused in my Fall report; the \$1.05 plus postage that I told you about was what we paid the book company to mail the books to you. That helped cut down on some of my work; there was no additional cost to you. November 27th I received my two copies ordered, and immediately spotted errors. The chapters were not in proper sequence and some of the pictures looked washed out. I called the book company and complained, with a follow-up letter, also sent my old copy of an original for them to compare and show what they did wrong. When they reviewed my copy, they called with a follow-up letter and apologized, and action would be taken to rectify the problem. They said that they would reprint the 150 copies at their expense, including the postage and remailing the books with my pre-addressed labels and would try to have them in the mail before Christmas. At the same time I had 38 additional paid orders and ordered another 50 copies. I received the 12 extra copies and have sold 10 and mailed them. Before I could notify members, some have sent me one of your two books, and five have sent me your corrected copy. Only two other members spotted the errors and called me. I then sent 50 postcards and letters to book dealer in England to notify you that both copies were yours at no extra cost, and would notify you about what happened in this report. When the final 2 copies are sold, book dealer in England makes final 50% payment, and I pay the book company. There will be no more books unless I receive at least 35 more paid orders. I want to wind this up.

(continued on page 25)

Open Letter to the 93rd (cont. from page 24)

The Group and Squadron emblems, of the 200 Group ordered, still have 62, had to order an additional 100 before going to H.H. Have 20 to 30 each of the other ones, 63 - 330th. What happened to you 330th men? Don't you like your emblem? They are still \$4.75 each including postage. Have paid back four members that were so kind to loan us the up-front money for these, just haven't paid myself as yet.

THE AMERICAN LIBRARIAN FUND:

Back to our meeting. Jordan Uttal dropped in and congratulated the 93rd for being in 2nd place for contributors and pledges in the 2nd ADA for the Librarian Fund Drive. I have received funds in with orders for emblems and 93rd books specifying balance for the Librarian Fund. Please don't send this money to me; I have to write another check and send it to Jordan. At that time our members had donated 136 checks and 6 pledges. Come on fellows, we have 645 members at the time of this report. Some are doing a great job, but to attain the 93rd goal we must do better. The sad news is, Prince Albert Martin, Eng. Gunner of the 328th B.S. on original "Eager Beaver" passed away after attending the Hilton Head reunion. His old crew have gotten together and sent checks to me for the

Librarian Fund in memory of P.A. Martin, 93rd B.G. This sure is a wonderful gesture for their love of him. Some of you other 93rd members should remember this - what better way to honor one of your crew?

In my Fall report, I asked for a vote when ordering emblems and books for #1, #2, and #3, thus far this count is 30 for Librarian Fund #1, 6 for Castle Air Museum #2, and 5 for the Collings Foundation #3. I have stated all along that I thought the 93rd should be involved in all three of these projects. I again explained the three to members at the meeting that now we must remove from bank, our 93rd Memorial Fund, and ask for a vote for one of the three to donate in the name of the 93rd B.G., #1, #2, or #3. The vote was almost unanimous for the Librarian Fund #1. I announced at the 2nd ADA general meeting that the 93rd was donating the balance of our Memorial Fund to the Librarian Fund. This will be done at the 2nd ADA general meeting at England in July 1990, and the amount will be in excess of \$1,000.

Told members at the meeting that, due to the fact that I had done all the work on the sale of emblems and the 93rd Story, that I would donate the profit in the name of the 93rd B.G. to whom I pleased. When all the books and emblems are sold and everyone paid back, we will donate the profits to the

other two projects, #2 and #3. If anyone objects to this, please let me know.

Anyone that hasn't received your ordered emblems and/or the Story of the 93rd B.G. (H), please let me know. Some of you thought that I had flubbed when you received the second book; hope you are now satisfied. I have sent the five corrected copies back to the fellows at our expense. If you don't want the copy that had the errors in sequence of chapters, send it to me, and I will resell them at a cheaper price, or you might want to give it to one of your crew who couldn't afford the \$30.

When writing to me, would you please note your phone numbers, so that I can enter it in my roster. Sometimes I have a need to call, rather than writing so many letters, or one of your crew might be looking for you.

INFORMATION NEEDED: I am looking for the following 93rd men: Delmar Davis, formerly from Tennessee; also Joseph Jones, formerly from Cottdonale, FL.

FOLDED WINGS: 93rd men not members of the 2nd ADA. William O'Bannon reported that his pilot Harold M. Holt was killed four years ago on a farm tractor accident. M/Sgt. Perry W. Scott (Ret.) sent me an obituary from 1988 paper, John DuBay, 67 Cults Rd., Durham Bay, MD passed away April 12, 1988.

The 466th Bomb Group

by Elwood Nothstein

Our 42nd Annual Convention in Hilton Head was deemed a success, with 38 in attendance. The following decisions were made during our brief business meeting. I will remain as Group Vice President, with Art Sessa as my assistant, through our 1990 reunion in Norwich. Jim Lorenz is going to contact a representative from All Saints Church concerning the placement of a Memorial Window. We are still in the process of gathering information to determine the feasibility of such a project. In addition to the financial statement given in the President's Report, the 466th decided to contribute \$400.00 to the American Librarian Fund. Our convention concluded with congratulations going to 466er, Margaret Calderafo on winning the WAC's 2nd ADA Bomb Group Quilt that was raffled off to raise money for the American Librarian Fund. The Fund is growing but can use all of the help we can give it. To those of you have contributed, a hearty thank you; and for those who have not, please reconsider and remember that every little bit helps.

We have a request from a new associate member: Edward F. O'Brien, 1914 Pickfair, St. Louis, MO 63146. His brother was Lt. John G. J. O'Brien, navigator on crew 517 of the 785th Bomb Squadron. The pilot of the crew was Lt. Caverne and they flew A/C No. 42-52555 on 9 April 1944. Ed would like to hear from anyone who might recall anything concerning this crew on the mission to Tutow. His specific concerns are: (1) Did they join the group formation?



Residence of Donald and Cathy Thomson - former Headquarters Building, 466th B.G.

(2) Did they reach the target? (3) Were they shot down? If so, where? The War Department had them listed as "missing in action" for 18 months before declaring them "killed in action." All reports to Ed will be greatly appreciated.

Folded Wings has claimed another of our members, Col. Charles F. Dibrell of San Antonio, TX. He was a command pilot in World War II and also flew in the Berlin Airlift. He had a varied career in the military which began in 1938 in the U.S. Cavalry. He retired from the Air Force in 1964 and resumed a career in teaching for the next thirteen years.

Two of our members are on the road to recovery; Bob Pettersen of Missouri City, TX, from bypass surgery and Carl Falk of Hillsdale, NJ from a stroke. We wish them the best and hope they are back on their feet soon.

Plans are progressing for our visit to Attlebridge. For those of you who haven't been back, our Headquarters Building is

now the residence of Donald and Cathy Thomson. They will be our host and hostess for part of the day we spend at Attlebridge and Weston-Longville.

Recently, I heard from a member who visited Norwich and Attlebridge during this past year. He had some difficulty getting to the base. I would suggest that anyone planning to visit the area, first go to the Central Library and seek out Tony North. Through Tony you can get in touch with a very knowledgeable guide, Ted Clarke, who has been very helpful to 466th members and other visitors.

