

Volume 34 Number 2

Summer 1995

1945 VE DAY 1995

MAY 8

A Golden 50th Anniversary Celebration

RANDOM THOUGHTS

by Robert S. Lawson (44th)



14th Bomb Wing Commander, Brig. General Leon Johnson, and...



...Field Marshall The Lord Ironside of Britain, take the Review.

When one becomes an octogenarian, it is sometimes difficult to recall what happened fifty minutes ago, much less fifty years ago. Even fabulous VE Day is no exception; while details have become dim or entirely erased, the emotional reaction remains vivid. Instant jubilation. Yes, the hardships, injuries and deaths would be over. The six years of suffering of the wonderful British people was finally terminated. This feeling of euphoria of the Yanks lasted several hours, actually until the realization that there was a future to consider — a future far different from the past. The New World back home would really be a new world, far different not just in the States, but undoubtedly globally. An uncertain yet challenging period of transition awaited. Yet for days to come, the happiness of that first startling Victory in Europe announcement would return again and again.

Coming down to earth, our base was Shipdham, Norfolk, which housed one of the oldest B-24 bomb groups in England, the 44th Bomb Group, its service support companies and the 14th Combat Wing. I was the Commanding Officer of the 1132nd Quartermas-

ter Company, and my troops were quartered in the 14th Combat Wing compound. The wing was commanded by Brigadier General Leon W. Johnson, who was an outstanding officer, and a warm, considerate and caring human being. This fine man allowed some of the happy celebrating crews to toss him into the Duck Pond — into which no self-respecting duck should ever enter. Since I found this episode distressing, it made me think that different people

celebrate in different ways. So be it.

The parade in Norwich on a Sunday was a most impressive presentation of marching Yanks, Brits, colonial forces and others. I was supposed to march at the head of my company, but when we assembled, I was snatched away from my friends of the past four years and assigned to lead another unit.

We started off by falling behind an American unit, and I became conscious of the cheers becoming louder and louder. The warm, friendly British crowd, after six years of suffering, were cheering us! I felt then, and still believe, that we should have been cheering them.



Then Captain Bob Lawson presents his unit.

(continued on page 3)

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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TABLE OF CONTENTS

President's Message CHARLES WALKER.....	3	492nd Happy Warrior Happenings W.H. "BILL" BEASLEY.....	24
Vice President's Message: Greetings from Texas! GEOFF GREGORY.....	5	ARTICLES & POEMS	
Report on the Memorial Room E. BUD KOORNDYK.....	4	Good News from the Memorial Library PHYLLIS DUBOIS.....	4
Your Heritage League BILLY SHEELY JOHNSON.....	6	Phyllis Is Looking to the Future.....	5
Folded Wings.....	18	Progress Report from Mighty 8th Heritage Center LT. GEN. E.G. SHULER, JR., USAF (RET.).....	9
Bulletin Board.....	20	Wanted: For the New 2AD Memorial JORDAN UTTAL.....	14
New Members.....	30	14th Annual 2ADA Southern California Dinner DICK BAYNES.....	16
The PX Page.....	36	It's a Date! GEORGE H. LYMBURN.....	21
Letters.....	37	What Else Can Happen? JOHN W. SNIDER.....	22
GROUP REPORTS		The Tale of the Severed Hand J.C. DODMAN.....	22
Division Headquarters RAY STRONG.....	13	Double Duty: 8th AF Bomber Pilots Who Became Fighter Pilots in World War II G.W. FORD & JAMES J. SCANLON.....	23
44th News H.C. "PETE" HENRY.....	11	Now Let's Catch the Elephants J. FRED THOMAS.....	24
Open Letter to the 93rd FLOYD H. MABEE.....	27	Nowhere To Run RAYMOND C. JONES.....	26
389th Green Dragon Flares GENE HARTLEY.....	25	Daunted by Dialects? CHRISTINE TODD.....	29
392nd Bomb Group OAK MACKEY.....	17	The 10th Air Force Did It Their Way RAY PYTEL.....	29
The 445th Bomb Group RAY PYTEL.....	7	Bombardier for a Day ERNEST GORDON.....	30
446th Bungay Bull MARVIN SPEIDEL.....	12	36th Mission: Give Message to America PAUL CARPENTER.....	33
The 448th Speaks CATER LEE.....	8	So That Was Johnny! ED WANNER.....	33
453rd Flame Leap WILBUR L. CLINGAN.....	28	Operation Trolley SUBMITTED BY JOHN MARIO.....	34
458th Bomb Group RICK ROKICKI.....	32	2ADA Veterans Get Around JORDAN UTTAL.....	34
466th Attlebridge Tales EARL WASSOM.....	10	The Love Affair Continues SUBMITTED BY JOE RAMIREZ.....	35
467th Poop from Group RALPH ELLIOTT.....	31		
489th Notes NEAL SORESENSEN.....	15		
491st Ringmaster Reports HAP CHANDLER.....	19		

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

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

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PRESIDENT'S MESSAGE

CHARLES (CHUCK) WALKER

My term as president of this wonderful organization is rapidly coming to an end. Unfortunately, there still remain several unsatisfied goals we had hoped to achieve during my term in office. One of the biggest disappointments was Gene Hartley's withdrawal as editor of our *Journal*. Fortunately, Paul Tardiff of Defiance Graphics has generously picked up the slack and is continuing to publish our *Journal* in a professional and timely manner. However, it continues to be our goal to find and install a qualified and willing 2ADA member to fill the immense shoes left by Bill Robertie.

Another gaping hole remaining to be filled is that of a replacement for Bud Koorndyk as our representative to the Second Air Division Memorial Trust. Bud has unselfishly given of his time, energy and expertise for some five years, to the task of keeping the lines of communication open and uncluttered between our trust governors in Norwich and the 2ADA executive committee in the United States. Bud has done a remarkable job and has earned respect and gratitude on both sides of the Atlantic. His are another giant pair of shoes to be filled.

The destruction last August of the Norwich Central Library and our hallowed Second Air Division Memorial Room was a devastating blow to all of us. I am pleased to report that the first tangible evidence of the "phoenix rising from the ashes" as predicted by Chairman Tom Eaton has occurred. Of course, it has happened as a result of long hours of dirty and untiring work by Phyllis DuBois and her team, David & Jean Hastings, Paul King, Hilary Hammond, and many other devoted friends. The temporary lending library, including a 2nd Air Division Memorial niche, opened on 28 February 1995. This temporary facility is to serve the citizens of Norfolk while a new library building is being constructed.

Hilary Hammond and his charming wife, Jill, briefly visited with us recently in Dallas. Hilary is a devoted friend and advocate of the 2nd Air Division Memorial Room. He is striving to assure that the space allocated for our Memorial is nearly doubled in the rebuilt library. The room is to be prominently identified and well situated near the main entrance to the library. Hilary is saddled with a many-faceted job as Director of Arts and Libraries, yet he is devoting his personal attention to the future of our Memorial Room. He is indeed one-of-a-kind, and all of you would benefit from meeting him in Lexington at our July convention.

We sneaked off to California in late February to attend the 14th annual Southern California 2ADA dinner party at El Toro. The old committee on which I served some eleven years were justly proud of their accomplishments, but believe me, Dick Baynes, Jay Jeffries and their committee have taken this dinner to the next level. Some 293 attended. Congratulations, fellows!!

We visited the Pima Air Museum in Tucson, Arizona on the way home. This is truly a magnificent museum containing over 200 aircraft ranging from a life-size replica of the Wright Brothers machine to the latest Air Force fighters and bombers. It is well worth planning a visit to see. Naturally, we were most attracted to the gleaming B-24 located in the central place of honor in the premier hangar. The well written article and pictures in the Winter 1994 *Journal* tried, but fell short of fully depicting the grandeur of this display. We recommend you make every effort to visit this museum.

During the last six months, we have heard and received some criticism, several suggestions and recommendations, and even a few "atta-boys" on the manner in which the executive committee is handling the affairs of the Second Air Division Association, all of which are welcome and appropriate. We would ask, however, that all members direct their comments to their respective group vice presidents or representatives on the executive committee. Believe me, most if not all problems can be resolved to everyone's satisfaction by this body, thus forestalling needless delays and interruptions in the association's business meeting.

As Memorial Day approaches, let us once again bow our heads in reverent memory of those we honor with our Memorial Room, and also those who have since folded their wings.

We hope to see many of you in Norwich and in Lexington. ■



ORIGINAL TELETYPE THAT STOPPED THE FIGHTING IN EUROPE

NO. 8 (1-7) WAS TOP SECRET.

From the files of
Lester Arms (492nd)

FROM PRD SHAEF MAIN TO
AGWAR OWI WASHINGTON FOR
RELEASE TO COMBINED
US AND CANADIAN PRESS
AND RADIO

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
SPECIAL COMMUNIQUE NO. 8

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
8 MAY 1945, 1500 HOURS;

ALL GERMAN LAND, SEA AND AIR
FORCES IN EUROPE WERE
UNCONDITIONALLY SURRENDERED
TO THE ALLIED EXPEDITIONARY
FORCE AND SIMULTANEOUSLY,
TO THE SOVIET HIGH COMMAND,
AT 0141 HOURS,
CENTRAL EUROPEAN TIME, 7 MAY.

THE SURRENDER TERMS, WHICH
WILL BECOME EFFECTIVE AT 2301,
CENTRAL EUROPEAN TIME, 8 MAY,
WERE SIGNED BY AN OFFICER
OF THE GERMAN COMMAND.

ALLIED EXPEDITIONARY FORCES
HAVE BEEN ORDERED TO CEASE
OFFENSIVE OPERATIONS BUT
WILL MAINTAIN THEIR PRESENT
POSITION UNTIL THE SURRENDER
BECOMES EFFECTIVE.

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70-79 Years of Age
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\$90.00

Send Your Check, Made Out
to 2ADA, To Evelyn Cohen
with Your Application

RANDOM THOUGHTS (continued)

About a block away from City Hall, the striking lions in front of the building became visible — beautiful sculptures, probably Delosian. I turned untraditionally and shouted to my troops, "C'mon, fellows, walk proud and make it look good for the general."

The general accepting the salute was our Brigadier General Johnson. His counterpart for the other nationalities was World War I hero, Field Marshall Lord Ironside. Interesting that I knew them both, having been a guest at Lord Ironside's home in Hingham on several occasions. My friendship with the Ironside family still exists over fifty years later.

My memory has no recollection of the special services at Norwich Cathedral. Having attended quite a few at the cathedral over the past five decades, they all seem to blend together.

Memories may fade, but the fifty years' affiliation between America and England — allies and friends — will always endure. ■

Report on the Memorial Trust

BY E. BUD KOORNDYK

This report will cover mainly items discussed by the Board of Governors at the meeting of February 14, 1995, a meeting which the chairman Tom Eaton described as a bullish and positive meeting.

An item of extreme interest is the final determination by the authorities in Norwich that the new library will be built on the present site of the old library. The old foundations are intact, and the five story stack towers can be rebuilt at a lesser cost than tearing it all down and starting from scratch. This will result in a probable time frame of from three to six years, rather than five to seven years.

Tom Nash had presented plans for the new modular exhibit for the temporary lending library, which were approved and will be in place upon our arrival in Norwich in May. Tom Eaton has arranged a dedication ceremony for the temporary lending library in the Glasswells Building on Ber Street for May 6, 1995 at 10:00 AM. The Lord Mayor of Norwich will be with us for this ceremony, as well as the Vicar David Sharpe. Chuck Walker, president of the 2nd Air Division Association, will accept for the 2ADA.

Hilary Hammond, Director of Arts and Libraries, reported that as they proceed with plans for the new library, due to new library technology, he envisions an increase of at least 50% of square footage over our old Memorial Room. The cost of this additional space will be approximately £120,000, which will be raised by the Board of Governors.

Hilary Hammond recommended that the Board of Governors approve his request to the Fulbright Commission to supply a Fulbright librarian for the year 1996. This request was made based on Hilary's determination that the workload at that time should peak out, as they proceed with the rebuilding process. This recommendation was approved by the Board of Governors, and Edward McBride, cultural attache, was instructed to proceed with advertising this opening via the Fulbright chain of command.

I would like to express my gratitude to the various committees for their support in making it possible for our temporary lending library to open in May. Jordan Uttal and his people completed the Roll of Honor for placement in our shrine area. John Conrad and his people have sent the three replacement flags and standards, and Geoff Gregory and his crew have gone a long way in replacing tapes, books, and unit histories. Who said that old soldiers have forgotten how to fly a last mission?

Phyllis DuBois has written the accompanying article on the work at the library and the Memorial itself. ■

Good News from the Memorial Library!

BY PHYLLIS DuBOIS, TRUST LIBRARIAN

This is the news you have been waiting to hear: The 2nd Air Division Memorial reopened to the public in the (temporary) Central Lending Library on Tuesday, 28 February. It was a wonderful event. By 10 AM, a crowd of dignitaries had assembled, including several governors of the Memorial Trust. The ribbon across the door was ceremonially cut by four children, and the book-starved public rushed into this bright and spacious building. Approval was unanimous. People welcomed us back with tears in their eyes.

We are now in long-term temporary quarters with the lending part of the Central Library. The site chosen for us is an ex-furniture showroom. During the past few weeks this building has been transformed. New shelving, furniture, carpets, etc. were installed. The building was painted inside and out. Armies of workmen set up new equipment. A production line of library assistants put 70,000 books on the lending shelves. Lesley Fleetwood and I opened the boxes of new books that I had ordered for our area during the past several months, sorted them out, and put them on our new shelves. I had more exercise than I have had in several years.

The old Memorial Room held about 3,500 books. We now have about 2,000 new books on our shelves. Because most of our books were published in the past few years, I have been able to order many of the same titles that we had before the fire. I have added books published since the fire and, as a result of trawling through catalogues of specialty dealers, I have found many books related to the 8th Air Force that were not in the original collection. Of course some books are out of print, but given time and strength I am sure that I can find most of these books again. In another year we will certainly have a good basic collection of 3,500 books on America, American culture, and the American presence in East Anglia during World War II. It is clear to me that this will be an even better collection of books than it was before the fire.

By the time you read this we will have a new "shrine" area for the Roll of Honor, flags, maps, tailfins, boxes of bomb group information, etc., so we will be a place of beauty, dignity and information before our VE Day visitors arrive.

We are now fully operational. Especially during this VE Day year, I urge anyone who is coming this way to write or phone us when you start to plan your trip. We can help you. We can send information about Norfolk, train schedules, etc. We can make reservations for you in hotels or in bed-and-breakfast homes. We can arrange to transport you out to your old base, and we can arrange for a "base contact" to give you a tour of the site. The base contacts are not always sitting next to the phone, and they do not always have time to round up the kind of material we have in our files. Helping veterans is part of our job. Let us hear from you.

I lost all of my correspondence in the fire. If you have not heard from me about a donation or anything else, please let me know.

I should like to reassure everyone that the one thing we did NOT lose in the fire is the collection of diaries, photos, and other wartime memorabilia that we refer to as our "archive." This collection was stored in the Norfolk Record Office at the time of the fire, and it was NOT damaged. We should be glad to accept any memorabilia you would like to deposit in our collection. All wartime records will be of interest to future researchers, descendants of 2AD men, and the people of East Anglia. Please write to let me know what you would like to send for our archive collection.

If you have books that you would like to donate to the Memorial Room, please write to us before you send them. It will be difficult to replace privately printed wartime diaries, POW memoirs, etc., so we would be particularly interested in this kind of material. If you know of any second-hand dealers in 8th AF books, please let me know.

We had a big collection of travel literature on the 50 states in the Memorial Room. We recently wrote to all the state tourist offices asking for information, but have had a very poor response. We would be glad to have leaflets, brochures, etc. (one copy of each item) about historic or scenic places to visit in your state. Please do not send leaflets about hotels, restaurants, or shopping malls. Many local people use our library to plan trips to the USA. They are serious travellers and they want to see the places they read about in our books, such as Civil War battlefields, the Grand Canyon, Mystic Seaport, the Everglades, etc.

I received many cards and letters after the fire, and all those messages of encouragement, prayers, etc., certainly did help. It took me a long time to recover from this disaster, but what initially seemed like a librarian's nightmare has now become an opportunity to build a new and wonderful Memorial. Not only did we lose all of our books, but we also lost the videos, microfilm, general information on the bases, correspondence files, address lists, airfield maps — all the bits and pieces that made this place such a rich resource. Picking up the threads of all of that information has not been easy. I hardly noticed the end of summer, the fall or the winter. Now the daffodils are out — a symbol, perhaps. We have done the job: We really have "risen from the ashes."

Our new address is: 2nd Air Division Memorial, Central Lending Library, 71 Ber Street, Norwich, Norfolk NR1 3AD, England. Phone 01603-215206, Fax 01603-215205. ■

I had put together an article about the current state of the library in Norwich, which I hoped would answer at least some questions on the subject. However, I received in the mail today a copy of a Phyllis DuBois article on the same subject, which I'm sure appears elsewhere in this issue (*please see page 4*). The following is that part of my article which is not covered in her report.

Speaking of Phyllis, we must occasionally count our blessings for the library staff which does the day-to-day labor which is so important to the health and growth of our Memorial Room, and provide the continuity so vital to our success. This is especially true during this rebuilding period. We must include here Phyllis' two library assistants, Lesley Fleetwood and Christine Snowden, who have gone way beyond the call of duty under the most stressful conditions.

Can you imagine where we would have been without the stability of caring and knowledgeable people, who have the experience and a long term association with the Memorial Room, to help pull it all back together again?

This "luck of the draw" extends as well to the Norfolk County Library support people, particularly Hilary Hammond and Colin Sleath.

Hilary Hammond, for example, has been charged with overseeing the reconstruction of the Central Library, including the 2AD Memorial Room. Utilizing a Fulbright travel grant,

GREETINGS FROM TEXAS!

GEOFF GREGORY, EXECUTIVE VICE PRESIDENT



he is currently traveling in Europe and the United States, studying the latest techniques in fire safety, communications, book checkout systems, and other related procedures.

Recently he concluded a visit to America which included installations in Dallas and Houston, Texas; Albuquerque, New Mexico; and Thomasville, Georgia. My wife and I had the pleasure of entertaining the Hammonds during their visit to Texas. More gracious and considerate house guests you couldn't hope to have. Since we understood that they would be

treated to a Georgia barbeque in Thomasville, we decided to give them a real BBQ treat — a Texas BBQ, so that they wouldn't return home disappointed. All in all, they were great sports and we enjoyed them very much.

But I digress. During general conversations on the subject of the Memorial Room, it became apparent to me that this man has a great grasp and a clear vision on the future of the Memorial Room. His concept, which was clear and precise, was one of our library becoming the linchpin of linking libraries, museums, and universities, using the latest technology available. And yes, what is equally important: The 2AD Memorial Room will *never* have its individual identity subordinated in the process.

I buy these concepts as outlines, and I, for one, am truly grateful we have such people as these in place and working. I hope you will all come to Lexington and meet these good friends, and thank them yourself for their devotion to the reasons for the establishment and continuance of our beloved Memorial Room.

Incidentally, if my information is correct, the decision has already been made by the Board of Governors to expand the scope of the Memorial Room, to double the space allotted to the room itself, and raise \$200,000 to provide a state-of-the-art upgrade in materials and equipment for our staff and visitors. It sounds like a good beginning to me. ■

PHYLLIS IS LOOKING TO THE FUTURE

She is the empress of our unique memorial library that is dedicated to the memory of thousands of American airmen who lost their lives protecting freedom. Six months ago this very special place was gutted in the ferocious fire that swept through the Norwich Central Library.

Today it is rising from the ashes like a phoenix, but it has been a heartbreaking time for trust librarian Phyllis DuBois. How has she coped? She tells her story to Derek James of the Norfolk Evening News.

→ → → →

It was going to be another hot and sultry summer day — already the temperature was rising.

Among the passengers on the early morning Aylsham bus to Norwich was Phyllis DuBois. No one else in the world has a job like hers — she is the unofficial American ambassador in Norwich.

For six years she has dedicated her life to the Memorial Trust of the 2nd Air Division USAAF — she is an American with a Norfolk heart.

She is not in the habit of listening to the radio before work, so she had no idea what was happening on August 1, 1994.

She got off the bus at Castle Meadow, walked to the Central Library, and then saw the smoke and flames. Our library — her



Phyllis DuBois can see the burned-out library from her temporary office.

library — was being taken from us.

"I turned away and went home. I got a bus back to Aylsham and disappeared into my little house for two days," said Phyllis.

In the end, worried colleagues alerted the police, who checked that she was all right.

"I didn't want to believe what I had seen," she recalled.

"This job has been my life. The memorial library was my little empire. For six wonderful years I have enjoyed every single minute of it. Now my whole life was going to be radically changed," she said.

Born in New York State, Phyllis had arrived in Norfolk after living in various parts of the world.

When she did pluck up the courage to return to the library ruins, it inspired her. The support she has received from Norwich and across America has been staggering.

"We had to rebuild it. I feel responsible to the veterans, to the trust, and to the people of Norwich," she said.

And so the work began. They had lost everything on public display, including thousands of books and documents.

The visitors books, signed by the likes of film star James Stewart and the Queen Mother had gone, along with the Roll of Honour naming almost 7,000 airmen who lost their lives.

Today another Roll of Honour is being made in America, books are being reordered, and a whole new memorial library is taking shape.

"It's going to be a better library," pledged Phyllis as she prepared for the temporary move into the former Glasswells store in Ber Street.

Following the blaze she has been operating from premises in Theatre Street, thanks to Paul King of Property Partnerships.

From her window you can see the burned-out library, but she sits with her back to it — Phyllis is now looking to the future. ■

The executive committee of your Heritage League brings greetings and wishes for good health and happiness to the 2ADA membership and your families. What a great half century it has been for you veterans, and for the world! We proudly salute you and your fallen and deceased comrades for the very special part you have played in world history and peace since 1941. It is with great respect and thanksgiving for all that your lives have represented for over fifty years, that we wish you well in celebrating *VE Day*! We are so pleased for those who will be able to attend the festivities in England commemorating the end of the war in Europe, and we know that you will proudly represent all of your comrades not able to be in attendance. Enjoy the company of each other and of your English friends!

The Heritage League is looking forward to the 2ADA's 48th annual convention, July 3-6, 1995. We appreciate the date being set during the summer months when more of our members, and potential members, can be in attendance. The success of our organization, and therefore your organization, depends on our being able to include veterans' grandchildren in the workings of both organizations, thus instilling the respect which will be necessary in carrying your banner into the 21st century. Thank you for this scheduling; it may appear to be an insignificant matter to persons not involved with children's and students' lives, but it really is important for attaining long-term goals to provide opportunities for interacting with as many veterans as possible while you are actively involved in the 2ADA and can convey all it represents. *Your lives serve as your best ambassadors!*

Please talk with your grandchildren; allow them to interview you about your tenure in the Second Air Division, and have them enter the **HERITAGE LEAGUE'S ANNUAL ESSAY CONTEST**. We hope to be able to award medals

Your Heritage League

BY BILLY SHEELY JOHNSON

and \$100.00 savings bonds to winning participants in Lexington. Deadline for entering is **JUNE 15, 1995**. Here are some abbreviated guidelines for essays:

In the belief that the contributions of the Second Air Division during World War II are valuable cornerstones of the freedom we presently enjoy, the Heritage League will annually sponsor the Heritage League Essay Contest. It is designed to encourage young people's clear expression of their thoughts about these contributions through proper use of the written language.

The purpose of the contest is to encourage today's youth in the development of their awareness of the contributions made by the Second Air Division and, at the same time, to provide the participants with the opportunity to improve their skills in written composition, grammar, punctuation and spelling. A reminder of the courage and sacrifice displayed by those who served in the Second Air Division during World War II to provide our most precious heritage of freedom serves to renew a dedication toward the value of the human spirit and its freedom.

The contest is open to all descendants of 2ADA veterans and fallen comrades. They will be divided into three levels of competition — grades 4-6, grades 7-9, and grades 10-12. Participants must enter the contest by submitting their essays to the Heritage League president, who will forward them to the judging team.

The official broad subjects for entries shall be chosen from the following list. Topics may be narrowed as necessary: (A) "What Is the Significance of My 2AD Relative's Military Service During World War II?" (B) "The Purpose of the Heritage League." (C) "A Day in the Life of a 2AD Veteran During World War II." (D) "Life at _____ Airfield During World War II." (E) "Freedom: Our Most Precious Heritage" (as it relates to World War II). (F) "Why I Would Like to Visit the Old American Bases in East Anglia." (G) "The B-24 Liberator" (you may be specific about particular positions and their duties and/or the role of the B-24 in World War II). (H) "Why I'd Like to Ride on a Restored B-24." (I) "What Are the Ties That Bind the Americans and English Since World War II?" (J) "What is the Significance of the 2AD Memorial Library in Norwich, England?"

The Heritage League will award medals to the first, second and third place winners in each of the three levels of competition. In addition, the first place winners in each level will receive a \$100.00 U.S. Savings Bond.

Contest entries are to be sent to me, but *first* please write to me for *complete* contest rules and guidelines: Billy Sheely Johnson, 600 Sandhurst Drive, Petersburg, VA 23805.

Thank you for responding so positively to the committee's request that you enroll your relatives in the league — keep up the good work! Membership is growing; therefore, exposure to you and what you represent is growing! Each of you take care, and we'll see you in Lexington for the Fourth of July! ■

HERITAGE LEAGUE MEMBERSHIP APPLICATION

I wish to become a member of the Heritage League of the Second Air Division (USAAF) and to support its purposes. I certify that I am eligible for membership under one of the categories indicated.

Name _____

Street Address _____

City _____ State _____ Zip _____

Home Telephone _____ Work Telephone _____

2ADA Sponsor _____ Unit No. _____ Relationship _____

Membership Category (please check one): ☐ Regular ☐ Associate ☐ New ☐ Renewal **Annual Dues:** Regular \$6.00, Associate \$4.00

Signature: _____

Send Remittance To:

Heritage League of the 2AD, Caron D. Veynar, 4915 Bristow Drive, Annandale, VA 22003

Regular Members: Spouses, brothers, sisters, children, and grandchildren of former personnel, military or civilian, American and British, who at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division or 2nd Air Division during WWII and any person who served with any bomb group or any other unit of the 2nd Air Division, USAAF, either assigned or attached. These shall be voting members.

Associate Members: Friends or associates of regular members who have shown a demonstrated interest in the league and who make literary, artistic, historical, or other valuable contributions to the 2nd Air Division Association, the Heritage League of the Second Air Division (USAAF) and/or the Memorial Trust of the 2nd Air Division. These shall be non-voting members.



RAY PYTEL REPORTING

Fort Worth has a sign painted on a wall near what is purported to be the start of the once famous "Chisholm Trail." It says, "Fort Worth — Where the West Begins!" Well, at the time of this writing, Twyla and I are going to the city "across the airport," Dallas — "Where the East Peters Out!" (Not my original — actually, some Dallas newspaper man said it.)

Last year we visited the El Toro regional reunion, so this year it's Texas' turn. It seems that between the two locations, a great number of our 2ADA 445th vets have settled down for "the good life," so just like those "pesky relatives," we take advantage of the locations and visit our warm weather friends. When things are a little cool "up north," we go south or southwest! Here we hope to meet many of the members who for one reason or another cannot make "the big one," but still are eager to renew their memories and perhaps "fantasies" of WWII days.

By the time you read this, it should be May, and either we are celebrating VE Day with our British allies in Norwich or on the way "up" or "back," depending on when the post office got around to delivering this issue of the *Journal*. As soon as possible, we will give you a full report on what went on in Norwich, and in and around Tibenham, Cambridge, and generally the whole of "Old Albion" (the ancient and literary name for what we now know as "Merry Old England"), where they call sausages "bangers" because they were so full of water during WWII that they exploded when they were fried.

Since we are jointly celebrating VE Day, it is time to recall just what the United States and Britain have had in common since we had that unpleasantness in 1776-83 and 1812-14. The U.S. may be the first benefactor of the "British disease" that spread throughout the "empire" in the 19th and 20th centuries.

It is interesting to note that only about one third of the people living in the "revolting colonies" were revolutionaries, another one third were loyal to the Crown, and the other one third just did not give a damn. Another fact was that there were more American soldiers serving for the British side than there were serving the revolutionary services. In England itself the conflict was very unpopular, with many noted subjects taking the side of the revolutionists. Two items that are usually overlooked in American history books are that Great Britain had her hands full with a tiff with the French, and the pervasive opinion and feeling in Britain was that the whole problem was badly mishandled by the British

bureaucrats attending to the "plantation" matters. The French fleet just happened to be in the right place at the right time to help us out in bottling up the British at Yorktown. It is to be noted that most of the Loyalists moved north to Canada, giving that nation an "American flavor" to the English.

Here is a question for you: What noted British government leader later became a citizen of the United States?

Give up? Well, it has been a few years now, but it was Sir Winston Churchill! Congress passed a bill and President Kennedy signed it on April 9, 1963, making the British subject a citizen of the United States. When informed of this honor, Churchill reportedly exclaimed, "Good God! Does that mean I have to pay taxes in Great Britain and the United States too?"

The March 1995 issue of the British periodical *In Britain* has a short piece on "power broker" Winston Churchill, and as usual it goes through the "blood, toil, tears and sweat" period, but it does also bring out some little known items. For example, his American mother was reputed to have had more than 200 lovers, and Winston's father, a grandson of the Duke of Marlborough, died young, supposedly of syphilis. Winston spent his young years in the military, but he had a penchant for writing, and soon he was making money "hand over fist" all over the place. His ancestry did not hurt him "a whit."

It was while Winston was in the United States researching the Civil War that he was "run over" by a car in New York City, and only an alert cab driver saw what happened and rushed him to a hospital. World War II and much of history would have been quite different if Winston Churchill had not survived!

Winston was well known for his drinking capacity. For example, during a Christmas visit in 1941 when Churchill spent the night at the White House with the Roosevelts, very early in the morning the President heard some weird noises coming from the kitchen. Wheeling in to check it out, he found Churchill searching the cabinets, and upon seeing Roosevelt, Churchill said, "Where the hell did you hide the whiskey?"

At the 1943 Casablanca conference, Winston invited Roosevelt to go and see the "Atlas Mountains," some 150 miles away, near Marrakech. In the TV series "Winston Churchill, The Valiant Years," he commented that Marrakech was the "Paris of the Sahara"...they had the finest organized brothels on the African continent. "It would be a shame to come this close and miss it, Mr. President; you must see

it!" (Before going "off limits" American GIs called it "The Great Gonorrhea Race Track.")

Once during an exhausting debate in the House of Commons, Churchill became very short with a questioning member, who complained of his rudeness. "Of course I'm rude, but then, I'm a great man," answered Churchill, followed by a barrage of laughter from the members.

It is to be noted that Churchill was not imbued with the "British disease," an almost inborn British trait of bringing along a style of political thinking that wherever a Brit settled, it almost always evolved into political independence to the new "home" sooner or later.

Churchill died in 1965 at age 91, which brings us to an additional aside on our longevity. There are 18,800 World War I veterans still alive out of an original 4,743,826. The youngest is 93, and many, many are over 100! So don't despair, you too may be the one who will reach "advanced middle age" — the magic 100!

After all this serious stuff, let me now insert a joke. This fellow was in a graveyard, leaning against a tombstone (not the pizza kind), crying and mumbling, "Why did you die, why did you die, oh, why did you die?" A passerby overheard him and stopped to ask, "Who are you crying for? Was it your mother? Was it your son?" The man answered, "No..." "Was it your friend, or your father?" "No," the man answered, "It was my wife's first husband!"

The 12th annual midwest area reunion of the 2ADA will be held in Springfield, Illinois, at the Holiday Inn East, September 19, 20 & 21, 1995. There will be tours of "Honest Abe" Lincoln sites, and two rooms to display your WWII or AF stuff that may interest us! There will be a bang-up western buffet on the 20th and a banquet on the 21st with a speaker of some note. 100 rooms are blocked off at \$59 single and \$64 double per day. Meals and tours are \$65. Contact Willis (Bill) Kirkton, #1 County Road, Chatham, IL 62629. Yes, I plan on going. I hope it does not conflict with my 2ADA auditor job — going up to "Uppa U.S." as the "Lower NY Italians" call Spencerport, NY (Rochester being one of the better known and greater suburbs). We'll check up on what our noble treasurer Bill Nothstein is doing with all that 2ADA "green stuff!"

David Hastings, of our Board of Governors in Norwich, has assembled a new "445th contact list" for our group members who plan on visiting Tibenham while in the Norwich area. It is strongly recommended that any trip to Norwich should start at the 2AD Memorial Room. Arrangements should be made in advance with librarian Phyllis DuBois and with one of the following contacts before any base visit: Evan Harris, '3' MacKenzie Rd., Thetford, Norfolk IP24 3NQ, telephone (01842) 753886; or Mike Bean, '26' Sheffield Rd., Wymondham, Norfolk NR18 0LZ, phone (01953) 604512.

Tony Bertapelle has advised me of the passing of Eddie Chalifoux, a member of the 462nd

(continued on page 8)

The 448th Speaks



BY CATER LEE

By the time you read this, the Second Air Division Association's annual convention will be just around the corner, and the 448th's annual group reunion, to be held in England August 2-7, will be on many of our minds.

Checking with our travel agent, "The Travel Merchant" of Foley, Alabama, as of March 3rd we had about two hundred signed up for the British/American reunion celebrating the fiftieth anniversary of the end of WWII. This will be the last visit back to our old base for the majority of us. Many will take side trips (tours) before and/or after our four day reunion at Norwich, Seething village and air base, Cambridge and Duxford. We will have a couple of banquets during these four days with several of our British friends attending as our guests.

Leroy Engdahl was advised recently by Geoff Gregory, 2ADA executive vice president and chairman of the awards committee, that he will be honored at the 2ADA reunion in Lexington, Kentucky for his service to the 2ADA and the 448th Bomb Group Memorial Association. Leroy appreciates this honor and wishes to share it with his fellow 448th group members who helped make possible some of what was accomplished while he was honored to serve as the VP of the 448th from 1983 to 1990.

He wants to especially recognize a couple of members who donated generously to help establish our two granite memorials at Seething, one in the village churchyard, and the other on our airfield. **GENERAL HUBERT S. JUDY** (deceased) gave \$500.00, and **JOHN GRUNOW**, our first assistant operations officer, donated \$900.00. That really got us going. Several donated \$300.00 or less to help make this a loving memorial. The date was June 6, 1984.

At that reunion and ceremony, Mrs. Ralph (Pat) Whitehead (now deceased) remarked, "I wish we could restore the old dilapidated WWII control tower." Leroy Engdahl told Pat, "You get permission from the Waverly Flying Group and we will see if we can raise the necessary money." Through quarterly progress reports in the 2ADA *Journal*, the money came rolling in. With our British friends, the mission was accomplished and the restored control tower was dedicated on May 26, 1987.

This is now a much visited museum. We took up a collection and had a beautiful group flag ready to display at the 1989 celebration of the 50th anniversary of the first B-24. The flag was made of parachute silk at a cost of \$1,100.00.

At our group reunion in Harlingen, Texas in October, and during the annual Confederate Air Show, our group donated \$500.00 to the association to help keep the memory of WWII alive.

Leroy says he especially wants to thank his unselfish and dedicated staff who served honorably and faithfully during most of his years. These were: Bob Harper, group artist; George Dupont, full of great ideas; and myself, who kept rosters up to date and anything else that was requested. One could not have asked for a better team. Now I am in my fourth year serving as president of our 448th Bomb Group Memorial Association, which has held outstanding reunions at Langley Air Force Base in Virginia; Offutt AFB in Omaha, Nebraska; Seattle/Bellevue, Washington; and Danvers/Boston, Massachusetts. All were terrific reunions.

Bert (Pete) LaPoint writes of two problems. First, someone at our Danvers reunion asked him for three pictures of the nose art on "Heaven Can Wait." Will that person please contact Bert at 333 Briggs Avenue, Forked River, NJ 08731. Second, at the Hampton, Virginia reunion in 1991, Pete gave someone pictures of the Tumble Down Dick Pub and the Mermaid Pub, thinking he still had copies at home, but he didn't. He would like that person to either have copies made and sent to him (for which he would reimburse you), or loan the pictures to him so that he could have copies made.

If you are planning a solo trip to Norwich and Seething, we ask that you do two things. First, contact in advance one of our two Seething contacts — Pat Everson, "Stanmare," Seething, Norfolk NR151AL (telephone 01508-50787), or Jim Turner, The Beeches, Brooke Road, Seething, Norfolk NR151DJ (telephone 01508-50288). You should also contact our librarian, Phyllis DuBois, in advance, and begin your visit with her at the temporary Memorial Room. By following the above instructions, you will get great assistance from these individuals and your visit will be much more enjoyable.

URGENT DECISION: Will you come to San Diego for our second reunion in 1995? Well, we are going to have one. At the urging of Charles McBride (local arrangements chairman) and many others who have contacted me, we are planning a three day reunion in San Diego this September. The exact dates and all arrangements are not set at this time. But all of our members will be informed by mail, probably in June, about everything. We are counting on all California members and those at Danvers who voted for San Diego to show up for this one.

Don't forget, if you wish to make a donation toward the construction of the Mighty Eighth Air Force Heritage Center and have not yet done so, please send your check to me, made payable to the Heritage Center. Let's not only be the first group to exceed our pledge of \$25,000.00, but let's end up as the group with the highest percentage *more* than our pledge!

Also, please don't forget our annual voluntary donation of only \$10.00 to our 448th Bomb Group Memorial Association to help keep our treasury in the black. Thanks!

Remember, as stated at the outset of this column, that our England reunion is coming up very soon, and if you want to display B-24 mementos, see your Winter 1994 *Journal* for items and prices.

Thanks for reading. Good health, and God bless America. ■

445th BOMB GROUP (continued)

Sub Depot who married an English girl and settled down in Aslacton, about two miles north of our base. (Their 50th wedding anniversary would have been on VE Day.) Eddie and his wife Joyce were quite active with the Friends of the Second Air Division Memorial. Our sympathy goes out to their family and friends. Also, I just got a note that Ruben Montanez passed away in 1987. I have no other information, and would like to hear from anyone who knew him.

The word "pool" always had many weird connotations, and here's another one, submitted by John H. Rainey of Vacaville, CA (see page 39). As a gunner in a 445th pool he had the luck of being assigned to six first-mission crews, making seven first missions in all! He flew most of his missions with crews he met on the way to the plane. While he considered this "dirty pool," he made it back each time, and that means that all those green crews knew something — to be where the bullets ain't! You just can't beat that! By the way, Vacaville is near "Valley Joe," between Sacramento and San Francisco, as the old buzzards fly. (I knew that somebody would ask, so I looked it up!)

Our newest member, Herbert Schwartz of 6360 W. 49th St., Mission, Kansas 66202, has been invited to appear on the PBS TV program "The MacNeil-Lehrer News Hour" to talk about the fortunes of the 445th Bomb Group. Herb served as a Sperry ball gunner from February, 1944 to October, 1944. If the program appeared before this issue of the *Journal* came out, I hope that someone taped this interview, as we would like to obtain a copy for our archives. Herb may get a copy, but he does not know at this time.

Well, we're at the end again . . . See you all deep in the blue grass and blue blood horse palaces — Lexington, Kentucky! ■

A PROGRESS REPORT FROM THE MIGHTY EIGHTH AIR FORCE HERITAGE CENTER

BY LT. GEN. E.G. "BUCK" SHULER, JR., USAF RET.

I am pleased to report that the Heritage Center is progressing well according to plan. The board of directors and particularly the officers (executive committee) of the board have been active in every phase of the project. The Chatham County Board of Commissioners and the administrators have been essential in the development of the entire project and deserve our collective appreciation. If the Chatham County Commissioners had not embraced this unique undertaking in August 1993, we may never have gotten underway.

Following a competitive bidding process, contracts to build the facility and develop the museum feature were signed in late 1994 with two contractor teams. The Pickle Barrel Corporation, based in Savannah, Georgia, and composed of Scott Barnard Associates, the architect, and J.T. Turner Construction, Co., the builder, are producing the facility. Exhibitgroup, Inc. of Atlanta, Georgia is producing the museum feature within the facility. There are several subcontractors on the overall team working on site work, exhibit design, and audiovisual aspects of the project.

Site work began the first week of October 1994 with the clearing of the trees on the twelve acres located at the intersection of I-95 and U.S. 80. Heavy rains delayed further work until 12 December, when clearing resumed and grubbing operations began. Back filling work began in January and is now essentially complete for the entrance way, parking lot and building sub grade. Further grading of the entire site will follow. The final design of the basic building has been completed and approved by the Heritage Center staff and executive committee. Steel for the building was ordered in mid-February and was to be delivered to the site in April. Concrete pouring for the building slab was to begin in March and completed in April. Building erection should begin shortly thereafter, and the schedule calls for the building to be complete by the end of October. Interior layout and design work was to be completed in March.

Phase one of the design for the exhibit elements of the museum was completed in December and presented to the executive committee for approval. General approval with minor modifications was given. Exhibitgroup contractor work was put on hold in January pending a thorough staff review of the exhibit plan in terms of content and budget guidelines. Having completed this action, phase two of the exhibit plan effort has now resumed. The exhibit plan will take the visitor from the immediate pre-WWII period through the war and then into the post-war period. The post-WWII period will include exhibit elements of the Cold War, the Korean conflict, the Vietnam conflict, and Desert Shield/Storm. The focus, of course, will be the contributions of the Mighty Eighth in each of these actions. About 75-80% of the plan will be devoted directly to WWII and to telling the full story of the Mighty

Eighth's operations, including not only the fighting and flying story, but also the story of the ground crews, depots, headquarters, and all support elements.

Please note that we have a need for memorabilia and artifacts. Let us know what items you have and are willing to donate to the museum. Many individuals have done so already to support the overall exhibit plan. There will also be a room in the museum designated for a number of individual unit displays of memorabilia and artifacts. It will be up to the individual units to produce what they want displayed and designate a point of contact to work with our staff to develop these displays.

In addition to a museum, the center will also include a gift shop, food service area, art gallery, library, archival area, education center space and administrative office space, all in a two-story building with over 80,000 square feet of floor space. Additionally, there will be memorial gardens and a small chapel to the rear of the facility. The program is on schedule for a May 1996 opening.

Key to the success of the Heritage Center project is fund raising! Although Chatham County is providing the initial funding through the sale of revenue bonds, these bonds must be repaid over a 20 year period. After the Heritage Center opens, revenues derived from nominal admission charges, gift shop and food service operations, as well as facility leasing, must provide sufficient funds to cover operational costs and retirement of the bond debt. Over and above this, a signed agreement with Chatham County requires that we meet two specific milestones: the first that \$1.5 million be available the date the doors of the Heritage Center open; and second that a total of \$3 million be available one year from opening. This money will be used to meet the ini-

tial obligations of debt service until positive cash flow is achieved. To date we have just over \$1 million in secured pledges and cash towards this end. Cash on hand is \$381,653.05, so anyone can see that we have quite a way to go towards meeting the obligation to the county. Every penny that has been received since 1 September 1993 has been invested towards reaching the \$3 million obligation. It would help considerably for units and individuals to honor their pledges as soon as possible. None of this money is being used for operations; again, every penny is being invested and will ultimately go into "bricks and mortar." If you haven't yet joined or made a contribution to the Heritage Center, please do so today. Our fund raising efforts are continuing and are absolutely vital to its success!

The revenue bonds, issued by the Savannah Economic Development Authority (SEDA) on behalf of Chatham County, went out on the market in mid-March and will total \$12.5 million. The annual payback will be approximately \$1.2 million per year for 20 years. The Chatham County Commissioners voted unanimously on 24 February for final authorization on the sale of the bonds.

I want to express my personal appreciation for the tremendous support everyone has given and continues to give to the Heritage Center project. From the initial action by the Eighth Air Force Historical Society of providing the seed money, to the subsequent excellent and continuing support of the many units and state chapters as well as individuals, it has been a most gratifying and noble experience. I salute all of our many strong supporters.

The staff of the Heritage Center joins me in extending these expressions of appreciation and best wishes to each of you. ■

THE MIGHTY EIGHTH AIR FORCE HERITAGE CENTER

P.O. BOX 1992, SAVANNAH, GA 31402 • 1-800-421-9428 • (912) 748-8888

MEMBERSHIP APPLICATION

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Spouse: _____
 8AF Units & Dates: _____
 Special Interests (POW, gunner, shot down, mechanic, etc.) _____

 Post Service Activity _____
 Annual Memberships (check one): ☐ Individual \$20 ☐ Family \$30 ☐ Allies/Out of USA \$35
 Life Memberships: ☐ Commander's Club, \$200-\$999 ☐ Sustaining Member, \$1000-\$4999
☐ Anniversary Patron, \$5000-\$9999 ☐ Mighty 8th Patron, \$10,000 & up
 Please make checks payable to: **The Eighth Air Force Heritage Center**. You may also use your MasterCard, Visa, or American Express to contribute and join:
 Card Type: _____ Exp. _____
 Card # _____
 Signature: _____

IRS APPROVED 501 (C) (3) CORPORATION

Attlebridge Tales



by Earl Wassom

ON THE HORIZON

466ers will be seeing more pictures and reading more history about the old bomb group's activities during its wartime stint in England, 1944-45. The group archives collection of photos, documents and memorabilia, along with individuals' contributions of their "treasures," are being put to use by researchers and individuals interested in not only preserving our heritage, but spreading information about it as well.

(1) Dr. Thomas Childers, a historian by trade at an Ivy League university, and nephew of Howard Goodner (the radio man on the crew of A/C 592, "The Black Cat"), tells a unique story. Ten of this crew never returned to Station 120. *Wings of Morning*, the story of the last American bomber shot down over Germany in World War II, depicts in realistic and moving language the background of this unique crew, their training, their experiences in flying a B-24 Liberator, and their assignment to the 466th Bomb Group (H). Flying mission #231 to Traunstein, the last scheduled 466th BG mission, they went down. Of the twelve crewmen who set out on this mission, ten never came back. This history will be released on May 8, 1995, the fiftieth anniversary of VE Day. To assist Tom Childers, pictures of the crew, the aircraft "Black Cat" and combat action pictures are but a small contribution to make to this new story about us.

(2) Mike Harris, a former RAfer and one of our English friends, is putting together an exhibit of photos and memorabilia telling the story of the 466th during its stay at Attlebridge. This display will be exhibited in the Weston-Longville Village Hall for the benefit of all 466ers and villagers who will be on hand to take part in the 50th anniversary of VE Day celebration in England, Monday, May 8th. We will be hearing more from Mike. He is conducting research on the 466th Bomb Group to identify each of the aircraft used by the group and to record their histories before, during and after they served at Attlebridge.

(3) There are questions being asked about the new edition of *Attlebridge Diaries*. It is available as of mid-April 1995 (release was on schedule). Many previously unpublished wartime and post-war pictures and documents will appear in print for the first time.

(4) Photographs appear regularly in our group publications, *Attlebridge Notes* and the *2ADA Journal*. The replica of the wartime control tower being dedicated at Wright-Patterson Museum in Dayton will feature a picture of the

old control tower at Station 120, Attlebridge.