By way of explanation to those of you not familiar with our reunions, at each mini-reunion business meeting we "pass the hat" for donations. This was the source of the \$400.00 contribution to the American Librarian Fund. Prior to this, we had given \$700.00 to the Renovation Fund of the Memorial Room. The group now has a balance of \$152.94. The fund is maintained by "Joe" Arbaugh of Zanesville, Ohio.

Developmental Fear

by Coy Lawson

Major McCoy's print on the front of the Fall issue of the Journal started me reminiscing about that March 24th dropping of supplies to troops across the Rhine. Anytime I reflect on my 31 combat missions, I recall how fear was a slowly developing concept for me. When you first arrived and were assigned to Group and Squadron you were ready for action. You had been conditioned for the task before you and were ready to get on with it. The boredom of close order drill and the isolation from social activities had developed the attitude of let's get it over with or get killed, one or the other. Those preceding you into action were quick to tell you the exact degree you could depend on for survival. I recall when I was assigned to bed and barracks that the first soldier to introduce himself did so as follows: "The Sarg that occupied that bed before you was killed last week." On arrival at Hethel, 389th Bomb Group, you were required to complete 35 missions before you were eligible for reassignment back to the States. Everyone knew or had his precise predictions of your chances of accomplishing that goal. You accepted those often exaggerated chances and said let's get on with it.

Our first mission to an oil refinery north of Hanover at Misburg on November 24th, during which the entire Group behind us was eliminated by Focke Wolfe fighters, should have been a most terrifying experience, but no, we had not learned fear. Only five fuselage holes, no one hurt, no problem. Next, you see your first nearby Liberator burst into a 100 octane ball of fire and say, "There but for the Grace of God go I." A flak hole in a gas line above the

open bomb bay and the consequent cloud of vaporized gas looks exactly like smoke. Why didn't I jump? I had promised myself never to await a bail out order under those circumstances, but I was learning fear. After just a few trips, you became keenly aware that the dark cloud dead ahead in the center of your unswerving pathway spells death to someone. As your tour progresses you have heard the cry many times, "Bandits in the area," but today you see him for yourself as he picks his victim from your squadron. You have been spared, but nothing can protect you from the dark creeping specter of fear.

Finally you decide this war is just about over, and with your charmed life, you could live through it all. Tomorrow the troops cross the Rhine, the last great barrier on the road to final defeat. March 24, 1945, we are alerted to fly and much secrecy surrounds this effort. You pick up just bits and pieces of whispered information. Parachutes are useless baggage; all flight will be just over the treetops. In the briefing room you learn you are dropping supplies to the troops starting just 17 seconds after the last paratrooper and glider lands. We're going in at 200 feet with half flaps at a slow 160 MPH. Watch out for tall smokestacks.

Some explanation is necessary to understand how this mission in which you are over enemy territory only minutes could be so unnerving. I recall the complete operation in slow motion. Early wake up for a late start. The entire mission was only five hours and twenty minutes long, but it seemed like ten hours waiting to see if you would be shot down with a rifle or a machine gun. The forming of the group

took forever and your route in was evasive and long. You were down low at cruising speed and counting every house, dead cow, downed plane, wrecked vehicle, and the few trees left standing in northwest France. As you approached the combat zone you saw miles and miles of tanks, halftracks, ambulances, trucks and jeeps parked head to toe on both sides of every road leading northeast. You were down on the deck where the action was for what seemed like hours. After a while you realized these turkeys are just sitting ready for you to go in first. Now the action quickens, you see the Rhine River below you. All hell breaks loose — small arms, machine gun fire, a burst rattles off the fuselage. You quickly recall the exact time the briefing officer promised you over enemy territory. Finally, the supply load is dropped and pushed out the back hatch; you thrill when you feel the thrust of full throttle. Flaps up, you accelerate from 160 to 190 as you turn tail and pray. The pilot pulls up violently as you clear the high lines atop the levy on the enemy side of the Rhine. You look up from the radio position and see the perspiration streaming down the right side of the pilot's face. You close your mike and scream, shout, curse, or do whatever is necessary to relieve the pent-up emotions. All four engines are still roaring and you are headed home. I certainly hope that no front line soldier ever reads this brief story, because I would not want him to know that I will have an egg omelet at the Norwich Anglo-American Club tonight and reserve Royal Circle seats at the Hipidrome.

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392nd B.G.

by
John B. Conrad

An interesting footnote to history has been received from Alfonso M. D'Apuzzo (93rd BG) concerning the list of 1,722 missing airmen engraved in the Court of Honor at the American Cemetery at Margraten, The Netherlands. The last name on the wall was that of S/Sgt. Seymour Zimmerman, of Malden, Massachusetts, who served on the H.H. Miller crew, 576th. This crew was reported MIA in the 21 Feb. 1944 mission to Vorden Air Field.

Also received was a report of a letter to the wife of Lt. Lee Simons, reporting his being machine-gunned after parachuting from his B-24 on 31 December 1943 on a mission to St. Jean D'Angley, north of Bordeaux. Lee was the bombardier on the Thomas R. McKee crew. This was one of the nine crews in the 578th BS to arrive in England in August 1943.

The navigator who had trained and flew missions with this crew was Del C. Johnson, who was temporarily grounded due to an injury on the date of this fateful mission and was replaced by Robert S. Dinsmore. Two other original crew members, ball turret gunner Charles Harrod was interned in Sweden on an earlier mission with another crew and was replaced by Richard E. Painter on this mission; and George J. Mislinski, tail turret gunner, was KIA in November 1943 with another crew and was replaced by Anthony F. Malavasic on this mission.

Navigator Del C. Johnson was later shot down and became a POW on a subsequent



Standing (l-r): gunner Chester Dobrowolski; engineer Wilson Heuser; bombardier William Cetin; radar navigator Arnold Dovey; co-pilot John Colvin; pilot Harrison Cassell; and command pilot Harley Sather. Kneeling (l-r): gunner Wesley Durant; gunner Cecil Rothrock; pilotage navigator Haskell Niman; D.R. navigator Kenneth Bevan; and radio operator Nevan Geary.

mission. At war's end, Del undertook to learn what he could about the fate of his crew. The letter to Mrs. Simons was sent to her because the writer found Lee's dog tags in the burned wreckage of the aircraft, which would lead to the conclusion that Lee went down with the plane and some other crew member was machine-gunned. Missing air crew reports show that only tail gunner Malavasic survived.

The third item recently received was a copy of a teletype from General Hodges to the 392nd BG on 30 July 1944 which read:

"Flash report just received from Pinetree states H2X mission to Bremen yesterday was one of the most successful to date, PRU shows several damaging hits on the ordered primary target, and concentrations in the Deschinag U-Boat shipbuilding works, a target which has always been priority No. One. Considerable damage is also evident to the yard facilities and two or

three ships, one of which was a very large vessel, were sunk. Further, a warehouse district north of Deschinag, the Kaffe-Handlesag priority three, sustained heavy damage and in the principal Bremen warehouse district east of Deschinag, even heavier destruction was caused. Twelve warehouses were severely damaged and at the time photo reconnaissance was taken, two large warehouses were still burning. Railroad facilities north of the target were hit heavily and considerable damage was caused to rolling stock. Full reconnaissance coverage has not yet been obtained and it is quite possible that even further damage was caused. My heartiest congratulations on this good news."

The crew credited with leading this highly successful mission was the Harrison Cassell crew in the PFF equipped B-24 number 145. Crew members on this mission are identified in the picture.

Folded Wings

93rd

Ben A. Braden

389th

Peter P. Barszewski
Arnold D. Haxkbarth

446th

Martin J. DeVaney, Jr.

458th

Harold W. Smith

466th

Col. Charles F. Dibrell, Ret.

492nd

Donald Prytulak
Robert G. Schultz

HDQ

Paul W. Mueller



"Well, that makes it four 'aye's, two 'nay's, and one 'hey, no problem.'"

Correction to Winter 1989 Journal
Harold W. Smith, 448th — Alive and Well
My apologies — Evelyn Cohen

Clouds Got In Their Way – The Sequel

by John Kowalczuk Jr.

The initial story was prepared and written by George A. Reynolds and published on page 11 in the Summer 1988 edition of the Journal. It concerned the loss of Dooley's crew, except Wheeler and Kowalczuk, on their trip to the base after a training flight and attempting to land in soupy weather.



Clouds Got In Their Way for 8 of 10 original crew members. Standing, l-r: Sgt. O.B. Nelson; Sgt. P.A. Wadsworth; Sgt. D.P. Quirk; Cpl. R.V. Bergen; Sgt. J.J. Jones and Cpl. J.A. Phillips. Kneeling, l-r: Lt. B. Wheeler, Lt. R.J. Dooley; Lt. J. Kowalczuk; Lt. P.F. Gorman

The inevitable happened when they struck the steeple of St. Phillips Church ending their lives but the skills of the pilot and his helper avoided habitants nearby.

How well I remember that tragic and sad incident of the fatal crash taking the lives of Dooley and the rest of his crew on November 24, 1944. I was made aware of it that evening by his co-pilot Wheeler, who advised me that Aikin replaced him for the training flight without stipulating reasons. Dooley and Aikin were close friends. There were wet eyes, a quiet and muddy funeral at the Cambridge Cemetery.

Why wasn't John Kowalczuk Jr. on that plane?



John's last combat crew of 753rd Sq., 458th BG prior to VE Day. Standing, l-r: Lt. S.D. Weakley; Sgt. J. Guerrero; Sgt. D.R. Davis; Lt. E.J. Varney; Lt. J. Kowalczuk; Lt. F. Popper and Lt. R.W. McCartney. Kneeling, l-r: Sgt. R.W. Minor; Sgt. Wm. J. Nicholson; Sgt. A.J. Boyer and Sgt. J.P. Fossa.



John's return trip home after VE Day as a passenger with this group in Arise My Love and Come With Me, which appears on page 25 of 458th Bombardment Group III. Only known persons were, standing, l-r: Lt. R.A. Henn, 6th member; Lt. C.D. Wilburn; and Lt. R.E. Bateman on his left.

missions with Dooley who did not want to take up that position. He wanted to go home as soon as possible by flying off the wing tips. Get 35 in and you're on the way.

I made a strong remark to the head man, whom I met for the first time, by stating either have me fly as a lead bombardier, or send me back to the Infantry to do a man's job. He did not hesitate to accept my wishes and also made me his assistant on the same day.

I believe it was something more than an intuition that brought this change about. What do you think? I say, "Thank God."

The boss was gone in about two weeks and I took his place. I got busy as soon as possible writing an SOP on bomb loads, etc. requested by the CO. He accepted it and advised me to check out all the crews in the squadron.

In the meantime I had a couple of missions as a deputy to the lead bombardier as a fill-in on different crews. Finally, I was assigned to McCartney's bunch to wind up the tour. I regret that I did not return home

with them. HQ placed me as a passenger on Wilburn's aircraft on our jaunt to ZI in June 1945.

I became a reservist 1st Lt. and was recalled into service Feb. 1951 until Oct. 1953, assigned to 7th Air Division in England as an Air Police Officer. Promoted to Captain and back to reserve status once again. After 9 years of active duty and 17 years reserve in the Infantry, Anti-Aircraft Artillery and the Air Force, I retired as Lt. Col.

Before closing out my brief story I must say that I am happy and pleased to be a member of the Association. In less than three years I have contacted Weakley, Nicholson, Minor, Boyer, Popper, Fossa, members of my last crew. Then there was co-pilot Henn and navigator Bateman of Arise My Love and Come With Me.

Hold a Grudge! Who, Me?

by Ed Wanner

Have you ever looked back at your military days and thought of those people that you *hated with a passion*? How delicious it was when everyone in your barracks agreed with you, since misery always seems to love company. It sort of bonded you and your new found friends together at a time when you really needed friends.

As a cadet in SAACC I had an upper-classman who wasn't exactly fond of me. I never knew why because my conversations with him were always "Yes sir, No sir and No excuse sir." Maybe I reminded him of someone he disliked. Maybe my face was one that only a mother could love. Whatever the reason, regrettably, he decided to give me his own brand of special attention.

When he would jump in my bay (bunk area), to start the usual upperclassman harassment, I could count on him putting me in a "swinging brace" (exaggerated rigid attention) till I started turning blue. He was talented at catching me breaking some rule that no one had ever heard of before. In a sort of helpless anger I could only fantasize punching him right on his red sunburned nose or gleefully imagine him tumbling down the barracks steps. Alas, nothing like that ever happened — but my mental revenge came later when he washed out of flight training. I always believed this would be the greatest indignity that could ever befall him, especially if he could have only known (or cared) that I had made it all the way through flight training. Naturally I wouldn't want him to know it was sometimes by the skin of my teeth.

Some of us can remember a Tac Officer during our pre-flight cadet training at San Antonio who, as a reward to us for winning a parade competition, made us drill for an extra hour or so on that same day. This was to make certain that we would win the next one for him, our Lieutenant. Other squadrons were headed for town on passes by the time we got back to our barracks, exhausted.

There was no other description that ever seemed as adequate in describing him as "C.S." We usually tacked on S.O.B. just to insure accuracy. He later got into the cadet flight program in class 43L, one class behind ours. After we got our wings and gold bars we saw him on the base at Ft. Worth where we were going through B-24 Transition School. We would pass him on the street when he was either walking or driving and loudly proclaim to each other what we thought of a certain TAC Officer that we had had at San Antonio. If his wife hadn't been with him it would have been much worse. The ultimate blow to his ego must have been when his first crew refused to fly with him. We understood why, perfectly — at least we thought we did.

Then there was a Coffeerville, Kansas flight instructor in BT-13s who I loved to hate. He won all of the air battles by beating my legs black and blue with the joy stick when I erred in a maneuver, or if he made me airsick he laughed uproariously. He sent me up for an E-ride (elimination ride) with the Squadron CO, which everyone expected would end my flying career, but I was so relaxed, having assumed that I was finished as a pilot, that I did everything right. I got another instructor and as luck would have it, he was the roommate of the first one. His mind was already made up to "wash me out" before I even got the Vultee Vibrator off the ground. His approach for teaching me something was to deliberately make me sick — and he was notoriously successful at that. So off I went on my last E-ride.