MISSION INFORMATION

I want to share with you a letter I found in the archives material, dated July 27, 1986. It was written to "John" and signed by Ray Ostolski. This letter reads:

"This mission was after the breakthrough by the Germans. The weather cleared; we flew lead on this mission. We were supposed to hit a large stone quarry where the (German) troops were hiding out. On the bomb run, Curtis Adamy (navigator) and I spotted a large building with a Red Cross on it. On all sides of the building we spotted flashes of light, and the flak around us became heavy. After a short conversation with the navigator, I changed targets and hit this building and the surrounding area. We were flying at approximately 22,000 feet. Our aircraft was hit bad and we went into a spiral. Our pilot, Ray Normandin, ordered us to bail out. The three of us in the nose (myself, navigator Curtis Adamy, and pilotage navigator Capt. Robert Hill) were pinned against the bulkhead due to the centrifugal force.

"Ray got the plane under control, and cancelled the order to abandon ship. We lost about 15,000 feet before everything settled down. Our hydraulic system was completely shot out. The three of us in the nose owe our lives to Ray Normandin and copilot Art Weber. We crippled back to base where we belly-landed. I was the only one injured. Upon landing, the escape hatch broke loose and hit me on the head, and I was out for about ten minutes. Ray and the engineer, Heber Honey, pulled me out.

"Ray Normandin got the DFC for bringing us home from this mission. At the interrogation, I got holy hell for hitting a hospital. A few days later, we found out that we had hit a nest of Hitler's Tiger Tanks. As a result, I got a recommendation for the DFC. It took about two years for me to receive it. During the interrogation, I thanked God for good old Irish whiskey. After that flight, I must have had about five doubles."

MAIL CALL

Vincent Palmer writes, "I was nose gunner on Bill Gray's crew in the 786th Squadron. After our first few ventures in some of the more aged 24s, we were eventually assigned to a great, new, shiny Liberator. Of course it had to be named, and it became "Rabbit Habit" which sprouted small rabbits to denote each mission. We had to search for a nose art artist, and in the process found a ground crew chief, a technical sergeant from Weleetka, Oklahoma, to do the job. . . I am not certain of the artist's name, but it was Jim McGown or something like that. In any event, he appears at the head of the chow line in your photo (Spring 1995 *Journal*, page 24), which was his normal spot."

A note from one of our seniors: Harlan G. Oaks, Lt. Col. USAF (Ret.), now 85 years of

age, was one of the original cadre that was formed at Clovis in July of 1943. He was assigned S-2 for the 787th Squadron and was with the 466th from its formation until it dissolved at Sioux Falls in 1945. He wrote of Lt. Col. Warren K. Burt's passing in Mangum, Oklahoma last November, who also was one of the original cadre of crews assigned to the 466th BG, 787th SQ, and was one of the lead crews.

SAXON'S ART GALLERY

I doubt that anyone stationed at Attlebridge got away from the place without knowing Cecil W. Hoff, or "Doc" Hoff, as he was called. He was our flight surgeon and ran the base hospital, a sophisticated medical center as you will remember (see photo below). Hoff and his staff were responsible for fixing wounds inflicted by the enemy and all other ailments. He treated, taught, and did everything possible to keep us healthy. He also used training films to reinforce his philosophy. One of his films showed the ghastly results inflicted upon people who were not discreet in their sexual behavior. He lectured the fellows before they left base "on pass" about social diseases, and persuasively read them the riot act about contracting VD (a case of clap is grounds for a court martial). He always concluded his "medical advice" by saying, "Crews returning from a pass are rarely in an improved physical state." Do you remember Doc? ■





BY H.C. "PETE" HENRY

Almost a year ago, Will Lundy received a letter from Barbara Adams Westbrook, niece of Capt. Howard Adams, along with about 2/3 of the contents of "My Life in the Service, the Diary of Howard F. Adams, U.S. Army Air Corps," and Will sent a copy of Barbara's letter to me 6 September '94. Howard was killed on 26 February '43 on the mission to a Bremen, Germany aircraft factory. Barbara has compiled a diary from his letters and his own diary, making it good information of the early days as he was one of the original 66th SQ pilots. Howard and his crew flew their B-24D to Shipdham 10 October '42. His description of the various stops and conditions along the way makes for very interesting reading, but it's much too long for this column. I will take the liberty of describing his first visit to Norwich:

"Our first impression of Norwich, a city of 135,000, was the numerous buildings that had been blasted by bombs or gutted by fire. Several churches, one railroad station, and many stores and apartment houses had been reduced to shambles. The Germans used Norwich for target practice in '40 and '41, and it is still occasionally bombed. After searching for several hours for a place to stay, we finally found a small, shabby hotel of an ancient vintage that had rooms of a sort for Miller and I. We went over to the Royal Hotel for a dinner of filet of sole, which was good but not much to get fat on. After strolling the streets a bit, we went to a dance at the Samson and Hercules Inn. Scotch soldiers in their kilts, British soldiers and sailors, WAAF's, and many U.S. officers and men filled the hall. Everyone danced the peculiar British windmill sort of dancing. After the dance, we were so tired we went to bed, and rode back to Thurston in a taxi this morning. We got our bikes and struggled the rest of the way back to the field, tired and exhausted." This entry was dated October 18.

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Don Turner (66th SQ) also had a story to tell about the early days.

"The original squadron [15th BS (L)] using A-20's made the first raid to start the war on 4 July '42 with the British. We were awarded and decorated by the Royal Air Force on 11 September '94 at Colorado Springs Air Force Academy. Had to wait 50 years for the medal! HA! I was very elated and thrilled to receive it, but there were only fifteen of us at the reunion out of 500 in the original squadron. One funny story was about one time

when going out to the planes for a raid, my buddy from another crew was carrying a dead black cat. I asked him, "What the hell are you doing with that cat?" He replied, "When I get over the target, I'm throwing it out, and I hope some S.O.B. German is looking up at us when it hits him." Don went on to say that it was rough on the squadron to keep sending them out because there were so few of them and no replacements. If you completed four raids, you were considered lucky. Here is the text of the citation presented to Don Turner fifty years late:

CITATION TO ACCOMPANY THE AWARD OF THE AIR CREW EUROPE STAR AND THE EUROPE STAR 1939-45 TO MEMBERS OF THE 15TH BOMBARDMENT SQUADRON (L)

The presence of the 15th Bombardment Squadron (L) in the United Kingdom in 1942 constituted a highly significant part of World War II. The first ever joint British-American air crew bombing raids on occupied Europe were launched from RAF Station Swanton Morley on some of the most dangerous flying missions. The members of the 15th Squadron distinguished themselves by their exceptional flying deeds and as air crew are awarded the Air Crew Europe Star and as men in support of these operations The Europe Star 1939-45 for their exceptional service.

G.T. Oughton
Group Captain, Royal Air Force
Station Commander



This is the A-20 (L) Havoc used by Don Turner when he arrived in England on 12 May 1942. It was used on the first raid on German airfields on 4 July '42, and on the first raid on Wilhelmshaven on 26 January '43.

Irma and Bob Dubowsky (66th SQ) were over in Israel from mid-December '94 to mid-January '95 to lend a hand when their daughter, Susan, had her third child. All were basically well, but everyone seemed to have nasty colds. The weather over there was about the same as we were having over here. They had a very interesting experience while over there. Since the peace treaty with Jordan, the border is open, so they took advantage of the opportunity and went to see "PETRA" in Jordan. Bob said he never saw anything like that before.

He also had a ride with an Israeli retired colonel in a Dakota (C-47) aircraft. He said that he was allowed to sit in the pilot's seat and that he felt very much at home having stacked up over 2300 hours in the C-47 before he retired. (Bob did not describe the "PETRA," and I know not what it is.)

→ → → →

Don Turner (66th SQ) sent a page from *Flying — Flashbacks*, January 1994 issue, which contained the following statement, "British writer Peter G. Masefield concocted a rating system to scientifically identify the world's best airplane. The Mustang came out on top of all single engine fighters, the deHavilland Mosquito was the top fighter-bomber, and the Consolidated B-24 won as the best heavy bomber." Heck, they didn't have to do a scientific study to discover that the B-24 was number 1!

→ → → →

John Archer, one of our good friends in Bungay, England, sent me an article in November, too late for the last *Journal*, but it is quoted here:

"A new memorial to U.S. servicemen who died in World War II is under construction at the intersection of two country lanes near the U.S. Navy facility at RAF Brawdy, Pembrokeshire. The wall containing a recessed plaque, dedicated on the 50th anniversary of D-Day, was the idea of local resident Mr. Gwynfor Jones, who witnessed the crash of a U.S. Army Air Force B-24 near the site on January 3, 1945. His idea was quickly taken up by a number of personnel from the Navy installation. Petty Officer Terry Roswell, who helped organize the Navy effort, said researchers learned that the plane, called "Bat Outa Hell," of the 68th Bombardment Squadron at Shipdham, Norfolk, had been returning from a mission to destroy a submarine base at St. Nazaire, France, when it force landed, breaking up on impact. Several members of the crew were killed in the crash and others died on subsequent missions, but several of the survivors were able to recall events of the day and the mission, which have been recorded in history books. "Bat Outa Hell" and several other aircraft in its group had run out of fuel on their way home. (Will Lundy lists that Roy B. Erwin and crew flew this mission in the *44th Bomb Group — Roll of Honor and Casualties* book, pages 7 and 8). John Archer also sent a newspaper photograph of the site.

→ → → →

In this era of 50th anniversaries, I have to tell you that Mary and I celebrated fifty years of wedded bliss on 1 May 1995. I will also celebrate three quarters of a century on this earth on 26 June. It's later than you think, guys. If there was something you were going to do, NOW is the time.

Kay Eddings wrote in November to advise that Bob Eddings (67th SQ) has been very sick this past year and has had to have radium treatments, first for a tumor on the

(continued on page 12)

BUNGAY BULL

446th BOMB GROUP
by
Marvin H. Speidel



Hold onto your hats and buckle your seat belts — the fit has hit the shan! I am resigning as your group vice president to the 2nd Air Division Association at our 446th Bomb Group Association reunion in Boca Raton, Florida in May. At that time I will ask for a few minutes at the conclusion of the regular business meeting to meet with all 446ers who are also members of the 2ADA for the purpose of electing a new vice president. Hopefully we will be able to find one — if not, we will become a group without 2ADA representation along with a few other groups whose rumblings of dissatisfaction have reached my ears.

By way of explanation for my decision: A few years ago, at the time that Bill Davenport was relinquishing the position of 446th group vice president, I was approached by Vere McCarthy to consider the VP position. I accepted with the stipulation that it would be for no more than three years, after which someone else could do the honors. Well, I am now into my fourth year. My stint has been both enjoyable and rewarding, and I might have been able to be coaxed into continuing until recent events led me to a definite decision to resign. Presentation herewith of these events may never reach your eyes due to being censored by the editorial review board of the *Journal* being detrimental to their position.

This year, with a bylaws change increasing voting membership of group vice presidents from three to six, I became one of the new voting members. I was in attendance at the executive committee meeting in Lexington, Kentucky in December and, for the most part, was impressed with the conduct of the meeting. One agenda item was consideration of a proposal by Gene Hartley of the 389th Bomb Group to become editor of the *Journal*. His proposal was submitted in a most professional manner with detailed documentation as to his qualifications and experience, and delineating his plans for the *Journal*. The material he presented held promise of certain improvements to the *Journal* beyond the great things that Bill Robertie had already accomplished. It was seconded, discussed and approved by an almost unanimous vote of those present. No further communications were forthcoming until more than a month later when a shocking communique arrived from Gene Hartley withdrawing his offer to edit and publish the *Journal*, citing his reasons for his withdrawal and referring to vituperative phone calls, letters and counter proposals submitted after the fact. Having been involved and having voted in what I took to be a proper and democratic procedure I am distressed that none of this follow-up information was shared with the voting

members, other than a favored few, and that the maneuvering of one individual, with the tacit approval of the power structure, could result in such pressure that the actions of the majority would be overridden.

Upon receipt of Gene's announcement of withdrawal, I wrote to 2ADA President Chuck Walker with copies to all fourteen group vice presidents and have had a couple of letters and phone calls asking that I reconsider my position. This I will not do. I flew my 31 same as most of you; I struggled through seven years of college and grad school leading to a successful career in physical education and coaching; I coached and officiated in gymnastics and wrestling from beginner to international and Olympic levels for over 36 years. I took the physical bumps and bruises and the emotional criticisms and insults that accompany this kind of vocation; and now, in life's twilight, I do not need the aggravation that accompanies what I see as a move for self-aggrandizement through an attack on a decent, well intentioned individual and the rejection of the elected majority's democratic conduct of the association's business.

I resent being handshaked and backslapped while being told of the importance of my vote and then to have that vote ignored, along with all the other votes favorable to Hartley's proposal. One of the pieces of information which was forthcoming in February, some nine weeks after the vote, refers to executive committee members with "senior experience," "those who have carried the load," the "work-horses" of the association, etc. (these quotes are the writers', not mine). This only serves to confirm for me my suspicion that a behind-the-scenes power bloc controls what happens despite any legitimate action taken by those duly elected and empowered to vote. Further, to add insult to injury, the Winter edition of the *Journal* arrived with little or no reference to the problem of finding a new editor, but merely stating that Gene Hartley had decided to decline the offer for personal reasons and making no mention of the nefarious actions that had forced his hand.

I take pride in my service with the 446th Bomb Group in 1944 and, by extension, with the 2nd Bomb Division and the Eighth Air Force; therefore I shall continue my membership in both the 2nd Air Division Association and the Eighth Air Force Historical Society, along with my close participation in the affairs and activities of the 446th Bomb Group Association as its first vice president. Believing the 2AD Memorial Room in Norwich to be the single most reverent expression of love and respect for those who sacrificed all, I will continue to support the Memorial to the limits of my ability to do so. However, having spent my entire professional life teaching kids to play by the rules, I choose not to associate with those who bend and break the rules to their own advantage. Who needs it? I'm outta here!

Ed. Note: This is a well written piece but based on an incomplete exposure to the facts. It is unfortunate that Marv and other likeminded individuals take such precipitous action before they learn the complete picture. ■

44TH NEWS (continued)

spine, and then in November, another series of radium treatments for a spot that the doctor found on his hip. Kay said that he gets around pretty good in his wheelchair and is learning to walk a little around the house with a walker. I'm sure that all of his friends in the 67th Squadron are wishing him well in 1995.

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Charles Mercer (67th SQ) has advised that Del Hunter passed away last July 2. He had just received word from Del's wife, Barbara, around the beginning of November. Our condolences to Mrs. Hunter and family. Charles says that makes only six of his crew left, and he is sure glad that they all got together at the 44th and 2ADA reunions when they did. Gladys and Charlie are planning to attend the 2ADA

convention in Lexington this July.

I do not recall who sent it, but an obituary was also received which appeared in the Dallas (Texas) Morning News about Harold Francis Bergmann's passing on 14 January '95. He was 79 years old and a member of the 67th SQ in WWII before finishing out his career as an airline operations agent. Our condolences also to the Bergmann family.

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General Leon Johnson has moved to the Belvoir Woods Health Care Center, 9160 Belvoir Woods Parkway, Third Floor, Fort Belvoir, VA 22060. His daughter advises that he just loves to get cards and letters, so keep them coming. Avoid any reference to his address or his surroundings. Just a cheerful "hello" or "thinking of you" should suffice. ■

If you haven't made your reservations for the 2ADA convention in Lexington, Kentucky over the Fourth of July, please contact Evelyn Cohen at once (see the Winter 1994 *Journal*, pp 38-40). We are going to have an excellent turnout of members from HQ. Come and see your old friends, and make some new ones.

As I have done in the last several issues of the *Journal*, I present below some short synopses of the lives and times of some of our members. If you haven't yet sent me information about your experience at HQ, and what has happened to you since, please do so and I will put it in a future issue of the *Journal*. I find it most interesting to learn about the lives of my friends, most of whom I have not seen for many years.

One of our newer members, **WILLIAM H. GREGG**, wrote to me recently and sent me some data about himself. Bill enlisted in 1941, trained as a radio operator and instructor, and was assigned to the 93rd Bomb Group. He flew to the U.K. via Nova Scotia, Prestwick, Scotland and on to Alconbury, arriving on September 5, 1942. He had temporary duty at Bournemouth and in South Africa. Between October 9, 1942 and May 17, 1943, he flew 29 missions. He says that the General decided that he should stay in England. He briefed new pilots, navigators, and radio operators on communications procedures. He was given a direct commission and assigned to HQ 2nd Bomb Division as a communications officer under Division Signal Officer, James R. Clarke. His assignment was preparing Para. 5, Communications, of bombing orders for the division missions. His office maintained contact with the mission commanders as needed and maintained contact with group communications officers in regards to training. After VE Day, Bill returned to the States on the Queen Elizabeth, arriving in New York on June 29, 1945. On July 19 he married Ruth Elizabeth Iben. He stayed in the reserves and became a major, but had to resign because of medical problems. One of the most interesting incidents at Ketteringham Hall was one day when General Jimmy Doolittle came into the office. Bill was talking to a pilot as his squadron was returning from a mission. The General reviewed the reports on the success of the mission, thanked him, and left.

In his civilian career, Bill wore many hats in the transit industry that served the area around Portland, Oregon. He retired as Director of Finance Programs. He spent much time with such public service organizations as the United Way, the Oregon Lung Association, and the National Board of the American Lung Association. Bill's final comment: "The most important part of my life has been [my involvement] in my church. I still sing in the choir and occasionally solo, and through the years served on many committees." Sounds like Bill has had a very satisfying and productive life.

From another recent member, **MARK A. EATON, JR.**, I quote: "Well, you clicked the right button on your computer and found Mark Eaton, who has been missing in your records for many years. After retirement from

DIVISION HQ

BY RAY STRONG

the Air Force in May of 1965, I spent a few years at Vandenberg AFB working with the space program, then did some pioneering of sorts down in Central America. I came back to California, finished my college degree, and moved to Santa Paula in 1973. Except for a four year tour at the Bahai National HQ in Wilmette, Illinois, I've decided that Santa Paula holds all of the things in retirement that my wife, Jean, and I need. Tennis and golf, plus 20 miles a week on my bicycle, helps keep me fit, but I would play havoc trying to fit into any of my old uniforms. I can imagine most of my old cronies are now having the same problem. I managed to bring up five wonderful children and am now working on the problem of trying to avoid unwelcome involvement in the lives of our seven grandchildren and one great-grandchild." And in Mark's letter to Evelyn Cohen when he sent in his membership, he said, "I remember you well because it was

am in reasonably good health and [celebrated] my 74th birthday [in June, 1994]. I have been married to the same woman for 48 years, and we have three daughters and eight grandchildren. I was in the insurance business for 45 years and, in my retirement, I enjoy gardening, fishing, and travel. During the winter, we spend our time in Floral City, Florida, where we own a small mobile home." It is great to have Luther in the 2ADA, and we hope to see him (and many others) at our Lexington convention in July.

Some notes from the troops: I have a note from **HARRY DARRAH** asking if the Wm. R. Parr who recently joined the 2ADA was the same one who worked with Harry in the division engineer's office under Col. John Means. Harry and Bill were close friends, and I was pleased to put them in touch. And I've had a letter from and telephone conversation with **GEORGE DUDLEY**, who worked in the AG section at HQ and later transferred to the 466th at Attlebridge. At the end of the war he was left in charge of closing up the base. New member **HARLAN M. SMITH** served at HQ in the weather forecasting group.

I had a beautiful letter from **M.D. "PAT" LARSON'S** daughter, Linda, after his death in September, 1994. She said, "Dad felt great pride in his military career (93rd BG and HQ), which, per his request, was mentioned at his memorial service. A lone fighter from Luke AFB coincidentally flew over the church as

"... A LONE FIGHTER FROM LUKE AFB COINCIDENTALLY FLEW OVER THE CHURCH AS THE MEMORIAL SERVICE CONCLUDED... DAD HAD ASKED US TO ARRANGE A FLY-BY, BUT I GUESS HE TOOK CHARGE OF IT HIMSELF."

you who helped persuade me into playing the father's role and giving away the bride, who was one of your WAC friends. I can't remember her name, but I recall the occasion well, because I had never been involved in a Catholic High Mass before. Lots of kneeling and standing and kneeling and standing. The bride was a pretty blond telephone operator, and the groom, I believe, was a young 'Yank' assigned somewhere in our HQ staff. Hope the marriage lasted; it took long enough to perform it." Mark visited Norwich in 1984, when he went out to Ketteringham Hall and also took the opportunity to visit the 2AD Memorial Room.

A letter from **LUTHER E. CLOXTON, JR.**, yet another of our newer members, says, "Yes, I am the Luther E. Cloxtton, Jr. who served, as you did, at HQ 2nd Air Division, Ketteringham Hall. Actually, I had not been at Ketteringham Hall as long as you and others probably were. Previously, I had been with the 389th and 44th Bomb Groups and was with the 389th on one of the special missions to North Africa. My job at 2AD was Assistant Division Armament Officer under Colonel Bookwalter and Captain Jim Wims. I realize that the Second Air Division Association was formed quite a few years ago, but for one reason or another, I was never in a position to attend any of its meetings. As for myself, I

the service concluded. While in the hospital, Dad had asked us to arrange a 'fly-by,' but I guess he took charge of it himself. We believe that Dad is joyfully 'soaring with the eagles.'"

I've had a note from **J. ALLEN 'JACK' NYE** asking for the addresses of James R. Clarke and James Marantos, and a letter from **BG ROBERT 'BOB' MILLER** (389th and HQ), who retired from the Air Force in 1965. He spent the last ten years at SAC. Also a note from **WILLIAM H. 'BILL' WAMBOLD**, who was a member of 2ADA early on, but somehow got lost. They spend their winters in France. I heard from the wife of **JOSEPH W. CROOK**, advising that Joe died in 1982 after bypass surgery, et al. And recently I rounded up a couple of Jim Reeves' old roommates at Ketteringham. They are **OSCAR W. 'PETE' RINEHART**, who served in the Signal Section with Jim Clarke, and **J. Tait Hardaway**, who was a ground radio operator. Now if we could just locate **RAY PETTIGREW**, the fourth occupant of that hut, it would be complete. Both Jim Reeves and Ray Pettigrew were given direct commissions late in the war, and both were present at the second meeting of the 2ADA in 1949 in Chicago. I am delighted to have found some new (and some old) members for HQ. I hope to tell you more about them in future issues of the *Journal* or the HQ newsletter. ■

WANTED: FOR THE NEW 2AD MEMORIAL

BY JORDAN R. UTTAL

YOUR PERSONAL HISTORY

Back in the early 1980's, more than 100 of our members responded to a request from the Memorial Room to furnish audio tapes describing their military history with particular reference to their experiences in England. Needless to say, this important part of our history also went up in flames on 1 August 1994.

However, we can, with your help, replace this collection of oral history — not only for the Memorial Room, but also, if you will make a copy of your tape, you will satisfy a desire on the part of your families for details of your participation in the successful achievements of the 2nd Air Division.

So, whether you were combat personnel or ground personnel, how about making out an outline (the suggestions below might help), get yourself a tape recorder, and let it fly?

In the next issue of the *Journal* we will advise you as to where to send these tapes. We know the new library's temporary quarters will be in operation long before then.

Keep in mind that these cassettes will be available in the Memorial Room for adults, children, and the many history researchers who have in the past been regular visitors to the Memorial Room. Here are the suggestions for the preparation of the tape as given back in 1982.

At the beginning of the tape, give your name, group and/or groups with which you served, the state you presently live in and the state from which you entered service, if different from your present state.

The following are questions for both combat and ground personnel:

- (1) When did you join the AAF?
- (2) Where did you train and in what duties?
- (3) Any anecdotes related to your experiences while training?
- (4) How and when did you make your journey to the UK?
- (5) Where were you based and what was your opinion of the facilities at the base or bases to which you were assigned?
- (6) Did you have opportunities to see the local neighborhood, and what impressed or depressed you?
- (7) Did you have any association with the British?