Naturally I was completely discouraged, but on that last "Washing Machine" ride with the Squadron Commander, *I flew like a bird!* I just couldn't do anything wrong. He gave me a third instructor from another squadron. He must have been a merciful teacher, because he got me through Basic Flight Training with only a few gremlins riding with me.

Being a less than forgiving type, I thought of that first BT-13 instructor when I was flying the "Big Ones" with four powerful engines. The thought that he was probably still back there in Coffeerville, sitting in the back seat of a BT-13, beating some poor cadet's knees. I always hoped he'd fall out of the cockpit when a student did a slow roll!

From there on through Advanced Flight Training in Altus, Oklahoma and B-24 Transition in Ft. Worth, Texas (excellent instructor was a recent returnee from Ploesti, Major Kilgore), things went very well. We were ordered to Combat Crew Training in Colorado Springs where our crew met for the first time, then to the 8th Air Force in England via the Queen Elizabeth.

Time went fast and there were no more hassles. I guess my hostility was directed toward Hitler and the Third Reich after seeing our planes go down in smoke and flame and having the night sometimes shattered by buzz bombs. That is, not until we had been in the 700th Squadron for four months.

Those were nerve racking days in September 1944 and the only slight respite from military worries and responsibilities was an occasional three day pass for the crew. We had not been off base for some time and there was little doubt in my mind that the crew deserved a pass. I wasn't inclined to use superlatives very much in those days, but I knew that every member of that crew was damned good, so I was ready to ride a bike down to the orderly room and

request that we get a few days leave in London.

Many weeks before, one of our hut-mates who had finished his required missions as a squadron leader was made CO of the 700th Squadron. We hadn't known him very long or very well, but he always seemed like a good guy and almost always wore a big smile.

Well, when I got to Squadron Headquarters, I leaned the bike against the wall outside and hurried inside only to find that the CO wasn't there. The orderly said I could write a note to him requesting a pass for my crew. The problem was he couldn't find any paper — in a Orderly Room? Ridiculous! Well, after searching and more searching I thought, "Hell, there must be something to scribble a note on." At that point one of my less inspired ideas struck me and I went into the latrine and got a sheet of toilet paper. About an hour later the Tanoy (PA system) blared a message for me to report to the Squadron Commander immediately. Back on the borrowed bike, I pedaled fast to go pick up the passes for my deserving crew. But how wrong I was!

My CO was sitting with his feet up on the desk, a cigar in his mouth, and a couple of buddies sprawled on chairs against the wall in the small office. It is funny how a perfectly vivid image sometimes sticks in your memory. He was holding my note in his hand and there was not the usual smile on his face. Only his buddies were smirking as I got chewed out for the toilet paper note. At first I thought my former hut-mate and now CO was kidding. I saw the suppressed smiles on the other people in the room. When I asked if this was really on-the-level, I found out. It was! I saluted and left.

The toilet paper note might have been OK, except at the bottom I couldn't resist scribbling: "Please note official stationery." Well, it was obviously the *wrong* thing to do to a new CO that I thought I could joke with! Oh well, what do you expect from a 22-year-old combat pilot and a CO who was maybe even younger? Yeh, I was mad as I pedaled back to my hut with no passes. Even then, I think I realized that my warped sense of humor had got me in trouble, but the rest of the crew were innocent bystanders.

When I got my captain's railroad tracks some time later, as a squadron leader, my Squadron CO told me that I could call him by his first name again. He was a major then, and I thanked him, but it never would have felt natural for me to dispense with military courtesy at that stage. Oh well, who said I was any good at letting bygones be bygones? Now, by this time, maybe, I have mellowed a little bit. By the way, Johnny B., I still have that note.

The 445th Reporting

by Charles L. Walker

After such a great time at the Hilton Head Reunion followed by an outstanding Holiday Season, it's hard to get back in the groove of writing Journal articles, but here goes.

The responses to my questionnaire indicate that the majority of our 445th members do not prefer a separate reunion from that of the 2nd ADA. That's the way I voted because I firmly believe that our 2nd ADA Memorial Room in the Norwich Library is unique to any other WWII memorial in the world. It was not originally conceived as nor has it been maintained as a singular group memorial, but rather as a memorial to the 2nd fallen. We should do nothing to fragment the 2nd ADA and the maintenance of this Memorial. I feel that individual group reunions held other than in conjunction with the 2nd ADA reunions tend to do just that. I'm pleased that the majority of you feel as I do. Let's devote our total effort toward furthering the principles and goals of the 2nd ADA!

Bill Dewey spoke briefly to our Group about the Kassel raid memorial to be dedicated near Kassel in August 1990. Several survivors of that raid were in attendance at the reunion and met for the first time together. For more information, write: Bill Dewey, Box 413, 1100 N. Woodward #224, Birmingham, MI 48012.

I had my roster books with me at Hilton Head and left them on the table in our Group area while I attended meetings. (Each page is a brief profile of a 445th I am in contact with or have any knowledge of.) Seymour Grossman helped by filling in several blanks, but it was not until two months after I returned home that I discovered that John Knizeski had inserted a note containing the names and crew positions of his fellow crew members. Robert Libby, William Sorgel, and Max Taylor are current members of the 2nd ADA. Now why don't you four get busy and come up with current addresses for Donald Anderson, Orville Williams, William Zoller and Albert Stuart?

William Tumelavich recently replied to our questionnaire (it's never too late) and thanked me for locating one of his ex-pilots — he says he flew with three. He is sending in his contribution to the Librarian Fund. Have you sent yours in yet? Jordan Uttal reports that the fund is now about \$340,000 and that the 445th is doing its share. Many have indicated they were going to contribute, but have you? If not, please do so now and do your part in getting this "last mission" project behind us.

Bud Chamberlain sent me a great picture of himself and the plaque he presented to me on behalf of Buddy Cross. The back of my head looked pretty good. Anyway, we

all owe Bud a standing ovation for the outstanding job he did as our 88-89 Association President. His lovely wife Mike also devoted many hours to the cause. We wish them both well and know they will continue their outstanding support of the 2nd ADA.

Jim Young is having all four squadron patches remade (703rd is pictured on page 35 of the Winter '89 Journal). He writes "I am having only 25 of each squadron patch made. These will be in the original size and color and will cost \$8.50." Write to Jim at 714 Broadway, McKees Rocks, PA 15136.

I was pleased to hear from Ford Tracey during the holidays. He reports no structural damage to his home in Saratoga which is located very near the epicenter of the recent San Francisco shaker. We were worried about you, Ford!