- (8) What did you think of them at that time?
- (9) Did you make any close friendships with the English people, and if so, how did you meet them?

- (10) What notable places did you visit in Britain, and where and how did you spend your leave?

- (11) Any anecdotes related to off-base activities?

The following are additional questions for combat personnel only:

- (1) When did you join the organization with which you flew in the US or the UK?

- (2) Where and when were you assigned to a crew?

- (3) Were you assigned to an operational unit upon arriving in the UK or did you undertake further training?

- (4) How many missions did you fly and when did you complete your tour?



- (5) What were the most memorable missions?
- (6) If you were shot down, were you made a POW or did you evade capture?
- (7) Did you fly a particular aircraft and did it have a nickname?
- (8) Were there any notable crews or individuals in your mind?
- (9) What unusual or extraordinary happenings on combat missions do you recall?

Sketch out your comments in advance and then record them in a quiet atmosphere where there are no background noises. Use as good a quality of tape as possible and try to limit it to 30 minutes. I might also suggest that you speak slowly and enunciate your words clearly so that none of your message is lost. ■

A COMPLETE SET OF 2ADA JOURNALS

Also among the precious memorabilia destroyed in the 1 August 1994 fire was the complete set of 2ADA Newsletters/Journals. This collection of communications is vital to the preservation of the history of the division and the association.

For your information, from August 1945 (before there was an association) through the end of 1971 there were 71 bulletins of various kinds sent to 2ADA members, and all of them were bound into a single volume by the trust librarian many years ago. These we do not need, as I have a copy of that volume and it can be replaced.

Incidentally, the September 1979 issue was the first under the

name of 2ADA *Journal*. Prior to that time it was known as the 2ADA Newsletter, or just as plain untitled bulletins.

But, let's get down to business: We need your help!!!

We need your old *Journals* from January 1972 to the end of 1993. We have all four 1994 issues and the Spring 1995 issue.

However, *please don't send them without checking with us first!* A letter from you telling us which issues you would be willing to contribute will bring a prompt reply. In this way we can avoid unnecessary duplication and waste of postage on your part.

Please address your letters to Geoffrey G. Gregory, 3110 Sheridan, Garland, Texas 75041. We will appreciate your cooperation.

Back to history: From those mimeographed 1945 bulletins, through the years, to the end of 1971, there were 69 communications. From January 1972 through the next 22 years to the end of 1993 there were 86 issues, and another five for 1994 through Spring 1995.

During that time our *Journal* has grown from the original one or two page mimeographed bulletins to our present 40-page publication, nursed along with the care and devotion of the late Bill Robertie. Over the years many of our members, and indeed many outside observers, have seen the *Journal* as a major factor in the growth of the 2ADA and the superb family feeling which has kept us together, a unique veterans' organization dedicated to an equally unique 2nd Air Division Memorial. ■



489TH NOTES

BY
NEAL SORENSEN

Spearheaded by the seemingly untiring efforts of our mini-reunion committee, the 489th Bomb Group members and friends enjoyed three and a half days of remembrance, repartee and nostalgia at the Howard Johnson Tower Hotel in Orlando, Florida with greetings on February 2nd and tearful farewells on February 5th.

Our marvelous committee consisted of Gini & Ralph Belward, Betsy & Tom McQuoid, and Helen & Garrett Verplanck. Commuting and communicating between Ormond Beach and Lakeland proved no obstacle to our committee of fervent 489ers and spouses. Our heartfelt thanks for a superb job!!!

Day one began with check-in, complete with name tags, programs, and clue sheets for the Mystery Guest. Clues were numerous and humorous as attendees approached one another to see who best fit the mystery profile. A great mixer!

With our sing-along SNAFU'd by hotel mismanagement, we abandoned the karaoke room and returned to the hospitality suite, where I.D. Brown inspired our lesser voices in song. Singing was well accompanied by internationally known accordionist Tony Kerrison.

Souvenir plastic-bound songbooks filled with the memorable words of "golden oldies" compiled by Elaine (Mrs. Charles) Weaver were treasured take-home items. A friend of Tom McQuoid donated his artistic skill for the cover art. A song sheet complemented the song book and the room was filled with enthusiastic (if not always melodious) renditions of selected tunes.

Golfers, clear-eyed and bleary-eyed, led by early riser Ralph Belward, left the hotel at 8:00 AM on day two for 18 holes of golf at the Orlando Naval Training Center. Due to constant winds and undue modesty, very little bragging was overheard on the 19th hole!

489ers who did not golf, ate, socialized, shopped, and looked for further clues on the Mystery Guest's identity. Following our Happy Time, 97 members left the tower for a night of raucous entertainment at King Henry's Feast. Following a dinner brought to us by the king's wenches, Tom McQuoid was enlisted to dress as a housemaid during a group dance on stage. Another male 489er showed a bit of leg on stage, but shall be kept anonymous to preserve his modesty. So ended day two.

The highlight of our reunion was the banquet, which was emceed by Tom McQuoid. Father Hinkley provided an inspirational and touching prayer for the recovery of Helen Verplanck (heart) and Don Champagne (stroke),

followed by the invocation of God's blessing on all our members, the events of the evening and the food which we were to be served.

Neal Sorensen was given the honor of leading the salute to the flag. I.D. Brown once more lent his talents in leading us in singing the national anthem. Paddy Cox was joined by seven of his fellow Brits in leading us through "God Save The Queen."

Following dinner, Toastmaster Tom introduced treasurer Ralph Belward. Ralph reported that the colorful T-shirts bearing the 489th emblem sold out the first day. Sales of caps, booties and knick-knacks were brisk. Ralph took orders for sixteen more shirts, so we will have a good supply at Lexington. Again, we are indebted to Tom's friend Hal Yates for the artwork which was used by the shirt manufacturer.

Tom introduced Harry Wagnon as our speaker of the evening. Harry regaled his audience with a potpourri of jokes and levity, including good natured jibes at various members. Harry fathered our reunion several years ago, which started as a crew reunion and soon spread to the entire 489th membership.

Charlie Freudenthal followed Harry with an inspiring resume of the growth of the 489th from two members in the 1970s to its present membership of approximately 700. Charlie put in a plea for members to inform him of address changes, as returned newsletters are costly. He closed with a challenge to all in attendance to help in the search for "lost" 489ers.

Paddy Cox brought greetings from our English Friends of the 489th who could not attend. His ever enthusiastic leading of "Bobbin Up and Down Again" was followed by deeply felt comments of friendship which Paddy articulates so well. Paddy said that plans are being made for a repeat of the 1994 tour in 1996. For all who attended the 1994 event it remains a true highlight in their lives.

V.P. Neal Sorensen thanked Paddy and introduced our other British guests, Jan Cox, Tony & Marlene Kerrison, Ken & Rosemary Thomas, and Sid & Pam Wilby. Also recognized were a number of children and grandchildren in attendance. Their presence bodes well for the future of the Heritage League!

Neal also stressed the need for our continued support of the 2ADA's annual conventions, as well as membership. With the development of the 8th Air Force Heritage Center in Savannah, Georgia, it is up to all of us to see that the 2nd Air Division is the premier division in the 8th!!

Neal concluded his remarks by thanking our marvelous committee for all their work which resulted in such a great reunion. Also included in thanks were those who did such splendid work with transportation and the hospitality suite.

Good news — our committee volunteered again for 1996!!!

Tom McQuoid conducted the Mystery Guest drawing. Responses were randomly drawn, with the first correct response coming from Elizabeth (Weaver) Moore, who correctly identified John Bignoli. Elizabeth and

John both received gifts for their participation.

The drawing highlight of the reunion was the raffle for a teddy bear garbed in classic aviation gear. The lucky winners were John and Kathy Dalglish. Marge and Frank Hoffman have generously donated the raffle bear for the past several years. Four hundred dollars will benefit the 489th newsletter. Five additional prizes were awarded to Cosy Marshall, Walter Davis, Norman Kanwisher, Karen Berry and Bill Berry.

Sunday breakfast was a hubbub of last farewells. Everyone agreed that we had just experienced a truly memorable and enjoyable get-together. *Next stop — Lexington, Kentucky, on July 2nd!!*

Six of the 489th attendees stayed over to enjoy the 2ADA regional reunion held on February 11 & 12 at the Clarion Hotel in Orlando. Luther Cox proved to be an excellent host, as well as a highly skilled author. Sales of Luther's book, *Always Fighting the Enemy*, were brisk.

The event was well organized with a tasty brunch, well-marked tables identifying each group, and a list of attendees by group. The evening banquet was excellent and was followed by a fast moving program. Three talented performers dressed in WAAC uniforms entertained us with Andrews Sisters songs of the '40s. Everyone left looking forward to next year's reunion. Great show, Luther!!! ■

INTRODUCING THE MILITARY HISTORY PRESERVATION SOCIETY

The purpose of this museum is to collect and preserve artifacts of veterans of WWII, any nationality, with an emphasis on the European, African, and Middle Eastern theaters from June 6, 1944 (D-Day) to May 7, 1945 (VE Day). All veterans are urged to help us preserve their memories, experiences, and stories of this violent time.

The museum was founded in 1986. Since that time it has grown to include both U.S. and foreign uniforms, weapons, and equipment, and many miscellaneous items. It even houses a U.S. 1943 Willys jeep used during the African campaign. While there is no physical building yet, the museum is shown to the public many times a year. Part of its purpose is to chronicle the war as seen through the veterans' eyes, not some "official" source.

If you would like to help the museum grow, or if you have any questions, please contact:

Wm. T. Ripley, Director
Military History Preservation Society
3845 N US Hwy 33
Decatur, Indiana 46733

14th Annual 2ADA Southern California Regional Reunion Dinner

BY DICK BAYNES (466TH)

The 14th annual Southern California 2ADA reunion dinner was held on February 25, 1995 (it is always the last Saturday in February) at the Marine Corps Air Station, El Toro officers club. This is the tenth year that the dinner has been held at the excellent facilities at El Toro, and we will continue to hold it there as long as the air station remains open. There were 290 members, wives, children and friends in attendance, as well as representatives from fighter groups.

The theme of this year's program was "A Tribute to Our Little Friends," and the speaker was Brig. General Robin Olds, a 2nd Air Division fighter ace with the 479th Fighter Group. General Olds had a distinguished Air Force career; aside from his twelve air-to-air victories in WWII, he shot down four enemy aircraft while flying 107 missions as commander of the famous 8th Tactical Fighter Wing during

Group Association; George M. Epperson, 65th Fighter Wing and president of the General Curtis E. LeMay Chapter of the 8th Air Force Historical Society; and Richard E. Willsie, 82nd Fighter Group, president of the P-38 National Association. Members of General Olds' 479th Fighter Group were well represented. Co-chairman Dick Baynes (466th BG) offered a toast in tribute to our "little friends," all those who served in the fighter units.

Special recognition was given to Colonel Albert Shower, CO of the 467th BG, who was married that morning and brought his new bride, his son and grandson to the dinner. Paul R. Cool (445th BG) was joined by his wife and nine other family members. The second generation Cool family offered a toast to all who served in the 8th.

Charles L. "Chuck" Walker (445th BG), president of the Second Air Division Association,

the occasion.

Exhibitors for the dinner were The International B-24 Liberator Club, and Mark Hoage, who displayed four tables of his extensive 8th Air Force collection, highlighting the fighter units this year. The Liberator Club donated several prizes for the raffle.

Mark your calendar for next year. We'll meet again at El Toro on February 24, 1996. ■



left to right: Jay Jeffries III, Jay Jr., guest speaker B/Gen. Robin Olds, and Bob Jeffries.

The younger Jeffries and their four sisters are Heritage League members.

the Vietnam War. He then became Commandant of Cadets at the U.S. Air Force Academy. Everyone enjoyed General Olds' remarks about his experiences in the 8th Air Force, Vietnam, and his Air Force career.

C.N. "Bud" Chamberlain (489th BG), past president of 2ADA, served as master of ceremonies. The program opened with the golden voice of Maria Gunnarsson, wife of Frank Grew (448th BG), singing the national anthem, followed by the traditional lighting of Eight Candles for Remembrance. Members of all bomb groups and fighter groups were represented in the candlelighting ceremony. Roy Guy (466th BG) gave the invocation. Our Marine Corps host, Colonel James P. Chessum, USMC, Station Inspector, welcomed all to the Marine Corps Air Station and the officers club.

Following dinner, officers of the Second Air Division Association were recognized: Past President J. Fred Thomas (392nd BG), Past Executive Vice President E.W. "Bill" Clarey (492nd), and current group vice presidents, Paul Steichen (93rd) and Wilbur Clingan (453rd). Fighter groups were well represented, by Walter H. Gier, area vice president of the 4th Fighter



Jane Leavenworth (453rd), Muriel Reading (453rd), Margaret Baynes (466th), and Agnes Rowe (448th) made registration and the raffle go like clockwork.

was welcomed and offered brief remarks. He brought us up to date on the most current information regarding the rebuilding project of the Norwich Central Library and the 2AD Memorial Room.

Co-chairman Jay Jeffries (453rd BG) introduced Brig. General Robin Olds. Following General Olds' stimulating talk, Jay and Dick Baynes thanked him and presented him with a plaque from the 2ADA of Southern California in appreciation of his contribution to our program.

Other members of the dinner committee were recognized: Fred Bromm (445th BG), Bud Chamberlain (489th), Roy Guy (466th), Doug Leavenworth (453rd), Dick Peterson (389th), Dan Reading (453rd), John Rowe (448th), and Paul Steichen (93rd).

Ladies who helped at registration were Margaret Baynes, Muriel Reading, and Agnes Rowe. Our chief raffle salesperson was Jane Leavenworth.

Doug Leavenworth ran the raffle, with proceeds going to the 2AD Memorial Room in Norwich, England. Many lucky winners went home with several fine prizes donated for



2ADA President Chuck Walker addresses the assembled.



Lighting the seventh candle, to honor those lost in the Central Europe Campaign, are Fred Gerritz (466th BG), George Epperson (65th FW), and Willard Levin (392nd BG).



Cochairman Dick Baynes (466th BG) prepares to toast our "Little Friends."



392nd B.G.

BY OAK MACKEY

Do you recall where you were on VE Day, May 8, 1945? As you receive this *Journal* in May, 1995, four or five hundred 2ADA members will be celebrating VE Day with our English friends. There will be celebrations at the villages near our old air bases, and we will march in a parade in Norwich (not a long one, I hope). There will be a visit to the American Cemetery near Cambridge, a visit to the Duxford Air Museum, a variety of tours, a good English breakfast each morning, and the 392nd will visit Sheringham for lunch and to see the memorial placed in the All Saints churchyard to commemorate the 392nd crew who crashed nearby while returning from a mission to Kiel. In my article for the next issue of the *Journal*, I will write a full account of the trip to England. Is this the final trip to England for the 2ADA? Who knows — Evelyn keeps taking us back!

Does anyone out there remember Jim Rohe? He was the copilot on the Tennie W. Peterson crew, who were at Wendling from September 1944 to April 1945. I met Jim on a train in May of 1944, as we were traveling to the Tonopah AAFB for overseas training. I became the copilot on the Jack Clarke crew there. Copilots, like birds of a feather, we have remained friends ever since. Jim called me in early December 1994, all excited. He had received a telephone call from tail gunner George Hoffman, who gave him the addresses and phone numbers of waist gunner Don Mitchell, nose gunner Tom Hankins, and navigator Bill Damerst. Needless to say, this crew plans a reunion in the near future, and Bill Damerst is doing everything possible to have that happen in Lexington, Kentucky at the 2ADA convention, July 3-6. The pilot on this crew, Tennie Peterson, passed away three years ago. The bombardier, Roy F. Lawson, is out there somewhere. Does anyone know where? If so, let me know, pronto! In February 1945, Jim Rohe was promoted to first pilot and flew his last eight missions with his own crew.

It is March, 1995 as I write this article. March 18, 1944 was the very worst of days for the 392nd BG. The target was Friedrichshafen. Twenty-eight air crews were briefed for the mission. Four aborted because of mechanical difficulties. There was a mid air collision over France, and the two aircraft exploded and crashed. In the target area, the 44th BG was leading the 14th Combat Wing and made a 360° circle for reasons unknown, leaving a gap in the division line. The 392nd continued on the bomb run, and dropped with poor results. The formations were running nine minutes late and missed the fighter escort rendezvous. An estimated 60-70 ME-109 and FW-190 German fighters attacked, with disastrous results. In the ensuing air

battle, twelve 392nd B-24s went down, and on the return, another caught fire and the crew bailed out over France. Only seven aircraft made it back to England, some with casualties aboard. In all, there were 154 casualties, some KIA, many MIA. One aircraft may have gone to Switzerland; all other MIA became "guests" at various German POW camps.

One of those was Cliff Peterson, now president of the 392nd BG Memorial Association, and a longtime 2ADA member. At the 2ADA convention at Hilton Head, SC in November of 1993, Cliff recorded a videotape describing the air battle, bailing out of his B-24, capture by the Germans, interrogation, life in the Stalag Luft, and finally his release from captivity and return to the U.S. of A. Ernie Barber made the recording with his camcorder, and brings it to all of our conventions. He will be happy to show it to you at a convention, and I have a copy I'll loan to you for a short time if you pay the shipping. Also on the same tape, and recorded the same day, is an account by Lou Stephens and Bill Riddleberger about how they were captured by the Germans and became POWs. On a mission to Mainz on September 9, 1944, they took a direct hit from flak and the airplane exploded. Lou and Bill were pilot and copilot. They were blown clear of the airplane somehow, and parachuted to the ground. There were no other survivors. Both Lou and Bill had serious facial burns and spent a lot of time in German hospitals as well as in POW camps. Their stories are equally as fascinating as Cliff Peterson's. They were flying "Ja-Jaw Boy" that day. (Ernie Barber was their crew chief.)

Today's mail brought a copy of "The Mighty Eighth Heritage," the newsletter of the Mighty Eighth Air Force Heritage Center, along with a letter from Lt. Gen. E.G. Shuler, Jr. (Ret). Site work on the Heritage Center began the first week of October, 1994 with the clearing of trees on the twelve acres located at the intersection of I-95 and U.S. 80 near Savannah,

Georgia. All work continues on schedule for a May 1996 completion. Gary Miller, museum director, wants memorabilia and artifacts *now*. He wants them from units, and he wants them from individuals. This is so he can plan the displays and have them ready for the opening ceremonies in the summer of 1996. Annual membership dues in the Mighty Eighth Air Force Heritage Center are \$20.00, to be sent to P.O. Box 1992, Savannah, GA 31402. Send your memorabilia in c/o Gary Miller (phone 1-800-421-9428 or 912-748-8888). Cash donations are gratefully accepted as well, and are tax deductible.

We do get new members from time to time. Here is a list of those who have joined in the past year or so. You might see the name of a long lost friend or crew member here: Russell D. Williamson, James M. Rohe, William A. Damerst, William A. Braddock, William F. Davis, William F. Dwyer, George Kouzes, Jim Marsteller (associate member), LTC Joseph B. Patterson (Ret.), Jean N. Chamblin, John H. Morse, Lloyd J. Burns, John H. Bross, Wilbur S. Stanford, Jr., Vivian Egan (associate member), Eleanor M. Bader (associate member), and Dennis Duffield (subscribing member from Dereham, Norfolk).

If you know of any person who served in the Second Air Division of the Eighth Air Force during World War II who is not a member of the Second Air Division Association, please send me his/her address or telephone number.

You are probably reading this issue of the *Journal* in May. The deadline for making the necessary payment to attend the 2ADA convention in Lexington, KY, July 3-6 was May 1st. Nevertheless, you might still be able to go if there are vacancies remaining. Contact Evelyn Cohen at 06-410 Delaire Landing Road, Philadelphia, PA 19114, phone (215) 632-3992, or FAX (215) 632-8319. Full information about this convention is on pages 38, 39, and the back cover of the Winter 1994 *Journal*, which you received last November/December. ■

LEST WE FORGET

Submitted by MYRON KEILMAN, 579th Squadron

On 25 April 1945, the 2nd Air Division flew its last mission. The 392nd flew its 285th — and last — mission to bomb the railroad marshalling yard at Hallein, Austria, about five miles from Hitler's retreat at Berchtesgaden. Excellent results were achieved, in spite of intense flak. Ten airplanes suffered damage, but only one didn't make it back to Wendling. It made a safe emergency landing on the continent.

All of the Eighth Air Force was stood down from further combat operations.

Adolph Hitler killed himself on 30 April 1945 in his deep underground headquarters in Berlin.

VE (Victory in Europe) Day was declared on 7 May 1945. Here is the message from General Spaatz, Commander U.S. Air Forces in Europe:

"Order of the Day Number 3. The war in Europe is over. The combined efforts of our American forces together with our teammates on the ground and on the seas have joined with those of our allies to annihilate a powerful foe. All of you have played a great part in this victory. The courage and determination of our combat crews has been matched by the tireless devotion of ground crews and staffs. To those brave men whose lives have been part of the price we have paid, will go the everlasting gratitude of their fellow countrymen. It is a matter of the deepest pride to me that I have been privileged to serve as your commander" — Carl Spaatz.

FOLDED WINGS

"Fling open wide the golden gates, and let the victors in."

— HENRY ALFORD

HQ

Earline Embrey
Col. Richard T. Westenbarger

44th

Joe Arcangeli
Maurice L. Dyer
Joseph E. Flaherty (HQ)
Spencer M. Fulp
James R. Perry, Jr.
Dale E. Rauscher

93rd

Nicholas A. Caruso
William M. Culin
Adrian G. Hanri-Smit (AM)
Howard Mesnard
David B. Reed
Eugene H. Shabatura

389th

Frederick E. Edell
Joseph I. Grosso
Roy A. Lundquist
Thomas G. Regan
Roger L. Stone
Charles Weinberg
George Winick

392nd

Charles H. Bader
Lee Roy V. DeHoff
Ernest R. Fleck

445th

Norris Hester
Walter J. Johnson
Carlton R. Kleeman
Elmo E. Misner
Maj. Cloyd E. Peacock
William H. Sypher

446th

John Madge
Fred Paine (93rd)
Charles R. Rinehimer
Herman Santucci

448th

Albert DiLorenzo

Boardman G. Getsinger

Marvin W. Hicks
Wesley Isaacson
Francis C. Marx
Michael R. Zinka

453rd

Charles E. Iles
Robert E. Langenfeld
John D. O'Leary
Thomas D. Sherman
Raymond E. Sullivan
Richard T. Witton

458th

Royce B. Glenn
Michael G. Grady
Louis A. Haley
Patrick F. McCormick
Robert H. Minor
E. Ralph Rundell

466th

William T. Brenner

467th

R. Bartlett Easton Jr.
Henry Fagan (389th)
Carl Gloskey
A.E. Rothchild (Life Member)
Robert C. Ruffcorn

489th

Sidney Herman
Robert J. Kelly (445th)
Howard J. MacDonald
Philip P. Redmond
Warren E. Scherbert

491st

LTC Herbert B. Bronner
Kenneth M. Peiffer
Richard M. Rinto

492nd

Julian L. Braun
Joseph J. Dapolito
Alston H. Howrey
Thomas A. Leggett
Joe Morgan

SM

Andrew Ferguson

THE ORIGIN OF TAPS

SUBMITTED BY BILL BEASLEY (492nd)

With its roots in the American Civil War, the origin of the bugle call we know as "Taps" clearly springs from the Virginia battlefields of 1862. Union General Daniel Butterfield is generally credited with composing the music for the tune, signifying rest and peace in a soldier's life, be it at the end of the day or the end of his life. In July 1862, just after the Seven Days Battle, the countryside of Virginia was strewn with the bodies of thousands from both sides of the conflict. The losses were dramatic and severe, reflected in the general mood of the Union encampment just east of Richmond. General Butterfield sensed the morose, pensive mood prevalent among his troops. While the whole Army of the Potomac was in this mood, Butterfield used the time to pursue his chief hobby,

"The truly American bugle call"

writing music.