William K. Koch asked that I include the following in the Journal. "On September 1944 (Kassel Mission Day), I transferred from the 489th to the 445th BG. At that time I was a T/Sgt, Flt. Eng. with 11 missions and a bail-out behind me. I completed my 30 missions with the 445th on 10 March 1945, but did not receive a DFC. Executive Order 10189 requires WWII DFC recommendations be submitted prior to 2 May 1951. A statement to the effect that such a recommendation was made for me, but not considered due to loss or inadvertence, signed by the recommending official and endorsed by a higher official in his command could be considered by the AF Personnel Council. If anyone has firsthand knowledge of such a recommendation, would they send such a statement to me at 16 Northcote Road, Westbury, NY 11590, or to HQ AFMPC/DPMASA, Randolph AF Base, TX 78150-6001." Good luck, William.

Pete Bradley's wife Carol writes, "I wanted to write you especially for sharing John Harold Robinson's book 'A Reason To Live' with us. I read it in two sittings and felt as if that crew belonged to me. The book recalled for me the feelings, the fears, the tensions and the hope we experienced in those days. I think this book would lend itself to a screenplay. It has so much to offer, particularly in character development as per example the Jimmy Stewart incidents and, of course, Dobbs whose exploits tend to add humor. The book surely serves as a true documentary of the historical events of those years as well as the everyday events of those times. Thank you so much for sharing this book with us. If you see the author 'Robbie' tell him I loved his book."

Well, the old clock on the wall — so I'll see you later, hopefully in Norwich this summer!



Dear Bill:

Two pet peeves to write about. First, the people who are nice enough to send Christmas cards but sign them with a first name only. No address, no last name. Just a Joe, Mary, Bill or Helen. I know 32 Joes, 27 Bills, 7 Marys and I can't talk about Helen. Please folks, put your address on the envelopes!

Next and more important. At every 2ADA reunion we play our national anthem at our banquet. To honor our English visitors, we also play the national anthem of Great Britain. The name of the British anthem is "God Save the Queen" (King). Sometime after the war of Independence, the colonists found they couldn't sing the original words to their former anthem, so someone made up a new set of words which went like this: "My country 'tis of thee, Sweet land of liberty..."

Every year I watch with an aching heart as our English friends stand in mute embarrassment as their American friends merrily sing, "My country 'tis of thee." It isn't done with malice or ignorance, but I think rather it is thoughtless. We have sung those words since grade school and without thinking, we automatically start singing when we hear that music. The problem is compounded when we do the same damn thing in England. How would we feel if the shoe were on the other foot? Very angry would be an understatement.

Let's make it policy for the MC at our future banquets to caution attendees before the playing of the anthems. Let's not embarrass these good people anymore.

Jeff Gregory
3110 Sheridan Drive
Garland, TX 75041

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Dear Evelyn:

Of course we phoned, or our friends phoned us, to hear all about the convention. I felt you should hear their comments! Beatty said it was the best organized convention we've ever had! Meals served on time, good food, everything went beautifully! And Stroup & wife were so tickled to be in a hotel filled with 2nd AD people. They had a wonderful time and said it was remarkable how you handled 1200 people! They loved every minute of it.

Roy is doing well now. He is having to learn to walk again following his broken hip. But he has an incentive now! He wants to attend the 1991 reunion!

Mildred & Roy Jonasson

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Dear Bill:

My name is Tom Hernandez, Sr. I was in the 93rd BG, 409th Sqdn., stationed in Hardwick from Jan. 1944 to Sept. '44. I flew 34 missions in three different aircraft. I am a new 2nd ADA member, having just joined in September during the 50th Anniversary of the B-24 Convention in San Diego, CA, my hometown.

My purpose in writing this letter is twofold. First, I am trying to locate two missing crew members. I can only give you their names and the states they come from. I know it isn't much to go on, but it's a start. I am looking for Joseph Jones, nose gunner, of Cottondale, Florida, and Delmar Davis, of Louisiana.

Secondly, I am enclosing some photos that I would like to pass on to whoever can identify them. I'm sure somebody will appreciate having them. I have no idea who the people are in the photos, except that they were all in the 93rd.

Tom Hernandez, Sr.
5033 February Street
San Diego, CA 92110



Can anyone identify these photos?

+ + + +

Dear Bill:

Realizing that several years have passed since my father received correspondence from your address, I am writing, nonetheless, in hopes of somehow finding out more about his life during World War II. He died of leukemia in 1985, and I miss him terribly, having been very much a "Daddy's Girl."

In April of 1986, I had the opportunity to visit "Merry Old England" and to feel the same charm that was reflected when my father spoke of that country and its people. While there, I wondered if perhaps I might be walking some of the same streets that he had walked, seeing some of the same sights that he had seen, etc. It was almost like a pilgrimage for me. I remember feeling so sad on the way home, knowing that when at last I had a frame of reference for his references of time spent in Great Britain, that he would not be around to compare

notes with. Being there made me want to know more.

He seldom spoke of the war, and being young, I was not interested enough to ask. I guess it is only when age inspires new questions, and a source is no longer available, that our minds become inquisitive. Recently and suddenly, I want to know everything about my father's locations, acquaintances, experiences, etc. during that time in his life. My parents did not meet until after the war, therefore my mother has only been able to provide bits and pieces, in the form of letters he wrote to his mother, pictures, medals, etc.

Although details are sketchy, let me share with you what I've come up with, so far: Samuel Weldon McNair, of Stapleton, Georgia, was born January 27, 1920. He attended Officers Candidate School in Miami, Salt Lake City, and maybe Wichita. He was affiliated with a weather squadron. He left the United States May 27, 1942, on the Queen Elizabeth, and arrived in Scotland on June 3, 1942. He helped transport by air persons being sent to the United States from the continent. A plane in some of the pictures was named "Merrie Hell." He spent some time in France. He was promoted from Captain to Major in April of 1942. He was in the 8th Army Air Force, 2nd Air Division, 384th Bomb Group, Squadron 17, Group C, 546th Bombardment Squadron, 1st Bombardment Division.

If there are any sources that might be helpful in gathering information, or that would offer direction to me in this quest, I would greatly appreciate any assistance. I am particularly interested in corresponding with and perhaps meeting someone who may have known my father.

Marilyn McNair Purvis
190 Carlton Terrace
Athens, GA 30606

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Dear Evelyn:

Our 2 AD reunion was an event to be long remembered — Hilton Head an excellent choice, fantastic program, lavish accommodations, superb food and most important, a grand feeling of fellowship — Thank you! This did not happen without proper planning and surveillance. Your expertise is appreciated!

The "All American" enjoyed hosting multitudes — now I better understand how it won the war! According to some of the stories I heard at the airport — why did it take us so long?

Soon we hope to join the plane on weekend sorties throughout Florida. We have a great communication potential with this plane. Perhaps 2AD material might be available for handout, etc. if the Association so desires.

Bill Eagleson
34 Brookdale Road
Natick, MA 01760

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Dear Bill:

Enclosed is a photograph I took while wandering through the B-24 at the Hilton Head Reunion. I have no idea who he is or where he came from, and you may believe it was not posed, but this is a shot of a man who is excited! To me, it epitomizes the spirit of the 2nd Air Division Association reunions.

Felix B. Leeton
7325 Bonanza Place
Greenwell Springs, LA 70739

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Dear Bill:

I see in both the Journal and the 8th AF News different people's personalized license plates. I thought I would send you a picture of my license plate, as I believe it is unique in that I have all three: the type A/C, Bomb Group, and 8th AF insignia. There may be others, but I have never seen one just like it.