As an accomplished musician, Butterfield had already written a number of original compositions, including several bugle calls. The brigade's bugler, Pvt. Oliver Wilcox Norton, recalled his experience with Butterfield in memoirs written years later. "One day in July . . . Gen. Butterfield summoned the writer (Wilcox) to his tent, and whistling some new tune, asked the bugler to sound it for him. This was done, not quite to his satisfaction at first, but after repeated trials, changing the time of some of the notes, which were scribbled on the back of an envelope, the call was finally arranged to suit the General. He then ordered that it should be substituted in his brigade for the regulation "Taps" (lights out) which was printed in the Tactics and used by the whole Army."

The popularity of the new "Taps" spread fast. Wherever it was heard, it stirred listeners to endorse its use throughout the Union armies. Its use passed from army corps to army corps. At last, by general orders, the new bugle call was substituted for the old, discordant, colorless "Lights Out" call, and the new "Taps" appeared in the official United States Army regulations in 1891. ■



491st BOMB GROUP

POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY HAP CHANDLER

VE DAY ACTIVITIES

The fiftieth anniversary (1945-1995) of Victory in Europe (VE Day) is a busy time for Ringmasters. Two organized groups are returning to England for celebrations in London, Cambridge and Norwich. It is expected that former Presidents Bush and Carter will accompany Vice President Gore to Madingley Cemetery for VE Day ceremonies honoring our comrades who rest in English soil. There are also plans to participate with our British allies and their Queen in ceremonies in London. How quickly fifty years have passed since that joyous day in 1945 when the Nazi scourge was totally defeated!

MEMORIAL ROOM REOPENS

Our Second Air Division Memorial Room was formally reopened on February 28, 1995 in its temporary location on Ber Street in Norwich. I am sure that many of you returning to England will want to visit this new facility while there. Phyllis DuBois, our trust librarian, earnestly requests that you contact the Memorial Room by mail, fax or phone prior to your arrival in Norwich. This is particularly important for those of you planning a trip for the first time. Phyllis works closely with the Norwich Tourist Office and is able to be of material assistance in arranging accommodations, train schedules, and introductions to base and group contacts.

There is an article elsewhere in this issue (please see page xx) which covers the reopening of the Memorial Room. Phyllis, her staff, and volunteer assistants have done a magnificent job of restoring our unique memorial. They are fully operational and eager to be of assistance to anyone planning to visit England.

JERRY IVICE CHAIRS HERITAGE CENTER COMMITTEE

Jerry Ivice has agreed to serve as chairman of the 491st Heritage Center Coordinating Committee. He will be responsible for selecting memorabilia for the 491st display at the Heritage Center, and for establishing a group fund raising program. His first project is a stained glass replica of our Ringmaster logo and of the four squadron logos. This unique work of art will be the centerpiece of our 491st Bomb Group exhibit. Jerry and his committee will be contacting you regarding memorabilia appropriate for display and instructions for forwarding items to the Heritage Center.

In addition, Jerry and his committee have the responsibility to solicit funds from group

members, funds needed to help meet the \$3 million dollar goal established by the Heritage Center. Our group will participate with all other 8th Air Force groups in this fund raising effort. 491st goals and participation will be covered in detail later this year. If you would like to receive a copy of the center's newsletter, "Mighty Eighth Heritage," contact the Mighty Eighth Heritage Center, P.O. Box 1992, Savannah, GA 31402, telephone 1-800-421-9428.

HOME TOWN NEWS RELEASES

Two of our members have been featured in their hometown newspapers, Marcus Poteet in the Waverly, Nebraska *News* and Frank Lewis in the Dublin, Georgia *Courier Herald*. This is indicative of reviving interest in World War II as we celebrate the fiftieth anniversary of our victory in Europe. Marcus' career as a navigator in the 854th Squadron is the subject of the *News* article. Frank Lewis, noting an article concerning the "Miracle at Remagen," recalled for the editor of his hometown paper "the real miracle of Remagen." Frank reported that the 491st mission of 29 December '44 dropped tons of explosives on the city of Remagen but left the bridge unscathed. Thirty-six days later American ground troops captured the bridge intact and 25,000 made it to the east bank of the Rhine before the bridge collapsed. It could be said that the 491st hastened the end of the war by a near miss on the Remagen bridge! We'll try to reprint this story in a future issue of the *Journal*.

the crash is on Terry's farm, where the ceremony was held "fifty years to the minute" from the date of the crash.

Terry and family visited Fletcher Sharp II, nephew and namesake of the pilot, during a recent trip to the USA. Fletcher has made an extensive study of the circumstances surrounding the crash, and has visited the site in England. Coincidentally, Warren Rudolph, 5440 Covery Court, Lincoln, Nebraska 68516 wrote seeking information about his uncle, Warren Rudolph, who also died in this crash. He says, "I am proud to have been named for a man who so valiantly served his country," and he would appreciate hearing from anyone who has knowledge of this crash.

RISKO SEEKS

"LITTLE BEAVER" CREW

George Risko, Apt. 206, 400 N. Hunter Blvd., Birmingham, MI 48009-5710, would like to contact C.G. Burk, his pilot, and other crew members with whom he flew, especially Stark, Donovan, Cheny and Kroll. George was wounded and lost track of his crew during hospitalization.

"SHE DEVIL"

THE CLIF JENNINGS CREW

The Clif Jennings crew of the 852nd Squadron had the distinction of flying "She Devil" from its entry into the Air Force at Pueblo, Colorado until they finished their tour of combat on 21 November 1944. The following



Standing (l-r): Troy Childers (N), James Hutchinson (B), Clifton Jennings (P), Frank Messer (CP), and Lewis Turner (PN). Kneeling (l-r): Charles Mick (FE), Brownie Brown (ground crew chief), Kenneth Rigan (WG), Earl Hartman (WG), John Deck (RO), William Jacobs (TG), and E.A. Miller (BTG). Miller and the ball turret were removed shortly after arriving in England.

LUCKY PENNY REMEMBERED

Terry Godbold, whose farm is located on a portion of the 491st base at Metfield, held a wreath laying ceremony on June 8, 1994 in commemoration of the "Lucky Penny," which crashed attempting to land with engine failure at Metfield. Tragically, all crew members died in this unfortunate accident. The site of

is navigator Troy Childers' account of their tour from Colorado to Germany and back.

"The Jennings crew was an original member of the 491st Bomb Group. We came together at Davis-Monthan, Tucson, AZ, then pushed on to atrocious Blythe, California — UGH! The men called it General Longfellow's private

(continued on page 20)

491st RINGMASTER REPORTS (continued)

boot camp for flight crews. But then our luck changed — we went to wonderful Pueblo, Colorado and our journey with the 852nd Squadron of the illustrious 492nd BG began.

"Our CO, Ken Strauss, had anti-sub experience and so did I, 25th SQ A.R.O.N. Jax, Florida. I was also a graduate of the prestigious Pan-American Navigation School, University of Miami at Coral Gables, Florida. We began our lead crew experience at Pueblo.

"With the caveat 'It cost \$250,000.00, so take good care of it,' we were assigned A-Able 123, a beautiful, shiny, new B-24. We christened her 'She Devil' with soda pop, and had the base artist paint portraits of a shapely and beautiful Amazon with cape flying and spear poised to throw. We checked her over, from fine tuning her controls to the astro dome and astro compass, then gave our spouses a grand tour of 'She Devil.' They blessed her and asked for our safe passage — it worked! Col. Strauss told me recently that she completed 100 missions and flew back to the States to be scrapped. Sad, but she had accomplished her mission of helping to destroy Germany's ability to wage war.

"A-Able 123, with crew and CO Strauss aboard, departed Pueblo on 23 April 1944. We flew the southern route via Fortaleza-Dakar, and arrived at Metfield on 10 May 1944.

"Our first mission, 2 June 1944, was number one for the group, and our thirtieth and last mission, 21 November 1944, was number 103 for the group. It was Hitler's major oil refinery at Hamburg on the island of Harburg. The flak was bad, but the target was had as the tail gunner reported large clouds of black smoke. Right after 'bombs away,' a piece of flak broke Jennings' windshield and struck his right shoulder. It was very painful and made an ugly bruise, but that was the only injury for our crew over 30 missions.

"After seven and a half months we bade North Pickenham, and a most eventful period of our lives, goodbye."

IN MEMORIAM

Norman Disney died on August 26, 1994, preceded by his wife Dorothy on April 26.

Herbert J. Bronner died in Citrus Heights, California in January, 1995 at the age of 91.

Kenneth M. Peiffer, sole survivor of his crew in a bailout over Germany, died in Lebanon, Pennsylvania. He was retired from the VA Lebanon Medical Center.

Fern Dougan, beloved wife of Dr. Mike Dougan, died in her sleep in Enid, Oklahoma. Mike was our group flight surgeon in WWII. He and Fern have been two of our most active participants in group reunions and memorials. We will miss her sunny disposition and energetic support of the Ringmasters. ■



12TH ANNUAL MIDWEST AREA REUNION

The 12th Annual Midwest Area Region of the Second Air Division Association will be held in Springfield, Illinois, at the Holiday Inn East on September 19, 20 & 21, 1995. For further information, contact:

W.H. (Bill) Kirkton
#1 County Road
Chatham, IL 62629
Telephone (217) 483-2114

AIR FORCES ESCAPE & EVADE SOCIETY

The Air Forces Escape and Evade Society will hold its annual reunion in conjunction with the Royal Air Force Escape and Evade Society — Canadian, September 21-25 at the Royal York Hotel in Toronto. Anyone wishing to attend, please contact:

Clayton David, Membership
19 Oak Ridge Pond
Hannibal, Missouri 63401

OR

Paul Kenney, Treasurer
5400 Post Road Pass
Stone Mountain, Georgia 30088

DYERSBURG ARMY AIR BASE

As the fiftieth anniversary of World War II approaches, we here in Halls, Tennessee are excited about welcoming back those who served at a B-17 training base here in our town. All military and civilian personnel who were stationed at or worked at the Dyersburg Army Air Base, or their survivors, are invited to attend a 50th Reunion and Commemorative Air Show, August 25, 26 & 27, 1995. Contact:

Patricia M. Higdon
719 W. Main, Halls, TN 38040
(901) 836-7400 after 7 PM CST

50TH ANNIVERSARY OF FORD WILLOW RUN BOMBER PLANT

Tentative plans have been made for a 50th anniversary reunion on Saturday, August 12, 1995 for those who were involved at the Ford Willow Run bomber plant, Romulus Air Field Ferry Command during the years 1942-1945, and others who would like to take part in the celebration of this historic occasion. The tentative plans call for a tour of the Willow Run plant area, including the Yankee Air Force Museum and restored aircraft, flyable and on static display.

In the evening, plans are for a banquet, special speakers and entertainment, including dancing to music featuring golden oldies of World War II performed by the Glenn Miller Orchestra.

Those interested in being a part of this historical reunion in 1995 are encouraged to contact:

Col. R.J. Blodgett USAAF (Ret.)
2701 McNeil Street
Raleigh, NC 27608

ATTENTION ALL CARPETBAGGER CREWS

The Swedish Government, the Swedish Air Force, Norway, USA and the city of Luleå are going to have a reunion June 14-17 as a remembrance of ATC operations in Sweden during WWII.

As you probably remember, Col. Bernt Balchen was head of Air Transport Command in Scandinavia and flew mainly stripped B-24s and C-47s from England to Sweden and even into Norway. From the Swedish air base, Kallax, ATC operated with C-47s from Christmas 1944 until the war was over. The Swedes trained Norwegian "police forces" all over and even at F21, which was the military cover for the Kallax airfield. ATC flew field hospitals, "Norwegian polices," and people from the Norwegian underground.

There were several code names for the operations: "Operation Sonny," "Where and When," and "Operation Ball." The reunion is named after "Operation Ball."

There is quite a heavy plan for the reunion, including flying into Norway and the old bases at Høbuktsmoen/Kirkenes-Banak/Lazelv.

The organizers are looking for any surviving pilots who flew the C-47s during WWII from Kallax into Norway and back again. They will be invited to the reunion, transportation from the States and accommodations paid. Please contact:

Torbjörn Olausson
Töresjövägen 33
13547 TYRESÖ
Sweden

There are some dates that shape the fate of a nation. There are some dates that profoundly affect the life of an individual. World War II had both types of dates in abundance. For example:

DECEMBER 7, 1941

Whatever you were doing on December 6, there was a good chance you knew your future would be taking a different path by December 8. I was working in Plymouth, Massachusetts in a department store, gave my notice, and headed home to Weymouth to enlist in the Army Air Corps. I had an all-consuming interest in aviation as a boy, making those model airplanes out of balsa wood. (Remember balsa wood?) Then there were the great films — *Test Pilot*, *Dawn Patrol*, and *Ceiling Zero*; and reading — *G-8 and His Battle Aces*.

I was sent to Montgomery Field, Alabama, went through pilot training, where I graduated in the class of 43-B. I joined the cadre of the 445th BG in Orlando, Florida, and, at the age of 19, was checked out as a first pilot of the magnificent B-24. Following training, our crew arrived in England in November of 1943.



G. Lymburn, pilot, living the childhood dream.

MARCH 6, 1944

Gen. Jimmy Doolittle took over command of the 8th Air Force on January 1, 1944. There existed a large sign in the Headquarters office: *The Purpose of the Eighth Air Force is to Destroy the German Industry*.

Word soon was going around that Doolittle had that sign taken down and put a new one in its place: *The Purpose of the Eighth Air Force is to Destroy the Luftwaffe*.

This would be the year of the invasion of Europe. That invasion would be impossible without complete air superiority. Now, with the new long-range P-51's and P-47's, fighter escort could be provided to any city in Germany.

How to flush up the Luftwaffe? Bomb Berlin.

On March 6th, 1944, my crew and I experienced the usual 4 AM awakening, ate the usual breakfast and took the usual position in the briefing room, but when the map was exposed, we saw a most unusual target: Berlin.

The bomber flown by the Lymburn crew took its position in the formation, climbed to 22,000 feet, approached Berlin from the south, established its bomb run, and dropped the load.

Wham! Almost immediately, a cluster of flak bursts hit the ship, causing it to break into flames. The crew bailed out.

I stayed with the B-24, picked out a green field, crash landed, and was astonished to realize that the tail gunner, Frank Cittadino, had

It's a Date!

BY GEORGE H. LYMBURN (445TH)

come down in the back of the plane. We were captured and spent the rest of the war in a German prisoner of war camp.



Final landing of
"God Bless Our Ship," March 6, 1944, 1:45 pm,
at Karwar Meadows, Germany.

JUNE 6, 1944 - D-DAY

The news was picked up on our secret radio and the word swept through the camp like a tidal wave. "Did you hear?"

"Yeah! Great, huh?"

That night we gathered around our table and the speculation started. Some thought the war would be over by September. A few pessimists held out for October. But we all concluded that we would certainly be home for Christmas.

September came and went. October came and went. Christmas came with the news of a major German offensive. January 1st, the New Year, was greeted with silence.



A former prisoner of war once said,
*"I'd rather spend a month in combat than
a day in a prisoner of war camp."*

AND FINALLY, VE DAY, MAY 8, 1945

Early in May, the German guards packed up, left our prison camp, Stalag Luft I at Barth, and made a dash for the American lines. So relieved to be free at last, many of us started wandering around the countryside. I walked along a peninsula and after several miles came upon two barges of French liquors. So I slit the lining of my overcoat, stashed in as many

bottles as I could, packed a few more into my pockets, grabbed one in each hand, and headed back to camp.

"Drink up!" I unloaded the booze on our table. And drink they did. Buhla got a bit sick and lost his two false front teeth. Ah, liberation!

We were later instructed to stay in camp. There had been some killings in town. I suppose it was a good precaution, but after fourteen months behind barbed wire with 9,000 men, I had this overwhelming desire to visit Paris. I don't know exactly why, but that urge was sure there.

So one night, Lt. Buhla and I snuck out between the American guards and started walking to France. During the evenings we would go to a German farmhouse and indicate that we wanted food and a place to sleep. They seemed more than willing to accommodate.

After several days on the road, we came up to a large home. We were greeted by a Russian soldier. He took us to his commanding officer, a colonel who spoke English.

He invited us in for dinner. Already at the table was his most attractive young companion. I sat directly opposite her, and finally realized I was really out of prison camp. Yes.

About halfway through the meal, an aide came in and whispered something in the colonel's ear. He nodded, took a bottle of wine, and refilled our glasses.

"A toast, gentlemen," he said. We raised our glasses. "The war is over."

That date, that time, and the image of that moment is like a precious photograph that I keep framed in my dream book of memories.



They say, "Don't look back — something might be gaining on you." Yet this year I'll be in Norwich with the 2nd Air Division Association. Then I'll move on for a ceremony at Stalag Luft I with 50 ex-POWs. And I've located the man who shot me down and one of the men who captured me. We'll meet in Germany . . . have a beer. Looking back? Sometimes, yes, sometimes, it can be quite a treat. And some dates still have a way of moving the heart.



Upon returning home, I did what so many of us did after the war: I attended college, married, and raised a family. I also began a career in theatre and film making, an interest I developed while interned as a POW. ■

WHAT ELSE CAN HAPPEN?

by JOHN W. SNIDER (448th)

By the end of September, 1944, we felt like an experienced crew. We had already flown two bombing missions into Germany without any serious trauma. Indeed, our first couple of missions, to Kassel on September 27 and to Hamm on September 30, had been pretty uneventful. We didn't know what was happening to the 445th a few miles away from us on the Kassel mission. On the Hamm mission, I rode in the nose turret as gunner and pilotage navigator, from where I could see some flak bursting off in the distance and kept a watchful eye out for the enemy fighters, which stayed on the ground that day.

On the third mission, however, it hit the fan and we discovered several of the many things which might go wrong with a B-24 in combat. Our first indication that this was to be a different kind of day came after a rude awakening at 2:30 AM and a briefing which lasted from 3:30 to 5:00. The mission was scrubbed just as we were ready to be ferried

at gunnery school in Kingman, Arizona. I did finally persuade the guns to fire, and fortunately did not have occasion to test their reliability in combat.

As the huge formation of bombers left the IP, I instructed the navigator to open the bomb bay doors, and shortly afterward received the distressing information that the right front bomb bay door was jammed and only partially open. While Sergeant Jesse Kinsey, the radio operator, was trying to force the recalcitrant door open with his foot, I attempted to offer a suggestion and depressed the bomb release button instead of the push-to-talk button on the turret's control column. Sgt. Kinsey experienced a real thrill as three 500 pound bombs crashed through the partially open door a few inches from his leg. Unfortunately, since we were flying on the right wing of the squadron leader, most of the squadron dropped on our "signal."

As we crossed the English coast on the

THE TALE OF THE SEVERED HAND

by J.C. DODMAN (389th)

Just a few days after VE Day, our group from Hethel was moved to a nearby field, Bungay, as part of the preparation for returning to the States. On the Bungay base stood an ancient but well-kept castle called Flixton Hall. Being curious about ancient history, I had to venture there.



Flixton Hall, North Front, Bungay

It's been fifty years, so I cannot recall Lord whosit's name, but I was given the grand tour through the castle by two lovely ladies, Beatrice Elliott and Kathleen Mary Smith. I recall thick, deep blue carpeting, huge picturesque tapestries, suits of armor, swords and pictures in one great hall. I was escorted to the roof, where a panoramic outlook enhanced the view in every direction. High on one pole fluttered a flag — the owner's logo, but how gruesome: a severed hand dripping blood and gore. My escort told the story of the bloody hand.

It seems that ages ago people who lived in Ireland owned parts of England. The monarch of ye olde Sod decided to reward his faithful followers by allowing them to win estates in England. Since he loved sports, he put these estates up as prizes. These clans were to row across the Irish Sea, and the first to "touch" land would win. A dozen clans were ready — longboats filled with their strongest rowers. Despite gale winds and angry seas they started off, but by the following morning only two boats were left, vying for leadership. When it became apparent that both ships, neck and neck, would reach England's shores simultaneously and there would be no winner, Flixton's captain put his left hand on the gunwale, drew his own sword and chopped off that hand. Then, picking up that severed appendage with his right hand, threw the hand to shore. There was no doubt as to the winner who had touched first. Evidently the price he paid was worth the sacrifice.

J. Colter Dodman was a pilot with the 389th Bomb Group stationed at Hethel. He completed 17 missions from January 1945 to April 1945. ■



A/C 78481 on the runway at Seething after return from 10/2/44 mission to Hamm.

to the hardstand where our plane was waiting for us. After a second breakfast, we went back to the briefing room to find that the target had been changed from Stuttgart to Hamm, with takeoff now scheduled for 10:30, leaving time for yet a third breakfast. Since I had found the nose turret much more comfortable than the crowded bombardier's compartment below the navigator's table, I again chose the turret as my station. As we headed out over the North Sea from Great Yarmouth, my first concern after checking on the status of each crew member was to check the operation of the twin nose guns. To my dismay, I found that they in fact did not operate at all — the guns were jammed, and I had to repair them in flight. I soon discovered that field-stripping a .50 calibre gun in the confines of a turret is a very different matter than doing the same thing on a table

return trip, we discovered that one bomb had hung up and, as we flew back out over the North Sea, I had to make my way along the catwalk through the open bomb bays and pry it loose with a screwdriver. We finally got back to Seething, where our No. 2 engine caught fire on the final approach. After a bumpy landing and an extremely rapid deceleration, we made our escape through the half-opened bomb bay doors, not stopping to look back until we were well across the field. As Col. Mason picked us up in his Jeep, I vowed to never fly in that plane again — an unnecessary vow, since the port wing spar had been burned nearly through and the aircraft was assigned to salvage.

Happily, while none of our remaining seventeen missions were "milk runs," never again did we encounter so many difficulties on a single mission. ■

DOUBLE DUTY: 8TH AF BOMBER PILOTS WHO BECAME FIGHTER PILOTS IN WORLD WAR II

BY G.W. FORD AND JAMES J. SCANLON

Why did B-24 and B-17 pilots volunteer to fly combat in fighter planes in the European Theater of Operations during World War II?

How many pilots transferred from heavy bombers after completing a tour of duty and then flew P-47s and P-51s to escort bombers and to strafe German military installations?

Who were these pilots?

From the thousands of 8th Air Force B-17 and B-24 pilots who completed the assigned number of combat missions for a "tour," only a few (probably less than 50) subsequently flew as members of fighter groups escorting heavy bombers to targets on the continent and providing support for Allied ground troops.

Did these pilots transfer because they:

(a) were obsessed with defeating the enemy? (b) loved the challenge of air combat? (c) wanted to avenge the loss of a friend or relative? (d) did not want to fly bombing missions again in a B-17 or B-24 on a second tour? (e) did not want to return to the States and be reassigned either as instructor-pilot or as a bomber pilot in the Pacific Theater? (f) had always wanted to fly fighter planes?

Actually, this small unique set of pilots gave a variety of reasons for volunteering — a combination of the reasons listed above. Some of these pilots had brothers or close friends who were still flying bomber missions in B-17s or B-24s, and if their brothers in bombers could be protected by fighter escort, it didn't seem right to abandon them without at least trying to escort them safely to and from the bombing targets.

Some of these pilots had suffered a personal loss of a close relative or friend. The enemy had inflicted severe injuries or death upon someone dear to these pilots, and they did not feel their retributive efforts thus far had been sufficient.

Many of them seemed to have been frustrated would-be fighter pilots. They had not received the assignments they wanted either for advanced flight training or at the time they were given their commissions and pilot's wings. They were eager to fly those single-engine fighter planes.