Harry Rawls

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Dear Bill:

My brother Theodore R. Zimmerman was co-pilot on the "Daisy Mae" of the 448th Bomb Group, 715th Squadron. I would appreciate any information on the January 7, 1945 mission (Achern). "Daisy Mae" was listed MIA. Paul O'Neil, pilot; Theodore R. Zimmerman, co-pilot; Robert J. Wilkins, navigator. Thank you.

Gene G. Zimmerman
RD #3, Box 512
Kutztown, PA 19530

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Dear Bill:

For several years I have been researching the air operations by the Eighth Air Force on May 28, 1944, when attacks were launched against the German oil industry. The Second Air Division had a comparatively easy day, as it lost "only" three of the total 32 bombers on this day's mission. These three were 42-110045 "Banana Barge" of the 44th BG (Gurman crew), 42-110074 of the 389th BG (Eley crew) and 42-50346 of the 445th BG (Campbell crew). I have heard stories of several crew members of the above B-24s, but no one had a picture of the bombers they went down in. Is there anybody who can help me out in this matter?

The assembly ship of the 458th BG was subject to an accident prior to takeoff and was destroyed by fire on Horsham St. Faith. Does anybody know the cause of the fire and the crew who were supposed to fly it?

Of course there were casualties aboard bombers who did return to their bases that day. One of them was T/Sgt. Elbert E. Gilmore of the 389th BG (Bell crew). Does anybody know members of the Bell crew? I would like to hear from them.

Last but not least, I would like to hear from men who flew on this particular mission; it may have been a "milk run" for several Bomb Groups, but I still would enjoy hearing from participants and anyone who has more information concerning May 28, 1944.

Ivo M. de Jong
Nettelhorst 6
7414 HH Deventer
The Netherlands

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Dear Bill:

With regard to the 466th Bomb Group article by Elwood Nothstein appearing on page 20 of the Winter 1989 Journal, I enthusiastically second the statement that John Daskocz and crewmen Joseph Roth and Peter Miller did a superb job in maintaining the aircraft "Slick Chick" throughout her 117 missions in 1944 and 1945.

My crew was assigned this plane after our first ship was banged up, named her "Slick Chick," and flew our first mission in her in early April 1944 over Brunswick Germany. We had to give her up when we transferred to the 784th Squadron in July 1944 as a lead crew. I can't recall having a single problem with this plane in the three months that she served us.

My late wife and I had the pleasure of having dinner with John Daskocz and his wife at the Dayton, Ohio reunion in 1973 and I expressed my thanks then. Kudos to Roth and Miller, too.

Joseph W. Tikey
851 Green Lantern
Ballwin, MO 63011

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Dear Bill:

Sometime back in November I forwarded information on Mrs. Anne Brusselmans. Now I am enclosing a photo showing Bob Tucker (445th) and myself (389th) presenting Anne with the 2nd Air Division first Peace Award and the 2nd Air Division Honorary Membership plaque.

John Leppert (491st) and the two of us will be looking after Mrs. Brusselmans on behalf of the 2nd Air Division. She has fully recovered from her illness and says she is looking forward to joining us again.

Ralph Leslie



(l-r): Ralph Leslie, Anne Brusselmans, and Bob Tucker

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Dear Bill:

Bless Charlie Freudenthal for his box "Did You Know?" in the Winter 1989 Journal which mentioned both ground and air crews. That started me thinking of the 453rd BG, 735th Sq. folks.

There was M/Sgt. Charles B. Stephens whose charge "Butch" made 62 missions without an abort. Also M/Sgt. John C. Randall, who at one point was Crew Chief of two planes at the same time — "Dumbo" and old #452 — together they had 56 missions without a mechanical failure. The Air Force thought that was pretty good, so it awarded John the Bronze Star. He was 20 years old at the time.

This is not meant to upstage anyone else, for I firmly believe all the Bomb Groups had good men who fit the category of "extraordinaire."

It didn't stop with mechanical people. The sheet metal guy sure had his work to do; and the other specialists, instruments, propellers, electric, armorers, turret maintenance, ordinance, and others were all doing a 125% effort so that we who were air crew at the time could do our job.

One can call it cooperative, or coordinated, or disciplined. Use any description, but let's face up. It was one helluva magnificent effort, and successful!

R.W. McClure
Rt. 1, Box 328
Bluemont, VA 22012

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Dear Bill:

Thanks for the latest Journal; as usual an excellent job well done. I'd like to say thank you to my many 2nd Air Division friends and acquaintances who sent me cards and messages for Christmas. They were most welcome and appreciated, but far too many for me to answer individually.

We've had an excellent year at the Memorial Room with a good flow of visitors throughout the summer. It's been nice to show them round and to hear the many appreciative comments. It has also been noticeable that the Memorial Room is being increasingly used by local people and they often comment to me what a beautiful and useful Memorial it is.

For myself, I am very proud and honoured to be working there and I shall continue to do my best to keep the Room neat and tidy and somewhere that any former 2nd A.D. member can be proud of.

Best wishes for the coming year, and looking forward to seeing all my old friends and meeting new ones in July.

Tony North
62 Turner Road
Norwich, Norfolk
NR2 4HB
England

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Dear Bill:

I am trying to trace two men who flew on 1st Lt. Elmer Pitsenbarger's crew, 856 BS, 492 BG at North Pickenham from June to August 1944. The crew usually flew a B-24J 44-40146 (5Z-M) named "Lucky Strike."

(1) 3288237 Sgt. Hank Stec from Long Island, New York. Hank flew as tail gunner and was wounded in one of the crew's early missions and didn't fly with the crew again. He was replaced by S/Sgt. Bradford Barber who was killed on Mission 65 to Hamburg when they crashed on landing at base.

(2) Sgt. Cyril 'Red' McQuade from Pittsburgh, PA. 'Red' flew as port waist gunner up to the 492nd going on to "carpetbagging," the crews had to lose a gunner due to the nature of the special missions. 'Red' was transferred to the 786 BS, 466 BG at Attlebridge where I think he served until the end of the war.

If any readers remember these men or the crew, could they please contact me at the address below. Thank you.

Russell Ives
38 Millmoor Road
Meltham
Huddersfield HD7 3JY
West Yorkshire
England

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Dear Evelyn:

Here's my dues for 1990. Aida and I have missed the last several reunions, but hopefully we'll catch up one of these times. Sure appreciate all you guys — and girls — do and all the work put into the Journal.

John Hildebran

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Dear Bill:

Having maintained a "Letter to the Editor" silence for 70 years, I have accumulated a question or two and a comment or three. First, thanks for stirring the memories and providing current information through your fine publication, the Journal.