Fifty years have passed since a small number of bomber pilots finished their tours of bombing missions and then flew fighter planes on second combat tours over Europe with the 8th Air Force. When we were preparing this report in 1994, all of the men for whom we had anecdotal information were alive and were in their seventies, having been in their early twenties in 1944 and 1945. Why did they volunteer to fly fighter planes, and how had they been able to survive — when other former bomber pilots who started second tours in fighter planes did not?

Their survival seems remarkable in view of the fact that almost none of these pilots who transferred to fighter planes had adequate preparation for flying these kinds of aircraft, much less for flying them in combat. As aviation cadets, almost none had flown single-engine airplanes in advanced flight training. They had flown twin-engine advanced trainers, as a preliminary to becoming pilots of multi-engine bombers — and after receiving commissions as officers and their pilot's wings, they had gone on to further training as four-engine pilots or to assignments as copilots in four-engine bombers. For those assigned to become copilots, their next phase was on-the-job training with a B-24 or B-17 air crew in preparation for immediate duty overseas.

In either case, these young men were sent to England, and in a few weeks they were flying bombing missions to enemy targets in France and Germany. If they started their

B-17s or B-24s. The commanders felt that the bomber pilots had experience that would help fighter groups and squadrons to be more effective in their responsibilities in escorting bombers. (Actually, in most instances, little was done to seek input from the former bomber pilots or to somehow capitalize on their experience.)

Nevertheless, these bomber pilots became pilots of fighter aircraft and began flying combat — a challenge for which they had little preparation. (Similarly, those former bomber pilots who were assigned to fly fighter planes in the 1st, 2nd, and 3rd "Scouting Forces" had barely checked out in a fighter before they were sent out ahead of the heavy bombers to determine probable conditions that the bombers would encounter. Supposedly these "scouts" were not to attack the Luftwaffe, but some of them did.) The loss rate among pilots inexperienced in fighter

Despite inadequate training, a good number of ex-bomber pilots survived, and they did remarkably well in providing escort protection for the B-24's and B-17's.

tours in 1943, they were expected to complete twenty-five missions for a full "tour of duty" in combat — at which point they were eligible for reassignment back to the States or elsewhere. German opposition in the air and by anti-aircraft artillery was very intense and destructive in those early months of American engagement in the war in Europe. Later, the heavy bomber aircrews were expected to complete thirty combat flights, and by mid-1944 (when enemy opposition in the air had decreased somewhat), the B-17 and B-24 pilots and air crews had to finish thirty-five bombing missions in order to be released from combat operations and reassigned to other duties.

The primary responsibility of 8th Air Force fighter planes was to escort heavy bombers over enemy-held territory and to protect them from attack by German aircraft. That task usually meant engaging the Luftwaffe in the air — although 8th Air Force P-47s and P-51s often strafed Luftwaffe airfields and sometimes struck German railcars, tanks, and trucks.

By 1944 there was need for more fighter pilots in the 8th Air Force. The loss in Europe of many American flyers and the decision to send fewer fighter pilots to England meant that commanding officers of the 8th Air Force fighter wings and groups were willing to accept bomber pilots who had completed tours in

aircraft might well be attributed in large measure to inadequate training.

Still, a fair number of ex-bomber pilots in the fighter squadrons survived, and they did remarkably well in providing "escort" protection for the B-17s and B-24s. In air-to-air combat and in strafing, a few of these pilots were quite competent. Reports of their combat achievements indicate their effectiveness.

We have information fifty years later from several of these double-duty pilots about their experiences. Their accounts of episodes in their bombing missions, in their transitions to fighter planes and as fighter pilots, contribute to historical records and provide interesting and sometimes exciting anecdotes.

Until now, the U.S. Air Force Historical Research Center has not had a particular record of this small and unique set of pilots. This information affords the Center a base for further study and for recognition of these distinguished pilots.

→ → → →

An open letter from James Scanlon (453rd BG & 4th FG) appeared on page 39 of the Fall 1994 Journal, entitled "Did You Fly Bombers and Fighters?" G.W. Ford (also of the 453rd BG & 4th FG) advises that anecdotes from 18 bomber/fighter types have been collected. Their stories will be serialized in future issues of the Journal.



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

Fourteen members of the 492nd Bomb Group are attending the VE Day celebration in Norwich May 5-11, which should be a very memorable experience. Those who were planning to attend at this writing were: Bill, Norma & Craig Beasley; Gerald & Freda Campbell; Bob & Dorothy Cash, Tom & Margaret Floyd, Lenore Thompson, Bob & Pat Mattson, and Tom & Mary Anne Nelson. Bob Cash is making arrangements to get blue jackets for everyone. With our red caps and blue jackets we will be easily identifiable. Bob is also taking orders for the 492nd BG jackets for any of our members who might want one. Contact Robert Cash at 9421 Meadowknoll Drive, Dallas, TX 75243.

Four years ago, I began a search for a copy of the orders sending combat personnel of the 492nd Bomb Group, one member from each crew from each squadron, overseas to England by boat. Thanks to Alex Casaday (856th BS) who had a copy, I am able to share this information from Combat Crew Headquarters, Topeka Army Air Field, Topeka, Kansas (date of roster 27 March 1944) as follows:

856th Bomb Squadron	ASN	MOS	BOQ	&	BKS
2nd Lt. Vernon D. Mueller	0814917	1024	BOQ		409
Sgt. Lynn P. Augustine	33425807	612	BKS		219
Sgt. Clarence L. Ballew	34722325	748	"		219
Sgt. Allister C. Boeschstein	16086523	612	"		219
Pfc Warren G. Branch	13062826	611	"		219
Sgt. Alex M. Casady	34703431	748	"		219
Cpl. Martin W. Cookerow	16136489	611	"		219
S/Sgt. Robert L. Cotey	17121422	748	"		219
Sgt. Edward P. Debrular	35547122	748	"		219
Sgt. Albert L. McFadden	34385976	748	"		219
Sgt. Gerald A. Lague	11111884	612	"		219
Sgt. Victor H. Mazur	32670642	748	"		219
Sgt. Doyle C. Miller	36302423	748	"		219
Sgt. Lanta W. Redmond Jr.	34802235	612	"		219
Sgt. James E. Sams	34644842	748	"		219
Sgt. Wesley B. Sarles	33447299	612	"		219
Sgt. John H. Simpson	18051755	612	"		219
Cpl. Miles L. Teopper	36655469	611	"		219
857th Bomb Squadron	ASN	MOS	BOQ	&	BKS
2nd Lt. Thomas A. Gaven	0702268	1022	BOQ		409
Sgt. John R. Bell	38012117	611	BKS		219
Sgt. Addison C. Davis	31312747	748	"		219
Sgt. James R. Doell	12032042	611	"		219
Sgt. Harold E. Dorow	16088932	612	"		219
Sgt. Murry D. Gilbert	18156038	611	"		219
Sgt. Charles E. Hammer	12066862	612	"		219
Pfc. Bernard A. Kahn	33831440	611	"		219
Sgt. John D. McCarthy	12050366	748	"		219
Sgt. Joseph A. Morgan	17168628	748	"		219
Sgt. John F. Peters	37051615	611	"		219
Sgt. Arthur D. Oakes	39199275	748	"		219
Sgt. Donald D. Preston	12174107	748	"		219
Sgt. Richard E. Stratham	14056752	612	"		219
Sgt. Hulon Thurston	15335338	748	"		219
Sgt. Frank W. Webb	17055225	611	"		219
Sgt. Donald E. York	16089253	611	"		219
858th Bomb Squadron	ASN	MOS	BOQ	&	BKS
2nd Lt. Clifford L. Kennon	0755360	1024	BOQ		409
Sgt. James W. Angel	16061167	611	BKS		219
Sgt. Merrill E. Brewer	31005952	611	"		219
Sgt. Arnold Carter	34660801	748	"		219
Sgt. Harold W. Cearley	29376312	612	"		219
Pfc. Robert L. Corbin	37536769	611	"		219
Sgt. John Frabizio	32802188	748	"		219

(continued on page 26)

NOW LET'S CATCH THE ELEPHANTS

BY J. FRED THOMAS, GROUP RELATIONS

A couple of presidents ago when it seemed we were spinning our wheels and getting little accomplished, I wrote an article stating that we were stamping the pismires while the elephants were getting away. We have made considerable progress since that time. However, we lost one of our senior elephants when our *Journal* editor, Bill Robertie, disappeared into the mists where all old elephants go. Then the most important tent in our circus, our 2AD Memorial, burned to the ground. These were devastating events, but we pushed on toward our target as we did in the Big War after being badly hit by enemy action. Like back then, those losses seemed to bring us closer together, and we persevered with the addition of replacement crews. We were winning the war and the generals were happy.

As they say, that is history. Sad to say, it would appear that in a recent instance, we have once again begun to stamp pismires. Worse still, one or more of the stompers made a wild stomp and caught one of our more important elephants right in the gonads (you can look that up in your Webster's). It must have been a painful blow because that particular elephant let out a loud trumpet and hasn't been seen since. Now we have a break in our fence and several more of our elephants are nervously pawing the earth as if they might charge through that rupture. If they go, it is likely that some of our more domesticated animals would follow. Ringmasters, we have damages to repair lest we find ourselves with a badly decimated circus.

My suggestion is that we start adding some soothing balm to the the vats from which we take the water to hose down our elephants. For a while we had those elephants in harness as an important part of our circus. After the recent event, it appears that the beasts are afraid they will be put back to doing amusing tricks on a stool, standing on their hind legs or some such thing when they want to be in harness to help pull the wagons. They will no longer tolerate being led by the trainer with a stick and a sharp hook attached.

In view of the above, at our next circling of the wagons (Lexington), we must review our acts and get our show back to the attractive state that has been enjoyed over the years. Somehow, we must have the entire herd of elephants at that circling of the wagons and their voices must be heard. Also, we must review the duties of the whole circus crew from the chief ringmaster, animal trainers, clowns, et al, right on down through the person with the pail and shovel. Whatever, this is serious show business and we should get it right. More than that, we have to face the sad fact that the whole circus will be history in a few short years. We must repair our fences and leave everything so our future management can put the show on the road as we would like. ■



389th Green Dragon Flares

BY GENE HARTLEY

I remind you of the concept of using the 389th Green Dragon as the basis for my quarterly *Journal* column. The Green Dragon was the yellow and green B-24 used to assist in forming the 389th prior to leaving England for the continent. Flares flew from the Green Dragon, and they flew from many other sources at our base, conveying any number of different meanings. From this Green Dragon (column) will come flares of interest, information, and nostalgia. For instance:

A TUNEFUL FLARE

With recognition to the many varied authors and the myriad of different versions found in different theaters of the war, I offer this version, sung to the tune of "When Johnny Comes Marching Home."

*A mission tomorrow at dawn for us, hurray, hurray,
They'll notify next of kin for us, hurray, hurray,
With the thirty missions we have to fly,
The odds are that we shall bail out or die,
And we'll all fly on the Second Division Way.*

*A mixer of concrete should never grow wings, hurray, hurray,
A B-24 is one of those things, hurray, hurray,
It floats through the air with the greatest of ease,
Just like an egg beater batting the breeze,
And we'll all fly on the Second Division Way.*

*Our number three prop has run away, hurray, hurray,
And our number one turbo has gone to stay, hurray, hurray,
With a shot in the ball and the nose guns out,
The top turrets jammed and just spinning about,
We'll all fly on the Second Division Way.*

*The target's protected by trainer planes, they say, hurray,
The flak is feeble and poorly aimed, they say, hurray,
But the trainers are Messerschmitt 109s
And the feeble flak holed us 300 times,
And we'll all fly on the Second Division Way.*

*Precision bombing at noon for us, they say, hurray,
The bombardier toggled them out in train, hurray, hurray,
We aimed at the harbor, we hit all around,
Survivors are feasting on fish that they found,
And we'll all fly on the Second Division Way.*

*We circled the target to steady their aim, hurray, hurray,
And when we return our leaders we'll blame, hurray, hurray,
We pick out the towns that have most of the flak,
And circle them all on our way coming back,
And we'll all fly on the Second Division Way.*

*The B-24s are here to stay, hurray, hurray,
They'll plaster them in the Yankee way, hurray, hurray,
She's short and chunky, a queer looking hack
But she'll take you out and she'll bring you back,
And we'll all fly on the Second Division Way.*

*The thirtieth mission's the final one, they say, hurray,
They'll let you go home and catch up on your fun, hurray, hurray,
They think you'll come back for another tour,
But, take it from me, that's a pile of manure,
And we'll all fly on the Second Division Way.*

(These are but a few of the ad infinitum verses you may have heard.)

A FLARE FROM NASHVILLE

Ever wonder about the Nashville Classification Center that so many went through? Here are some comments from 1942 Nashville newspaper clippings:

"The first air cadets will be received here at Nashville on July 15, 1942. The center will be the only center in the country devoted entirely to the classification of air cadets.

"Cadets will come here from all parts of the nation as candidates for Air Force commissions. They will spend about four weeks here, during which time they will be issued equipment, receive medical examinations and inoculations, undergo psychological and aptitude tests, and partake in physical and basic military training.

"The cadets will also be classified as to which duty — pilot, navigator, or bombardier — of the Air Forces they are most suited.

"At the conclusion of their four weeks here, the cadets selected for future training will be sent to various advanced training centers throughout the United States."

Today the classification center is long gone. The government sold the property, which was two miles long and one half mile wide, and it is now a commercial center.

A BEAUTIFUL RECOGNITION FLARE FROM COSTESSEY

On March 7, 1944, a B-24 crashed at Carr's Hill Wood in Old Costessey Parish (near Norwich). Normally, little would be remembered regarding that crash, but Dennis Tye has not let that happen.

The man and his tribute were first brought to our attention in the Spring 1993 389th Bomb Group Newsletter. Since that time, Dennis has presented to Old Costessey Parish Council two glass enclosed displays and an illustrated book about the crash. (Would that all crews of similar straits could have a similar adoption and recognition.) Returning veterans are invited to visit the area and to view the items.



Dennis Tye with the montages and the book he has made about the crash at Costessey.

Dennis goes on to write as follows:

"Would there be any contributor to your newsletter, who does not visit Britain, who would care to correspond with me in the future? I have been involved in my task for over three years, and have not had the pleasure of meeting any ex-veterans to date." Write to Dennis F. Tye, Liberator Lodge, 41 Beaconsfield Rd., Norwich, Norfolk NR3 4PN, England.

A FLARE FROM MOHANDAS GANDHI

Occasionally one reads something that has no connection with the 389th, but it does strike a chord as being worth sharing. Such is the case with "Mohandas Gandhi's Seven Blunders of the World." For what it's worth, when Arun Gandhi, son of Mohandas, last saw his famous grandfather, the old man gave the boy a piece of paper with this blunder list: Wealth Without Work, Pleasure Without Conscience, Knowledge Without Character, Commerce Without Morality, Science Without Humanity, Worship Without Sacrifice, and Politics Without Principle.

(continued on page 26)

389th Green Dragon Flares (continued)

A FLARE FROM KNIGHTSHAYES COURT



Knightshayes Court, Tiverton, Devon, England

Some of you may well have visited in this "home" (called "flak shack") during an R & R (called "flak leave") about 1/2 to 2/3 of the way through your combat tour. I did. It was a week of time to remember. Herewith, a note from David Crooks, a present day administrator of the National Trust for Places of Historic Interest or Natural Beauty, about Knightshayes.

"In 1939 Knightshayes was requisitioned by the authorities and it was felt it would be used as a hospital as it had been in the 1914-18 war. In any event it was used as a convalescent home by all the allied forces and in particular by men of the Eighth Air Force for rest and recuperation. Many ex-servicemen have revisited down through the years and rekindled memories of this house and its lovely grounds.

"After the war, Sir John and Lady Heathcoat Amory lived in the house until Sir John's death in 1972, when it was handed over into the guardianship of the National Trust. Lady Amory still lives in the east wing of the house. Sir John's brother was Viscount Amory, the most distinguished Member of Parliament, Chancellor of the Exchequer, Governor General of Canada who died in 1981."

From Lady Heathcoat Amory's introduction to a guide book: "Very near the end of the war a sad tragedy took place. It was the custom for departed occupants to return from their airfields in order to 'buzz' the house, which meant flying up the park almost at tree level, to applause and clapping from the terrace. One fighter pilot, alas, lost his life, the plane hitting the tops of several trees."

A FLARE FROM LEXINGTON

The 2ADA reunion and convention in Lexington will find many of us from the 389th at our July 4th business meeting and banquet. Hope you can make it. In regards to our next reunion of the 389th, we are still looking for a couple of volunteers to plan and host it. Location is not as important as organization. If your area has the capability of hosting a 389th BG reunion, why not consider putting one together? Drop me a line, and I'll get the info to the right people. ■

492ND HAPPY WARRIOR HAPPENINGS (continued)

858th Bomb Squadron	ASN	MOS	BOQ	&	BKS
Sgt. Dale L. Fritsch	36705172	611	BKS		219
Sgt. William W. Goerndt	39307798	748	"		219
Sgt. Edward B. Hogan	39004708	611	"		219
Sgt. Wilmer H. Jester	13151979	748	"		219
Sgt. Vincent J. Kalata	16145063	748	"		219
Sgt. Irving L. Neilson	16145064	748	"		219
Cpl. Douglas N. Pleasant	17072038	611	"		219
Sgt. Fred J. Stevens	14176419	748	"		219
Sgt. James W. Stuckey	12167320	612	"		219
Pfc. Wilfred E. Teal	11088981	612	"		219
Sgt. Paul R. Toth	35530262	611	"		219
Sgt. Gerand J. Schaefer	32014100		"		219
859th Bomb Squadron	ASN	MOS	BOQ	&	BKS
F/O John M. Higgins	T-61853	1024	BOQ		409
Sgt. Leland Abbey	12084312	611	BKS		219
Cpl. Santos C. Cabral	39258315	611	"		219
Cpl. Francis R. Capers	34098528	611	"		219
Pfc. Harold L. David	35873338	611	"		219
Pfc. Alfred Darbyshire	37704427	611	"		219
Sgt. Harry L. Fischer	33383654	612	"		219
Cpl. Thomas W. Floyd	16031290	611	"		219
Pvt. Clifford E. Glasgow	16055770	612	"		219
Pvt. Eugene L. Mathieu	11040739	611	"		219
Cpl. Clifford W. Matson	19024665	611	"		219
Sgt. Robert L. Mattson	19138530	612	"		219
Sgt. Fred E. Miller	18165493	748	"		219
Sgt. Everett E. Newton	11106559	748	"		219
Sgt. Thomas P. O'Leary	11114579	612	"		219
Sgt. Robert W. Penberthy	39411695	612	"		219
Sgt. Armando P. Rescigno	12034374	612	"		219
Pfc. Ellis W. Ross	37538223	611	"		219
Sgt. Joseph B. Taylor	13119981	611	"		219

NOWHERE TO RUN

BY RAYMOND C. JONES (453RD)

On our 19th mission, June 21, 1944 over Berlin, Germany, two Messerschmitt 109s were attacking at six o'clock. I was in the rear turret with only one gun that was working. I fired a burst at the leading ME-109 and it started to smoke, so the other plane didn't come in. I gave two more bursts; then my other gun jammed. The leading ME-109 kept coming at me. I kept pointing my disabled guns at it, hoping that he would think my guns were working. He came in really close, about 50-100 feet. It seemed as if he wanted to ram us but couldn't make it. His engine and guns were evidently destroyed. The plane came up high enough for me to see the bottom of it, and then it went down sideways into the clouds below. I feel I was very lucky that the other plane didn't come back.

We were flying in the "tail end charlie" position, known as Coffin Corner.

A lost squadron of planes tagged on to our group. Four of their twelve planes were shot down. Everyone was hit in the middle of the wing and burst into flames. It was always two ME-109s coming in at ten o'clock. I saw several parachutes. Those planes seemed so helpless. ■



Open Letter To the 93rd

BY FLOYD H. MABEE

INFORMATION REQUESTED

I received a call from Jerry Wesolwsky, 22 Allison Avenue, Toledo, OH 43605, requesting information about the markings and/or nose art on "Hell's Wench" #42-40994 in which Lt. Col. Addison E. Baker and crew were KIA over Ploesti. He is going to build a plastic model of this plane to be placed at the 180th Fighter Group Ohio Air National Guard in honor of Col. Baker and crew. He would like a picture of the plane and crew if possible, and wonders if there was nose art, or just "Hell's Wench" painted on the nose. Any information on any of the crew would be appreciated. I knew Lt. Col. Baker and Major Jerstad very well, but not any of the crew: 1st Lt. George J. Reuter (N), 1st Lt. Alfred W. Pezzella (B), S/Sgt. George P. Allen (G), T/Sgt. Charles E. Bennett (TT), T/Sgt. John H. Carroll (R), S/Sgt. Morton O. Stafford (G), S/Sgt. Edgar C. Faith (G), and S/Sgt. William O. Wood (G). If you have anything on this, please pass it on to me.

REPORT ON CHANGES IN THE 93RD'S OPERATING STRUCTURE (PAUL STEICHEN)

Thanks to Floyd for allotting me space to acquaint you with important proposed changes in the structure of the way the 93rd operates. Due to the great work Floyd is doing as our membership vice president, our membership continues to increase. The advent of the *Ball of Fire Quarterly Express* helped bring attention to our history and put word of the 93rd into channels in many quarters here and overseas that were hitherto not visited. This ballooning of our sphere deluged us with a great increase in queries and answers from our own members and the public here and abroad.

To put it directly, Floyd and I have been swamped. We never really knew how great the 93rd was and how important we were to the victory in Europe, especially in the early phases of World War II starting in March 1942.

Let us not forget that some of the best is still to come, especially with the imminent release of Cal Stewart's great *History of the 93rd*, which will immortalize our contribution.

Proposed Change #1: A nominating committee will select a candidate for Vice President 2nd Air Division in charge of 93rd BG affairs. The nominating committee will consist of our three past presidents, Ray Rhoades, Charlie Weiss, and Floyd Mabee. The change will take effect at the 2ADA meeting at Lexington, Kentucky in July. Other duties include coproduction of the "Open Letter to the 93rd" column in the 2ADA *Journal*, and liaison with the 2ADA on hospitality suite arrangements at reunions.

Proposed Change #2: Floyd Mabee has agreed to accept the following duties — Assis-

tant VP, 2ADA; Director of Membership, 93rd BG; and co-manager of the hospitality suite at 2ADA reunions.

Proposed Change #3: I have agreed to accept the following duties — Editor of the *Ball of Fire Quarterly Express*; co-manager of the hospitality suite; public relations/correspondence and related affairs; and Group President and Treasurer.

Comments and suggestions are cordially accepted.

OPERATION UPDATE: "THE BALL OF FIRE QUARTERLY EXPRESS" (PAUL STEICHEN)

Just a little over a year ago, our 93rd BG newsletter, the *Ball of Fire Quarterly Express*, made its first flight, visiting all those from the 93rd BG who belong to the 2nd Air Division Association. Included in the manifest on this test flight was what was called a kind of statement of goals directed toward enhancing the memories of our famous group and perpetuating the glory of those we left behind.

In my opinion, we have succeeded in reaching this goal, based upon response of the members, both financially and with a great flood of articles, letters, pictures, etc. It is fully apparent that you feel the same way: 640 of our 760 members have made donations. I thank you very much for this great support. Now it is time to replenish our treasury so that we can continue our series with four more issues, beginning with the last issue you received. I realize that some of you have recently joined the association and have already made a recent donation. Others have made either large donations already or have sent small donations during the past year. And there are others who, upon request and due to finances being a little tough, were sent complimentary copies. All this is understood and there is no obligation for donation. You know who you are if you fall into this category.

Suggested donation is \$9.90, or more if you wish. Please mail your check to the 93rd Bomb Group Association, 2227A Ruhland Ave., Redondo Beach, CA 90278.