My niche in aviation history was "A" Flight Commander, 409th Squadron, 93rd Bomb Group, 20th Combat Wing, Second Air Division, 8th Air Force. With such a impressive title, you might think that I was really "Somebody," but in reality (and contrary to Yeager's Luck and Gann's Fate), I was filling a very small role in God's Providence which saw me and my entire crew through our complete tour of combat — prior to D-Day — without a single Purple Heart. Six of my first ten missions were at the helm of the "Teggie Ann" — a plane that responded to Ted Timberlake as the first B-24 to fly over France, to Ramsey Potts over Ploesti, and to me on the Heavy Water Mission over Norway on 18 November 1943. After ten missions I received my own new B-24 "D" (the best model B-24 ever built), which I named "Chief Manatee" after my Crew Chief and my home county in Florida. Though I flew all my combat missions in B-24s, I have equal first-pilot time in B-17s and am uniquely qualified to comment on their comparative worth as bombers of their time. The B-17 was first born, prettier, more stable and had a PR team with the most squeak. The B-24 was far more maneuverable, would fly faster and further with a greater bomb load, and had the best engines in the Air Force. I never lost an engine on B-24s in training or in combat.

One question if anyone can answer. Someone said that B-17s participated in the mission to Norway. I didn't know that B-17s could carry leaflets that far, much less bombs. Did they really fly that mission?

W.D. Woodson
8020 Bayshore Road
Palmetto, FL 34221



My crew and the "Teggie Ann"

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Dear Pete [Henry]:

On a recent trip to England, my wife Marie and I happened to arrive at the Norwich Memorial Library on 26 September in time for Tony North's 60th Birthday. Enclosed is a photo of Tony with his B-24 Birthday Cake!

Both Tony and Phyllis Hunt were very helpful and gave us directions to both Shipdham and North Pickenham. At Shipdham, Ms. Richards, who as a young girl lived on the farm during the war, was kind enough to show us some of the buildings. As you know, they are vine covered and overgrown, but you can still see the (fading) mural on the club wall. There is not much left at North Pick; it's now a big turkey farm.

I was a tail gunner on Bob Meagher's crew. We were assigned to the 44th BG (506 BS) in September '44 and then transferred to the 491st BG (855 BS) after they lost 15 planes on one mission. We finished the war as lead crew and were given a nice new airplane to fly home when it was over. The picture of the 491st lead plane going down that appears in the 2nd AD Memorial Brochure was taken by our waist gunner, Skip Fulmer, on a mission to Harberg on 17 January '45. We were made lead crew the following day.

J.E. Johnston
210 Rivington Street
Iselin, NJ 08830



Tony North and his Birthday Cake

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Dear Bill:

For the many 2ADA friends who have asked to be advised of my wife Mary's surgery and recovery, we are pleased to advise that the operation on her left knee was a complete success and she is recovering nicely. By the time you read this, we hope that she will no longer require crutches and, hopefully, will not require the use of a cane any longer.

We appreciate your concern and look forward to seeing you all again at a 2ADA Convention in the near future (not Norwich).

Pete & Mary Henry
164B Portland Lane
Jamesburg, NJ 08831

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Dear Mr. Chamberlain:

As a relatively new member of the Second Air Division Association I have enjoyed reading the last two Journals and the old nostalgia has been building up and a crazy idea keeps nagging at me.

On the 29th of January 1944 I flew tail end Charlie to the whole Eighth Air Force, lost all four superchargers over the target and elected to go home on the deck. I spent the next three hours fighting for my crew's life and ended the day bellying in at Deppling, England in practically no visibility weather.

Somewhere between Leige and the channel, after being battered from fighter attacks in the rear, a lone FW 190 pulled up level at nine o'clock and just sat there. With all armament, except the nose turret, and radios out and wounded crewmen nagging at my conscience, I made a decision.

I called my bombardier and told him if the fighter rolled into an attack we were going after him. The fighter did and I did and we had a treetop dogfight in which we were the victor.

I would like to make claim to being the only four engine pilot to challenge a fighter to a duel and win. How do I proceed?

E. Warren Bruce
4300 Latham Street
Riverside, CA 92501

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Dear Bill:

Having just finished reading the epic, "Those Brave Crews" by Ray Ward I had to write and express my thoughts.

It is a masterpiece, and I am thankful to him for being able to put it all together just as it happened, "Ploesti Raid of August 1st, 1943."

I wasn't a crew member at that time but knew the air crews from our 565th Sq., 389th Group. Later flew 30 missions.

The book also told me many things that happened on that mission that I was unaware of until now. Again, I say to Ray Ward, thanks for a job well done!

Russell R. Leslie
Rt. #1, Box 23B • Lot G11
Bowling Green, FL 33834

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Dear Bill:

In looking through the Journal, I must admit to recalling memories of long ago, even the unpleasant; sort of a nostalgic return to yesteryear!

It was interesting to recall that the 492nd BG had been transferred to the Composite Command, and that the 491st had taken over the North Pickenham site, just prior to my joining the group. I find my copy of the 14th Bomb Wing History, written by then Lt. Colonel W.B. Taylor, to be of great help in rekindling old facts.

Alfred Simonini
421 Matadero Avenue
Palo Alto, CA 94306

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Dear Bill:

Our crew had its reunion in Memphis, TN on 20 & 21 October 1989. The picture shows the six crew members who were present; two have died and two couldn't come because of health. The two widows were there. Abdullah Corey wore his flight suit from 1944 & 45 to breakfast one day. Sure was wonderful getting together after 44 years.

Three of the crew are members of the 2nd ADA. I brought some back issues of the Journal and the rest seemed interested.

Keep up the fine job for the Association.

Lorn Matelski
106 Pleasant Street
Elkhorn, WI 53121



Back row (l-r): Al Chauvin, Lorn Matelski. Front row (l-r): George Gibson, Abdullah Corey, Donald Christopher, and John Howenstein.

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Dear Mr. Chamberlain:

My wife and I recently had the good fortune of visiting Norfolk with a former Tech Sergeant of the 467th BG, Clement W. Brown. We spent time at the Memorial Library in Norwich, and also dug through the remains at Rackheath where the 467th was based.

I am not a veteran of the 2nd Air Division (I was an aviation cadet on "hold" at Williams Field, Arizona when the war ended), but I have the greatest respect for the kinship and feeling you people have toward each other and for Norfolk. I was deeply impressed with the library, and your aspirations for other lasting reminders of the USAAF in England.

In recent days I have read the current Journal of the 2nd Air Division and want to tell you that the remarks you made July 1 at the Friends Fair put it all in fine perspective. Short of the Gettysburg address it is one of the finest talks I have read.

Now, as they say: You need not be a member to participate! Therefore, you will find my check to the library attached, trusting you know the shortest route to the treasury.

God Bless the 2nd Air Division.
R.S. Bosworth, Jr.
Bristol, Rhode Island

(Who says our Memorial is not having an impact!?!)

+ + + +

Dear Evelyn:

In the Second Air Division Association Journal, nothing is ever said or written about ground crews or medical such as base hospital. All is about Bomb Groups. If it weren't for the ground crews and base hospital, some planes would not have flown.

Paul J. Hutz

[I couldn't agree with you more. Not enough is written about ground personnel. Well, the only reason I can give is that next to nothing is ever written by ground personnel and I cannot print what is not written. Solution? That's the easy part. WRITE TO ME! We haven't received much from ground personnel, but we have printed everything that has come to us. Air crews are well aware of the fact that many of them would not be alive today if it were not for excellent ground maintenance on the planes. The ball is in your court. This is an invitation for all ground crews to take part in the production of any Journal — Ed.]