"FRIDAY'S CAT" INFORMATION RECEIVED FROM LOUIS F. HAGAN

Regarding the picture titled "A Mystery," (Spring 1995 *Journal*, page 23), Louis F. Hagan has informed me that the ship is "Friday's Cat." I quote from Louis' letter:

"It was the second to last ship in our squadron (328th) to leave Gander for Prestwick, Scotland. I was in the last ship, 'Katy Bug,' as a passenger. I was a M/Sgt. maintenance flight chief, and we were in a two plane formation, not the usual three. We had eight planes in the 328th. I can name them all.

"We took off just before sundown at Gander. Everything was fine until, as I remember, about 23:00 Lt. Holland, our pilot, and our navigator were concerned because it seemed that Lt. Hinshaw in 'Friday's Cat' was drifting to the left. Somewhere about this time we started

running into rain or freezing rain, and started to climb up to go over it. We lost sight of 'Friday's Cat' — at this time we had probably reached the 'point of no return.' We climbed up very high, 25,000 to 30,000, went over the weather, and were in the clear moonlight all night. We started letting down just before daylight and got a radio signal out of Prestwick.

We were all very jubilant flying in over a tabletop bank of clouds, just as daylight was breaking, with nobody else in sight. Couldn't find Lt. Hinshaw. We came straight in and landed at Prestwick. Everybody else was there except Lt. Hinshaw in 'Friday's Cat.' We kept looking and checking our watches, and everybody was rather quiet, until we knew he was down somewhere. We never saw him again. Some surmised he may have run into severe icing and crashed in the North Atlantic.

"For some reason, I had some of T/Sgt. Munford Kenon's luggage. Sorry that he never claimed it.

"Lt. Tate and 'Ball of Fire' were there. I will soon write you some more on the story of the 'Ball of Fire.' It was one of my aircraft. Col. Baker was there, too, and many others.

"We refueled at Prestwick and had our first meal 'over there.' It was great. Then we left and proceeded to our destination, Alconbury, code-named 'Little Pie.' We never heard from the 'Friday's Cat' crew.

"Enroute from Prestwick to Alconbury in 'Katy Bug' we got separated from the others and got lost-landed at a fighter strip on the Isle of Man. We got our bearings and left: it was very stressful taking off on a short — very short — fighter strip in a fully loaded B-24.

"I was line chief in the 328th, succeeding Jim Braund, who received a direct commission. I left the squadron in December 1943 to return to the States and go to OCS at the recommendation of Col. Tate. I flew to the desert with the 328th 3 time they went."

As I mentioned above, this information came to me from Louis F. Hagan. As an aside to this, I was on "Shoot Luke" when the last we heard from "Friday's Cat," they were icing up and going down.

2ND ANNUAL REGIONAL REUNION AT ORLANDO, FLORIDA, 1995

Col. Lawrence Gilbert (Ret.) called me last winter after the '94 regional and asked for some help in 1995. I provided him with the names of a few 93rd men living in the Orlando area. The 93rd's Col. Luther Cox (Ret.) organized the following committee: Jerry and Mary Mejeur (registration), Ralph and Virginia Belward (registration desk), Ed and Connie Devon (food services), Robert and Mary Wright (coordinators for breakfast and lunch setup), and Clifford Peterson (who was also a part of last year's committee) helped immensely in coordinating with the hotel. Lawrence Gilbert (who also served as chief coordinator last year) was always there to call for advice. He was called frequently, and always came through. Mrs. Teddy Egan (also from last year's function)

(continued on page 28)

Good day to you wherever you may be! It is time once again for me to visit with each of you, and I am delighted to have the opportunity to do so.

Diana and I attended the Southern California 2ADA dinner at El Toro on the 25th of February. It was well attended, and we enjoyed the evening. **WILLIE WILSON** and **HARRY GODGES** took part in the candlelighting ceremony. **CHUCK AND MAXINE WALKER** were there, and Chuck spoke of the progress being made concerning the Memorial Room in Norwich. The 453rd had about twenty members present. **JAY JEFFRIES**, **DAN READING**, and **DOUG LEAVENWORTH** were among those who provided all the arrangements.

The 2ADA reunion at Lexington is coming up in July, and we hope to see you there. We were at the location last December, and the hotel is very nice. It should be a good reunion that will be enhanced by your presence. It will also be my last as your group vice president.

NEW MEMBERS: We welcome **RONALD F. BURG** as an associate member. Ron lives at 10338 Mica Way, Parker, CO 80134. **ROBERT BRENNEMAN** was with the 732nd Squadron. He now lives at 950 Jameson Ct., New Castle, Ind. 47362. **J.P. ROBERTS** was also with the 732nd SQ; I think he was with crew #13. He lives at 22558 Vought, Moreno Valley, CA 92553. **SUSAN FREIDHABER-HARD** has chosen to be with us. Her address is 52 Haskell Ave., Arcade, NY 14009. **RUDOLF KREMER** has signed up. His address is 75 Hibury Street, Houston, TX 77024. And a letter from John Chopelas has told us that he found **GEORGE N. PANOS** for us. We've written George and hope that he will join us. He lives at P.O. Box 1733, Pearland, TX 77588 (I don't guess he lives at the P.O. box, but that will reach him). His phone number is (713) 489-8861. Drop each of these a note to say welcome!

FINAL FLIGHT: Sadly we report to you that we have lost **CHARLES ILES**, **HAROLD HAYS**, **WALTER E. PATSCHEIDER**, **SALVATORE GIOMBARRESE**, **ARTHUR NOONAN**, and **TOM SHERMAN**. Our ranks may be physically diminishing, but all continue to have a place in our memories. The report of those we lose is sometimes late, and I regret that. We aren't notified promptly of some losses, and some we learn of only after a recent issue of the *Journal*. That means a delay of three months or more before we can get the word out to you.

MAIL CALL: **CLIFF BERTAGNOLI** wrote

453rd BOMB GROUP

FLAME LEAP

BY WILBUR L. CLINGAN

to say that he has heard from several of you since becoming a member, and is overwhelmed. **DICK GRUM** has written. He lives at 2094 Barber Drive, Stoughton, WI 53589-3002. Please write to him if you knew or have information about Sgt. Carl Toll, who was with the 734th SQ at Old Buck. Carl's daughter was fifteen months old when Carl was killed in a mid air collision. His daughter would like to learn more about her father. **HAROLD FOX** dropped us a line. He was crew chief on "Little Agnes," "Lovers' Lane," and "Squee-Gee. I think **BILL GARRETT** flew one of Harold's planes. Harold would like to hear from you. You can write him at 3478 Willis Drive, Napa, CA 94558.

KYLE CLAY has written, and in one of his letters he enclosed a picture of his old A-2 jacket. It looks as if it had seen some service. I wasn't bright enough to keep mine (despondent sigh). **REID SPRAGUE** has written that he and his crew are planning a crew reunion. **BOB MARX** wrote that he and Thelma are in San Antonio at this time. He has contacted **HARRY WINSLOW** and offered some suggestions for the 453rd reunion. Harry, **MO MORRIS**, **LINDA ALLEN**, and others, I'm sure, are busy getting ready for the 453rd to convene in San Antonio. All I know at this time is that it will be late October — probably around the 23rd. **ABE WILEN** called. He made arrangements for the All American to fly in, and it was outstanding. **BILL EAGLESON** wrote and called. He had been with Abe and the All American. **ANDY LOW** states that he is trying to find a couple of copies of *In Search of Peace* to replace those that were lost in the fire at the Norwich Central Library.

LLOYD PRANG says he was able to get together with six of his crew members — a

good time for all. **DON PARCELLS** wrote a nice letter, as did **JIM DYKE**. One of the nice things about this job is that I get to hear from so many of you. It is rewarding and enjoyable to do so.

COMING EVENTS: The 12th annual mid-west 2ADA reunion will be held in Springfield, Illinois at the Holiday Inn East, September 19-21, 1995. Bill Kirkton, #1 County Road, Chatham, IL 62629 is the contact for this. The Mighty 8th Air Force Heritage Center dedication is scheduled for May 12-14, 1996 at Savannah, Georgia. The contact for this is Evelyn Cohen. She has reserved thirty rooms at the Hyatt at \$95.00 per night plus tax.

About twenty-five of our members will have been back to Norwich and to the base at Old Buck by the time you read this. I'm sure they had a great time. Diana and I would have liked to have been there, but had to pass this time. **DAN READING** was the honcho for the Old Buck crew. **PAT RAMM** and **JULIAN GOODEY** were our hosts at the base. When you go to Norwich, please let Phyllis DuBois know in advance so that she can help you with your arrangements. Pat Ramm, as he has done for so many of us for so many years, will be pleased to provide additional help. **ROY WEST** is available as well to assist any of us who are fortunate enough to get back to Old Buck. We are blessed to have each of these take an interest and help us. I have the addresses and phone numbers for all of them — if you would like those, write to me.

WAYNE SHEARSMITH is seeking information on Laurence Gunn, ASN 36514352. Laurence was a gunner and flew on "Little Nancy." The pilot is believed to have been a Capt. Cannabere. If you have knowledge of Laurence Gunn, please write to Wayne at 27 Coniston Rd, Kettering, Northants, NN16 8UL, England.

NORMAN JONES of Bixby, OK, wrote and sent a nice picture of his crew as well as a list of the EP-5-20 Provisional Group. This group flew from Bangor, Maine to Goosebay to Ireland. Norman's pilot was **ALEX WALLACE**. We saw Alex at El Toro on February 25th. We also saw **TOM NELSON** there. Tom was with the 732nd, but was in the group that was transferred from the 453rd to the 492nd.

That's it for this time. Hope you found something of interest. See, I didn't even mention dues, as I'm certain you've sent yours in — haven't you?

Diana and I wish you well, and hope to see you soon at one of our get-togethers. ■

OPEN LETTER TO THE 93RD (continued)

did all the preparation of breakfast and lunch, and everything was delicious!

With an attendance of 215 members from various groups of the entire 2ADA, we had a very enjoyable day. After dinner, Luther Cox, and Joe Ponsoimalno (a B-17 man) each gave us a good description of POW life.

Luther Cox provided us with a quartet of three lovely young ladies dressed as the Andrews Sisters, in uniform, singing all the songs. This was a very enjoyable evening, with no long speeches. ■



Col. Luther C. Cox (Ret.) and his lovely wife, Jeanene



"The Andrews Sisters" tormenting Robert Wright

DAUNTED BY DIALECTS? WELL, KEEP YOUR, UH, COURAGE UP

BY CHRISTINE TODD, THE MILWAUKEE JOURNAL

In Merry Olde England, there were no buzzing alarm clocks to get folks up and moving in the morning. And while there were roosters to awaken the farmers, they weren't usually loud enough to be heard throughout the towns and villages. Because of this, many deep sleepers found getting to work on time to be daunting. That is, until a bright-spark city dweller came up with a really good solution.

Across the British Isles, trusted men were hired to awaken their fellow residents at dawn every day. They walked regular beats and carried big sticks with which to tap loudly on bedroom windows. This ensured that every home's occupants would be up and out of bed on time — and it worked. These proud and admired men were named "Knocker Uppers" — which is why the British still think nothing of asking family, friends, or hotel clerks to please be sure to knock them up in plenty of time for breakfast.

This expression cannot be used safely in America. I know, because shortly after emigrating to the United States, I unwittingly announced to a room full of people (including a very understanding priest), that "I hate to get knocked up first thing in the morning." It was a shocking experience for all of us.

It's astonishing, really, to consider the differences between English-English and American-English. We so often chatter on together completely unaware that, while we're speaking the same language, we're discussing different things.

For example, after reviewing my first American lunch menu, I ordered a fish sandwich, chips and milk. The waitress asked, "White milk?"

I was so amazed by this question that I was temporarily dumbstruck. "What a marvelous place America is," I thought, before managing to ask, faintly, "What other colors do you have?" She raised one eyebrow and solemnly studied me before carefully answering — as though to jolly along a dimwit — "We also have chocolate."

Then, when my food arrived, I couldn't find the chips. The waitress stared at me nervously. "They are right there," she kept saying, pointing cautiously toward the plate.

That's when I discovered that American chips are English crisps, and English chips are American french fries. I had been looking for french fries. (Are you still with me?)

Within a day of getting my first job, I was already in trouble — because I didn't know then that erasers are called "erasers." I blithely walked up to my boss' highly respectable, middle-aged secretary, and politely asked, "Excuse me, Margaret, but do you happen to have a spare rubber, please?" I thought Margaret was having a heart attack.

After a few more weeks with this company, I was unexpectedly faced with George, an employee I hardly knew, who had just lost his wife. He was visiting Margaret, telling her he would soon be ready to return to work. I wasn't sure what I could say to him, but decided that George could be safely advised to maintain his courage.

I looked at George with what I hoped was deep sympathy, placed a hand on his shoulder, and said gently, "You must try, as best you can, to always keep your pecker up." George had an awful time with this. Margaret recovered rather well. (She was getting used to it, I suppose.)

In America, slang words like "nutcase" and "nut" are commonly used to describe people who appear to be less than well-balanced. It's the same in Britain. The British, however, also use the word "nut" as slang for a person's head. I once witnessed a just-arrived, dignified English dad, announce in front of his two little girls and his new American neighbors that a baseball had bounced off his nut and, by Jove, it hurt! My American boyfriend almost collapsed.

Of course, this confusing use of words also affects Americans visiting England. My English cousin blushed to the roots of his hair when he told me about meeting up with a group of Americans in London, who said, "Sit your fanny down," and used the term "fanny pack" in front of him and his wife. They were speechless with shock. I had to tell him that "fanny" simply means "posterior" in American-English, and does *not* describe female anatomy in extremely crude terms — as it assuredly does in English-English.

This particular usage problem is especially befuddling to Americans because British cheerfully accept Fanny as a woman's given name (e.g., Fanny Craddock, a famous chef on the BBC television). Under this circumstance, anyone is allowed to say "Fanny" in mixed company, without ever getting into trouble.

To stay abreast of English-English and American-English is a consi-

derable feat, since each country is constantly adding new words, as well as sometimes altering meanings of existing words — without ever bothering to enlighten one another of the changes. It's a miracle that innocent people haven't been shot.

Language is a minefield. When British relatives visit, the parties we're invited to have to be monitored closely, for it's at these events that words flow easily on both sides. I feel obliged to eavesdrop on just about everyone's conversations in order to be at-the-ready to prevent a catastrophe.

Of course, after so many years in America, I have it all down pat. I am considered bilingual, and can translate effectively on either side of the Atlantic. Now I know to put on my running shoes (trainers), grab my wallet (purse), put it in my purse (handbag), and head out for a coffee-with-cream (white coffee) and cookies (biscuits) at the cafe.

There I will write, so I must remember to take pencils, paper and eraser (rubber). And if my story is awesome (smashing), it won't end up in the garbage can (dust bin).

All it took was a bit of practice and, before I knew it, there it was (Bob's-your-uncle) — I was proficient in both languages.

I've felt safer ever since. ■

THE 10TH AIR FORCE DID IT "THEIR WAY"

BY RAY PYTEL (445th)

Col. Harvey Allness of the 7th Bomb Group located in the India-Burma theater had a problem. The Japanese were on the march into Burma, supplied by a single railroad located in the valleys surrounded by mountains 4,000 to 5,000 feet high and neatly tucked in on the bottom side of the mountains, transversing small streams and deep gullies with many tiny bridges and overhangs. The target was out of the range of the medium bombers and fighter groups.

High altitude bombing was impossible, as the tiny bridges were nearly invisible and equally difficult to hit, and at lower level the targets appeared but for a fleeting moment, with no opportunity to make a successful bomb run.

But *voila!* American "knowhow" and "Yankee ingenuity" strikes again! While brainstorming any possible solution over a case of beer, the colonel and all of the group's pilots had an inspiration as someone in the officers' club facetiously suggested dive bombing the bridges! With no other planes but B-24s available, the Liberator was unanimously chosen for the job. 1,000 pound bombs were the minimum size needed, equipped with delayed action fuses, as no one wanted to be around when a 1,000 pounder exploded.

There was no time to use a bombardier, so a bomb release button had to be attached to the controls for the pilot to use. The procedure was straight forward — pick out a target while flying as low as possible over the terrain, dive at 30 degrees, and release the bomb at 150-200 feet with a pull up speed of 350 mph — not the usual stress load for the Davis wing!

The entire 7th Bomb Group practiced dive bombing for almost a month, and on the morning of April 21, 1945, the whole group, all 41 B-24s, took off for the Burma-Siam railway. Single-minded Col. Allness, always pushing to the limit, admonished his group with the statement, "As long as the props keep turning and the wings stay on, keep looking for targets." The nose turret gunners hosed down ground fire with their 50 calibers, while the 1,000 pounders took care of a 400 foot span with a direct hit on each end. One B-24 was hit, piercing the nose wheel tire, and the leg of a copilot was severely injured. Otherwise there were no casualties, and without supplies the Japanese ground advance ground to a halt.

The entire 10th AF consisted of three bomb groups. The 7th had B-24s, and the 12th and 341st had medium bombers. There were also three fighter groups, one combat cargo and one troop carrier group. The groups were widely dispersed over India, Burma and China.

As far as anyone knows, this was the only B-24 group that ever was involved in deliberately planning dive bombing of a ground target, although several Air Force B-24s and Navy PB4Y2s were involved in lone "target of opportunity" dive bombing attempts against naval and shipping targets during WWII. ■

Bombardier For a Day

by ERNEST GORDON (458th)

27 March 1944: This was my seventh mission (a term later changed to "sortie." "Sortie" had a "limey" flavor to it, I thought.) My crew made our way into the briefing room where all the crews in our squadron scheduled to fly that day were either there already, or like us, were making it in. After we were all seated, the man with the pointer in his hand displayed our target. I must have joined everyone else in breathing a sigh of relief because the red ribbon pointed south, to southern France just before it became Spain, specifically to a town called Biarritz. The man in charge told us we would be helping a graduating class of German pilots celebrate. He reckoned the ceremonies should be underway before the first bomb hit. What prompted the sighs, of course, was that we knew flak would be scarce over water, and since the school was on the coast, we could drop and soon be

over water again and returning to base.

While we were preparing to board, Frank Kinker, the left waist gunner, and I (right waist) thought it would probably help the war effort if we each took out one of the frag bombs we were delivering and drop them out the waist window. It would help the cause. Every little bit helps — that sort of thing. We knew enough *not* to let any of the commissioned officers know, lest Jack Umphrey, our pilot, take a dim view of our plan. When we were making the bomb run to the school building at 10 thou (or was it 5?), Frank and I calculated the trajectory and time it would take to hit the building. Being the highly trained bombardiers that we were (we *had* been to gunnery school), we pulled the pins and dropped those suckers out the windows. We went that extra mile. Of course we had developed a strong dislike for Hitler *and* his

men, and Tojo was waiting.

Back at base during debriefing, the man in charge called out, "Will Sergeants Kinker and Gordon please stand?" We arose, and I'm thinking, "What did they catch me doing now?" The man said he just wanted to show us what our individual bombs did. He said that it was believed my bomb was the one that strayed a hundred yards or so and made a direct hit in the cockpit of a JU-88 that was parked on the apron in front of the building. All right! It's *my* story; I'll tell it *my* way.

The fad soon caught on, to the extent that orders soon went out that no more bombs that a man could carry into the aircraft be left near the plane. I was so relieved that there was no penalty involved, that I did not claim credit for the "kill." I have always wondered just how the man up front learned about our bombing. I didn't tell. ■

We Welcome New Members!

HQ

Abbott T. Fenn
Oneta Going Hood
Edwin C. Schreiber
Lloyd D. Urbine (458th)

44th

Kenneth Bradford
Daniel E. Brandt
Robert D. Funke
Alfred G. Hawkins
Mary C. Hoke (AM)
James L. Livingston
Thomas D. McKenna (AM)
LeRoy F. Parker
Richard Pick
Irwin J. Stovroff
Albert E. Wright

93rd

Joseph Balate
Frank Blazeck
Joseph A. Davis
Col. K.O. Dessert (Ret.)
William J. Farnsworth
Donald R. Gaston
Leslie E. Hagan
James R. Hendrick
Duvern E. Higgins
Marion A. Jones (AM)
Richard P. Petko
Bernard Tousey
James E. Wilson
Lillian Wrablik (AM)

389th

James N. Allred
Steven Bekiesz
William F. Dandreaux
Malon R. Echols
Emilie A. Edell (AM)
M.C. Hargett

Robert S. Maiden

Carl E. Mills
Dallas G. Rayl
Ann Regan (AM)
David L. Rosenthal
Margaret Stone (AM)
Mary D. Wenick (AM)

392nd

Eleanor M. Bader (AM)
William A. Damerst
John J. Goodwin
Stephanie Goodwin (AM)
Joe C. Johnson
Willis L. Miller
Maj. James M. Rohe (Ret.)
Russell D. Williamson

445th

Robert E. Baker
James H. Beckham
Robert T. Bloom
Fred C. Bowman
Joe P. Brindley (AM)
Christoff R. Felsheim
LTC John E. French, Sr. (Ret.)
James J. Goebel
Vernon J. Goekeke
Martha L. Gray (AM)
Paula Heintzelman (AM)
Charles P. Hoover
Fon E. Johnson
Lawrence E. Joyner
Michael J. Lenahan
Charles A. Matthews
Gerald E. McBroom
James R. Meyer
William M. Michelli
Richard F. Murray
Herbert D. Myers
Envoy F. Nance
Arthur Nystrom

Jeffrey Pytel (AM)

LTC Alexander Raffy, Jr. (Ret.)
Herbert Schwartz
Robert W. Steurer
John F. Sullivan
Stephen V. Tieber
M.C. Thornton
Nicholas S. Vargo
G. Robert Westphal
Anthony J. Yagley

446th

Raymond A. Klass
John E. Morehead
Joseph W. Morrissey

448th

William I. Hall
Harold R. Loving
Thomas S. McDaniel (AM)
Bernard Stelzer
Stanley S. Tabol
Donald G. Ziebell

453rd

Ronald F. Burgy (AM)
Andrew J. Cumming
Paul J. Harper
E. Russell Schmidt

458th

Marcia Glenn (AM)
LTC Bennett E. Nason (Ret.)
Leonard L. Perkins
William H. Raupp
Anthony J. Vito

466th

Ken Blackburn (AM)
Arnold A. Chassin
Thomas C. Childers (AM)
Ralph I. Fine
Joseph C. Moore Jr.
Baird Wallace

467th

Haskell H. Dekle
Woodrow E. Downing
Catherine Fagan (AM) (389th)
James W. Holt
John D. Mullican
Frederick D. Slocum (458th)

479th FG

Donald B. Watkins

489th

Edward R. Kitchen (467th)
Bernice Scherbert (AM)
Dale L. Scherbert (AM)
Lynn L. Scherbert (AM)
Bertram L. Sugarman
Jerry Vanerwegen (AM)

491st

Troy M. Childers
Clifton V. Jennings
Raymond H. Jennings
Ben E. Orf
Edith L. Voorhees (AM)
Robert W. Warner (492nd)

492nd

Harry D. Greene (AM)
Frank J. Ippolito (AM)
Norvell O. Way
Billie B. Woods (AM) (448th)

SM

Christine Armes
Larry Cortwright
Dr. Mary Parker
Neil R. Phillipson
Walter A. Truax
Yankee Air Force Library



BY RALPH ELLIOTT

The 200th mission of the 467th Bomb Group was to bomb the airfield at Kitzingen, Germany, on 22 March 1945. The 200th mission party was held on Saturday and Sunday, 21 & 22 April 1945. The program cover is printed below. Many of us who were there vividly remember the crash of the P-51 during the Air Circus. I think it is worth quoting the account of the day's activities by Colonel Mahoney as recorded on pages 106 & 107 of Martin Bowman's book, *Fields of Little America*.