+ + + +

Dear Bill:

I would like to take exception to Jim Davis who was writing for Les Dahn of the 489th BG.

He states that the 489th BG was the only unit that converted from the Liberator to the B-29 Super Fort.

Let me state as a member of the 93rd BG stationed at Pratt, Kansas, that the 93rd BG, the 458th BG, the 466th BG and the 467th BG were all converted to B-29s at least until after the war was officially over.

The 93rd BG went on through B-50s, B-47s, and to B-52s.

Also it states in Roger A. Freeman's "The Mighty Eighth" that the 93rd BG was the only wartime organization in the USAF that has not been inactivated since original formation.

Thank you for letting me set the record straight.

Bill Martin
901 Whitman Drive
Temperance, MI 48182

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Survivors of Kassel raid attending reunion at Hilton Head, SC in November of 1989. (l-r) Jim Dowling, Gerald Kathol, Web

Dear Bill:

My name is Jay Ingle, a member of the Air Force Gunners Association. Our Association is rather new (1st reunion, June 1987; 2nd reunion, June 1989), and I am trying to reach all gunners and ex-gunners so they too can learn more about our group.

Anyone interested in becoming a member, please contact me at the address below.

Jay E. Ingle
818 West Floradora
Fresno, CA 93728

+ + + +

Dear Bill:

Enclosed are two pictures taken at Hilton Head. One is a picture of seven of eight survivors of the Kassel, Germany raid who were in attendance. One, Joe Skomro, engineer on the Web Uebelhoer crew, is not pictured.

Also enclosed is a picture of two members of our crew. Myself and the pilot, Web Uebelhoer, had not seen engineer, Joe Skomro, after we finished our missions.

The reunion was great — good location, fun and fellowship.

Don Whitefield
1434 Martin Drive
Houston, TX 77018



Crew members visiting at Hilton Head after 45 years. (l-r) Don Whitefield, navigator; Joe Skomro, engineer; Web Uebelhoer, pilot.

Uebelhoer, Reg Miner, Bill Dewey, Don Whitefield, Henry Dobek.

Dear Bill:

During WWII this was my father's 33rd or 34th and last mission. He was flying an extra volunteer mission and was NOT flying with his regular crew who did not fly that day. My father: 1 Lt. Gale B. McGowan (0-764405).

On 27 Dec. 1944, a B-24J Liberator (42-50491 F) of the 446th Bomb Group, 707th Bomb Squadron, ditched in the English Channel a few miles from Manston RAF Base near Dover, England. The target that day had been Kaiserslautern, Germany, but mechanical problems forced "491" to turn back. The B-24J was assigned to the 705th Sq. but was on loan to the 707th crew. They went down in icy choppy sea. The Liberator broke upon impact and both sections sank within minutes. My father, 1 Lt. Gale B. McGowan, co-pilot, was declared KIA along with six others. Three survived: the pilot, Wallace Malone; the bombardier, Jack Heuser; and the ball turret gunner, T. Strohaker. After 5 hours Air/Sea Rescue had almost given up the search in dense fog when Malone fired a flare and got the rescue boat's attention.

Since December 1986, I've located Malone and Heuser and both related the incident to me. I've learned Strohaker is now deceased. I have also located or accounted for seven of my father's original crew (No. 329); they also have now visited and corresponded with each other for the first time in over 40 years.

I would like to ask that if any 2AD member or reader knew or knew of my father Gale, I would enjoy hearing from you. I'm also still seeking two members of his original crew, the navigator, James E. Cunningham (0-711345) and the radio operator, Joaquin P. Ortega (18121128). Cunningham's last known location was Dallas, TX; Ortega's unknown. I would like to contact these men.

Gale McGowan was a graduate of WFTC Class 44-A, Jan. '44, AAF Pilot School, Douglas AAF, Douglas, AZ. He trained at March Fld., CA 1/44-2/44 and Tonapah AAF until 6/44. He was from Iowa and Parco, Wyo.; a graduate of Leadville, Colo. High School 1936. He transferred to

the Air Corps in 1943 from the Army Tank Corps. I am accumulating records and history of my father's military career for family record and memory. Please write to me if you have any knowledge or memories of 1 Lt. McGowan. Thank you.

Dennis B. McGowan
3065 Timberline Road
Prescott, AZ 86301
(602) 771-0571

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To All 2ADA Members:

Do you remember going to POW camp in February 1945? A former Luftwaffe Lt. recalls that c. Feb. '45 a crew of 9 American airmen made an emergency landing on or near Brunswick/Waggum airfield. The next day the Lt. and two NCOs were ordered to take the crew south by rail to a DULAG LUFT camp. He heard that one airman had committed suicide in the night so they would only have 8 men to go. He never heard anything further than that.

Enroute south they slept on the floor of a railroad station because tracks ahead were destroyed and they could go no further. That night Allies bombed the town, all-clear being given c. 6 a.m. The Lt. heard that a southbound train was sitting about a kilometer south of town, but, when they went to leave the station and go down the street, the way was blocked by 10-12 SA men who intended to shoot the prisoners for the previous night's bombing. The Lt. and the NCOs drew their pistols, and with the crewmen, made a run for it across a field, and eventually reached the southbound train about 700-900 meters to the south. The Lt. was later sent to the Eastern Front, was a POW for some time, and cannot remember the details in this event. He thinks he took the men to Wetzlar or Oberursel. We think the RR station where they overnighted might have been Göttingen, Wetzlar or Kassel, but it could have been any place between Brunswick and the Frankfurt area.

The Lt. is anxious to mention an incident in which a few Germans tried to act responsibly in a time when the whole place was los-

ing its head. He would like to know if any of these men survived the war and were fortunate enough to get back home and who they were. If anyone remembers something similar to this, involving the Hanover-Brunswick area and to POW camp in early 1945, please let me know. I will be glad to give you the former Luftwaffe officer's address.

Harry R. Fletcher
2057 Commodore Street
Montgomery, AL 36106
(205) 264-5272

+ + + +

Dear Bill:

Please enjoy these congratulating thoughts for the Hilton Head Reunion. Be proud of your efforts, for they prevailed and we all quietly enjoyed the philosophical changes — "All American" responded and we must continue with this project.

When Art & I first started this task, little did we realize it would contribute so deeply to so many. I miss working with Art, but perhaps we might find a sunken Spanish galleon for us to resurrect. Your determined Journalistic efforts certainly were the factors that gave our project proper status.

Bill Eagleson

+ + + +

Dear Evelyn:

I'm writing for both John and me — a very sincere thank you for your efforts in planning and executing another Second Air Division Association Convention.

We have not been able to attend for a few years so we were most pleased to be part of this year's — and pleased to have a brother-in-law and sister share in the "happenings."

Our friends and family remark on what a special group the Second Air Division is and the camaraderie that exists. Thanks for all your effort.

Kay Faulds
77 Kennedy Road
Manchester, CT

+ + + +

SECOND AIR DIVISION ASSOCIATION

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