"James J. Mahoney recalls the party that was held to celebrate the 200 missions. 'One of Glenn Miller's bands was invited. Miller's total Army Air Force Band consisted of 120 pieces. These had been broken up to enable a number of ensembles to visit different parts of the country simultaneously. It was a tradition also that when a group completed a hundred missions it received one day's stand-down and the officers performed the more menial tasks for the men.' For the day's events, Mahoney telephoned the 56th and 479th Fighter Groups to see if they could send over display teams. There was nothing the bomber boys liked better than to see their 'little friends' in action. 'The two groups agreed to send over their display teams at 1100 and 1200 hours,' says Mahoney. 'Unfortunately the ceiling was only 300 feet. We had an antenna called the 'clothes line' in front of the control tower. It was only 50 feet high, and for a finale the P-51s flew right under it. The Mustangs went under inverted and it was then that a lone Mustang pilot flying nearby, thinking it was some of his friends buzzing the base, decided to join in. The pilot, 2nd Lt. R.C. Young, was a former

Liberator pilot. He came in behind the Mustangs in the inverted position but lost control over the tower and crashed behind the mess hall.' Despite the tragedy, dances were held on that Saturday night. Fireworks displays were put on during the dances, and the locals at Rackheath were delighted to see a sight they had not seen for years. For the 100th and 200th mission parties, the group was stood down on Sunday and the officers and enlisted men gathered to enjoy food, beer, and music in the hangar."

My crew and I had been watching the air show down near the control tower, but we immediately took off running to our quonset area when we saw the crash. The P-51 had gone down in a small open field between our hut and the Red Cross building. As for the rest of the party, I remember the double row of beer barrels that extended the entire length of the hangar, the ice cream served in the mess hall around 10 PM, and the party at the officers club, from which I had to assist some of the crew in finding their way back to quarters.

The greeting on the party program was signed by Albert J. Shower, Colonel, Air Corps Commanding, who has the distinction of being the only CO to bring a group to the UK, remain in command, and return home with it. Also, as reported on pages 231 & 232 of Roger Freeman's book, *The Mighty Eighth*, "His group was chosen to lead the victory flypast on May 13th over the Eighth's headquarters at High Wycombe." I remember that mission quite well, since Colonel Shower, as command pilot for the fly-by, was sitting in the right hand seat of my airplane.

It has been fifty years since those memorable days, but it is great to be able to report that on February 5, 1995, Colonel Albert Shower and Charlotte Halpin were married in the March AFB Chapel in Riverside, California. The 10 AM wedding was followed by a noon luncheon at the officers club, an afternoon reception at the Air Force Village, and the 2ADA mini-reunion at El Toro Marine Air Station that evening, after which the newlyweds left for a honeymoon trip to Hawaii. Our congratulations to the Colonel and his new bride, with wishes for many happy years together. ■

THE 467TH BOMBARDMENT GROUP (H) STATION 145
U.S. ARMY AIR FORCES

200TH MISSION PARTY

SATURDAY, 21 APRIL :: SUNDAY, 22 APRIL, 1945

A GREETING from
the Commanding Officer
to every member of the
467th Group
and all Allied Units



Each and every member of the 467th Group and Allied Units may well view with pride and satisfaction the enviable record established in carrying out in less than a year, two hundred bombing attacks against enemy installations, as well as numerous efficiently run "trucking" missions—hauling supplies to rapidly moving ground forces during September 1944. The record has been outstanding because of the unfailing interest, untiring devotion to duty and wholehearted co-operation of all officers and men on this station, both on the ground and in the air. Your co-ordinated efforts have resulted in relentless attrition upon the enemy's resources and fighting facilities, and you may feel rightfully conscious that yours was a tangible contribution toward the impending final triumph of Allied Arms.

While giving thanks for past success, let us be mindful of the sacrifice made by those who have not returned from these missions. Their only request would undoubtedly be that we continue during the ensuing months of the war to display that same zeal and enthusiasm which have during the past year achieved such splendid results, to the end that we may see chastisement of the last aggressors and the establishment of a just and lasting peace.

ALBERT J. SHOWER, Colonel, Air Corps Commanding.

PROGRAM

OVERLEAF

PROGRAM

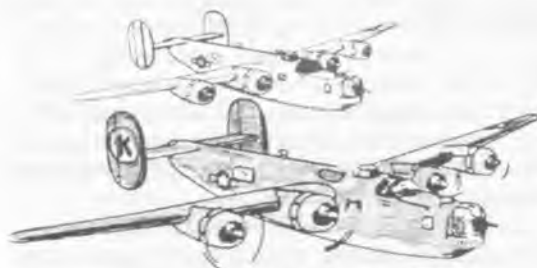
Saturday, 21 April, 1945

16.30 to 18.30	Officers' Mess	.....Officers	.....SUPPER
19.00	Aero Club	.....For Enlisted Men	.....DANCE
	Free beer in Gymnasium.	Refreshments by Red Cross.	*Tibbenham "Jones Boys" and Halesworth "Yankee Clippers."
20.00	Officers' Club	.....For Officers	.....DANCE
			*2nd Air Division Band.
22.00		.....For Everyone	.....FIREWORKS
22.30	Officers' Mess	.....For Officers	.....REFRESHMENTS

Sunday, 22 April, 1945

07.30 to 09.00	Enlisted Men's Mess	.....For Enlisted Men	.....BREAKFAST
08.00 to 09.30	Officers' Mess	.....For Officers	.....BREAKFAST
12.00	Hangar No. 1	.....For Everyone	.....BOUFFET LUNCH
			2nd Air Division Band—Free Beer.
13.00		.....For Everyone	.....AIR CIRCUS

NOTE—SUNDAY SUPPER WILL BE SERVED AT THE USUAL TIMES.
*Subject to change.



458th BOMB GROUP

BY RICK ROKICKI

THE MIGHTY EIGHTH HERITAGE CENTER

I have not previously devoted much space in my column to the **MIGHTY EIGHTH HERITAGE CENTER** because there have been many others who have done so in the last few issues of the *Journal*. **LT. GEN. "BUCK" SHULER, JR.** sent me the latest issue of the museum's newsletter advising of the progress being made and what their current needs are. *Please read Shuler's full report on page 9.* One thing that is sure to be needed is money. I would ask that 458th members join in and help in this effort. Every penny received since September 1, 1993 is being invested and will ultimately go into "bricks and mortar." Individual membership is \$20.00, family membership is \$35.00, and lifetime membership is also available. You'll find a membership application and all the most pertinent and up-to-date information on page 9. If you mail a check for a donation, please make a note on the check that you are a member of the 458th BG.

50TH ANNIVERSARY - NORWICH CRASH

MRS. CHRISTINE ARMES, 80 Spinney Rd., Thorpe St. Andrew, Norwich, who was one of the active participants in the memorial service held 24 September 1994, sent me a videotape and an audio cassette of the event. I will bring it to the Lexington reunion, and it will be available to anyone who wishes to borrow it for home viewing. I personally know that much effort and expense went into this undertaking, and the entire 458th owes a sincere *thank you* to all who were involved.

GEORGE REYNOLDS writes, "I've been involved with Christine Armes and others over the past several months in an attempt to get the DFC (posthumously) for all members of the Ralph Dooley crew. What is lacking is the original letter of recommendation. I checked with **CHARLES BREEDING**, 753rd CO, and **JIM ISBELL**. Both recall the crash and proceedings; however, neither remembers the letter. I'm hoping someone in the squadron might have knowledge of it." If so, please let George know. His address is: 4009 SADDLE RUN CIRCLE, PELHAM, AL 35124.



Christine Armes at the memorial service in Norwich.

NORWICH — VE DAY

The 458th is indeed lucky to have the services of **EILEEN & BRIAN MARSTON**, **RUPERT**

AUBREY-COUNDS and **JUNE SAVILL** in preparing for our "Day with the Villagers." The airside activity will be handled by Rupert, a former RAF pilot. These gracious people have much to do in preparing for our visit, and I know the nearly 70 of us will have a great time. Many thanks for all your planning and "leg work."

PHYLLIS DuBOIS writes that the temporary Memorial Room opened in late February. Please see her report on page 4 of this issue, where the new mailing address and phone and fax numbers are included. Please read it carefully before sending any material.

ON FINAL

JIM SIMES sent me this photo that was taken by a *New York Daily News* photographer at Horsham St. Faith. The reporter wanted to get

New Yorkers from the same squadron (but not necessarily from the same crew) in his story. We've identified the men in the photo to the best of our knowledge, but two remain unknown. If you can be of any help, please advise Jim. His address is 1204 POTOMAC SCHOOL



(left to right): Arnold Gottlieb, intelligence officer; (unknown); Julius Spencer; Jim Simes; (unknown).

My latest catalog from Aviation USK offers another book on the B-24 called *Consolidated B-24 Liberator*. It's done by **JOHN & DONNA CAMPBELL**, who did a great calendar some years back that featured many photos of 458th aircraft. This book has 255 pages, hundreds of photos, and 30 pages in color! Book size is 8 1/2 x 11", hard cover with dust jacket, and lists for \$39.95 at your local bookstore. It is discounted to us at \$31.95 plus \$4.00 shipping. Knowing what the Campbells have done in the past, I didn't hesitate one minute in ordering my copy from: **AVIATION USK, 602 Front St. Usk, Washington 99180**. They now accept Visa and MasterCard. Their phone/fax number is 1-509-445-1236. Let them know you "read it here..."

My long-time friend **MARTIN BOWMAN** wrote recently to advise me that he is in the process of doing another book. This one is about the Boeing/Stearman PT-17 and PT-13 (Kaydet). Martin is an accomplished writer and has, for several years, tried to get *Fields of Little America* (first published in 1977) republished. I've always felt that this book, his first effort, was the best Second Air Division illustrated history. Martin has several photos that I sent many years ago (1974-1979) when I was an associate editor writing for a monthly (I'll never do that again!) aviation magazine as an antique aircraft writer/photographer. Never did get compensated for the Yashica 35 that I lost over the Chesapeake Bay! In any case, if you can contribute any photos or experiences, why not write to Martin at 3 ARMES CRESCENT, NORWICH NR2 4 EW, ENGLAND.

LOU FREIBERG has continued to stay in touch, and advises that the control tower project is very near completion. Lou has been a very active and supportive member of the team. **BOB SELLERS**, Lou and several others from the Horsham control tower team, continued to champion this tower at Wright-Patterson Air Museum in Dayton, Ohio. This control tower is as close a replica of a WWII facility as is possible to duplicate...even down to the overstuffed, beaten-up furniture! I'm sure it will be opened to museum visitors this summer. This is another great effort by 458th people dedicated to getting this project completed.

Last but not least, I have just received a letter mailed from Italy. You might guess that the **MYSTERY STAMP PERSON** has struck again. I fully expected to find a bunch of Italian stamps, but again, they're good ol' USA stamps. If you receive a reply from me and it looks like the envelope has been "wallpapered" with stamps of many denominations, you can assume that the MSP is still actively engaged in this exercise! As I recall, his last letter came from North Carolina, while this one came "written on the fountain of Chianti (hic!)." Sure would like to buy him a drink one day, if he ever identifies himself! ■

36th Mission: Give Message to America

BY PAUL CARPENTER

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Merritt Derr grew up in Emmaus and East Greenville (Pennsylvania) and then he went to work at Mack Trucks in Allentown. Shortly after Pearl Harbor, he joined the Army, which sent him to flight school.

He got his pilot's wings, his second lieutenant's bars and married all on the same day. The Army Air Corps eventually sent him to England, where he began flying missions to Germany in April of 1944.

Derr's first combat mission was over the Ruhr Valley, a heavily fortified industrial area. "It was a heck of a place to start out," he said.

And then, fifty years ago tomorrow, he learned at a pre-dawn pilots' briefing that D-Day had arrived. "It was the one mission I really wanted to make. The others, you don't have any choice, but I really wanted to make that one," Derr said. "We bombed St. Laurent Sur Mer, which was just beyond Omaha Beach."

In all, Derr flew 35 missions in his B-24 Liberator, but that's not what he wanted to tell me about. He wanted to tell me what happened after he and his wife landed in Amsterdam, Holland three weeks ago.

They had decided to visit Normandy but could not find any available tours here, so they went to Holland and joined a tour that journeyed to the invasion site by bus.

They were the only Americans on the bus; the others were Dutch. "All of these people were in their 60's, so they were in their teens when they were occupied," Derr said.

Nazi tyrants brought deprivation, death

and oppression to Holland in 1940. Among the 38 Dutch people on Derr's tour bus, those memories were vivid, as were their memories of the men who sacrificed everything to end the tyranny.

"At the cemetery [above Omaha Beach], things got kind of emotional," Derr said. "There was a lot of crying, a lot of hugging, kissing..."

"One guy couldn't speak any English and he just handed me this," Derr said, showing me a souvenir French sticker with a drawing of a GI wading through surf. "1944-1994... Normandie... Jubile de la Liberte," it said. Exult in freedom.

"They were thankful, very thankful, when the invasion occurred," Derr said. They begged him to let people in America know that they are still thankful 50 years later.

That's why he kept skipping over the details of his 35 missions; he wanted to focus on the feelings of that little group of people from the Netherlands.

"Be sure to let the American people know how grateful we are that we were liberated," Derr quoted a tearful Lies Mass-Van Eijk as saying. Later, at a dinner near Paris, other members of the bus tour gave Derr a letter and asked him to share it with the people back home.

"We all were very pleased and honored to have you in our midst," the letter said. "It is already 50 years ago that you risked your life, flying your Liberator, to liberate us. Sometimes it must have been very difficult for you

— fire in the plane, losing some of your men..."

"Therefore, dear Mr. Derr, we honor in you all Americans who fought and gave their lives for us. Thank you very, very much."

Yes, it is good to know there are people in Holland who appreciate American GIs for delivering them from tyranny. There are people here in America who appreciate them, too, although you sometimes wonder.

You wonder about it as you see tyranny creeping into our society, carried by people wearing political campaign buttons, or white sheets, or judicial robes, or gang colors, or badges, or social service credentials, or — God help us — swastikas.

They want to achieve tranquility, or conformity, or vengeance, or wealth, or power, or safety, or chauvinism, or dogma — by chipping away at the fundamental rights provided by the founding fathers and preserved by the gallantry of D-Day.

In many ways, America is less free today than it used to be, less free than places like the Netherlands.

Maybe if we lost our freedoms less gradually, if we saw them suddenly swept away as in Holland, we'd be less tolerant of tyrants and more appreciative of those who gave so much to push tyranny back. Maybe we'd be more like those Dutch people on Merritt Derr's tour bus.

Merritt E. Derr is a member of the 2nd Air Division Association and the 44th Bomb Group. ■

Well, I knew I wasn't exactly a fashion plate when we moved into "The Nut Hut" with Lumley's and Farr's crew. We'd been flown from a combat crew pool in North Ireland to our air base south of Norwich. We were all wearing the same uniform, but somehow some of the guys always looked raunchier than others. Farr had the ability to look like he'd slept in his "pinks" for months. Remember, that's what we called our dress pants. Chick had a hat that had the famous 200 mission crush. He must have jumped up and down on it for hours. Some of my crew, including me, tried to mash our hats to look like we weren't newcomers to the ETO.

No, I didn't want to look like I had just arrived, but several of us were a bit fanatic about having clean laundry. There were some guys on the base who washed and ironed their own shirts. My attempts at that were complete failures. But I eventually did find a solution. A pilot in one of the other huts tipped me off about this little British kid who would pick up and deliver laundry. Oh, it was great! The kid always had a smile and the laundry always came back on time. Mmmm — the clean smell of shorts, T-shirts, socks and shirts in a world that was short on soap. What luxury! Someone had said that "clean-

So That Was Johnny!

BY ED WANNER (445th)

liness was next to Godliness" — that's about as close as we ever got.

An article in the Winter 1994 *Journal*, page 37, by Ray Pytel reminded me of the laundry kid's name. It was Johnny. Johnny Wenn. He was a bright-eyed, alert kid (about 12 years old) who used even more four letter words than I did. Probably he learned them from GI's. Anyway, I considered him a gold mine for taking care of my laundry problem. I enjoyed talking to him, and I wanted to figure out what I could do for him someday. There must be something, I said, and sure enough a thought struck me.

As a kid I used to love airplanes, probably like Johnny. I hung around Port Columbus Airport when I could, made models, read paperbacks like *Flying Aces*, flew paper airplanes,

bummed a ride in a little Aeronica monoplane. You know. Maybe you did a lot of fantasizing too, way before you got into the Air Corps. Finally, I got this idea of what I might do for little Johnny. He'd be excited. I couldn't wait till he came back to the hut!

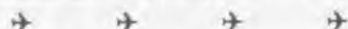
A few days later I practically pounced on him when he walked in with my laundry bag. "How'd you like to take a ride this afternoon?" I asked. I was going to "slow-time" a Pratt & Whitney that had just been installed in one of our B-24s to replace a flak-damaged engine. I started to tell him we'd just fly around East Anglia for about an hour, and I'd take Mac, Climer and Davis as a skeleton crew, *and him* — but I never got all the words out of my mouth. Johnny met that invitation with a flood of expletives!

Here I was asking this kid if he wanted to fly in this big bird that he'd seen crash more times than I'd care to think about. If he didn't always see the plane go in, he'd see the oily black smoke billowing up from a crash, or hear the whump of an explosion. After all, Johnny had lived in a buzz bomb alley long before I got to England, and would be there long after I left. Hell, no, he didn't want to fly. You were right, Johnny Wenn — *so right!* ■

OPERATION TROLLEY



When the war was over, a program was established to give support people a first hand view of "Target Germany" and the effort for which they, too, were so directly responsible in bringing hostilities to an end. This material provides an original narrative description as well as a route map to be followed by all who took the tour. Both the narrative and the map were furnished by John Mario of the 467th Bomb Group who "flew his mission" on May 9, 1945, right after Germany surrendered.



Land fall will be made at Ostend, once a most fashionable sea-bathing resort . . . The first large-sized town will be **GHEENT**, five miles to the left, capital of East Flanders, lying on the Scheldt and Lys Rivers. A canal, built in 1826, connects the city with the North Sea . . . The capital of Belgium, **BRUSSELS**, will be four miles to the left, situated on the Senne River. Founded in the sixth century, it was long a center of early courts . . . Off to the right eight miles will be **NAMUR**, a provincial capital, located where the Sambre and Meuse Rivers join. The city has a circle of nine detached forts surrounding the one-time bastion . . . **LIEGE** will be fourteen miles to the left. It is capital of the Walloon district and a university town . . . **MALMEDY**, an ex-Prussian town more infamous for the German massacre of American prisoners, is ten miles to the left as you cross the old German-Belgian frontier, just north of Luxembourg . . . Also to the left is **PRUM**, which is typical of the small tactical targets the group was assigned to bomb during the short-lived German breakthrough in the Ardennes salient . . . The oldest town in Germany, **TRIER** (or Treves) lies sixteen miles to the right . . . **BAD KREUSNACH**, nine miles to the left, is famed for its salt baths . . . **KAISERLAUTERN**, fourteen miles to the right, is one of the chief Palatinate towns . . . **MANNHEIM**, a former group target, lies on the right bank of the Rhine River with Ludwigshaven on the left bank, forming the "Twin Cities" of the upper

Rhine. Mannheim was once the most regularly built town in Germany, being divided into 136 square sections like a chessboard . . . Off ten miles to the right lies **HEIDELBERG**, home of the famed beer-drinking university. **ASCHAFFENBERG**, whose marshalling yards were often attacked by 8AF bombers, was once a group target but the mission was recalled for weather . . . Important for its marshalling yards — junction for the express

trains from **FRANKFORT** to **BERLIN** — was **HANAU**, a well-hit ex-target for the group . . . **FRANKFORT ON THE MAIN** is located nine miles west of Hanau in a plain bounded by mountains. It often was a target for the "heavies." **MAINZ**, a 467th target several times, lies on the left bank of the historic Rhine River and near the Main River. It was a pre-war GHQ for Rhine wines . . . Another target town, **WIESBADEN**, lies in a basin famed for its orchards and vineyards . . . Quite familiar as a target is **BINGEN**, lying near the bend in the Rhine and the Nahe River, once important as a steamboat station but in wartime as a vital railroad junction . . . **KOBLENZ** is at the junction of the Rhine and Moselle rivers and was one of the most vital targets the 467th attacked with success. Our artillery blasted the once-imposing Emperor William I monument located in the junction of the two rivers in the ground forces' advance, while our bombers hit out at railroad yards, bridges and other military installations in this area . . . Upstream from Koblenz lies the now-historic **REMAGEN** bridge . . . Moving 29 miles up the Rhine, **BONN** lies on the west bank, the seat of a famous university . . . **COLOGNE**, largest city in the Rhenish province, was twice a group target. Blasted both by 8AF and RAF, the city lies in ruins with only its ancient (1248) Gothic cathedral spared . . . Hard hit by the 467th bombs was the oil refinery at **MONHEIM**, ten miles upstream from Cologne . . . An example of the aerial bombardment of the Ruhr is the industrial city of **DUSSELDORF**, the district capital . . . Another destroyed manufacturing city is **MUNCHEN-GLADBACH**, one time home of Joseph Goebbels . . . On the last continental leg, 112 miles southwest of Dusseldorf, is Brussels . . . Enroute will be **ROERMOND** to the left and **AACHEN** to the right . . . Landfall on the return leg to England is again at Ostend over which Germany's notorious V-1 rockets passed enroute from their well-hidden launching sites in the Pas de Calais to "somewhere in England." ■

2ADA Veterans Get Around — Even Past Presidents!

BY JORDAN R. UTTAL
HONORARY PRESIDENT, 2ADA

Two weeks ago (this was written in mid-March), I received a phone call from an old friend, past 2ADA president Earl Zimmerman from the 389th, who, after the appropriate words of greeting asked, "Are you watching the Simpson trial?"

When I replied in the negative, he asked if I could turn on the TV and take a look. Of course I did, and he directed my attention to the right side of Judge Ito's desk.

"Do you see the collection of hour glasses over there?" he asked. "Yes," I said.

"See the round one in the front?" Again I replied in the affirmative.

He proudly told me that it was one of his creations, and knowing of Earl's longtime hobby of woodworking, I was surprised and pleased. He went on to tell me that he had focused earlier on the judge's collection of hour glasses, and decided to make one for him.

When I asked him to tell me more about it, he went on, "It is made of Indiana red oak, and the balls on the side are of maple. The glass is made in England, a ten minute job. Two coats of Watco oil so any greasy hands will not leave marks. I did receive a nice letter from (Judge Ito) which read in part, "I contemplated returning it to you to have you engrave your name or initials underneath, but I cannot bear to part with it."

Well, guys and gals, Earl has sent the judge an engraved plate identifying himself and the 2nd Air Division. So, he and we are a small part of this turn of current events that is claiming the attention of huge numbers of people around the world. They will not know about us from this, but the judge knows, and Earl knows, and now we all know.



I've seen some of Earl's work in the past, and I know that he has made many of us very happy with his creations. We should also remember his leadership activities with and for the 2ADA.

The picture above will help you identify his handiwork when and if you watch the trial. BE WELL!!! ■

The BBC called Ramirez's ground crew "the League of Nations." Though they were all Americans, Ramirez was Latino, his first assistant was Chinese, and of his three-man crew, one was Dutch, one was German, and one was a typical farm boy from Kansas.

In 1978, when some of the guys went back to Rackheath for their first reunion, a grown-up John Oakley (one of the kids who used to stare through the fence at the B-24s during the war) asked one of the returning servicemen if he knew the name of Witchcraft's crew chief. The commanding officers gave him Ramirez's name and address, starting a chain of correspondence which continues to this day. An example is a letter from the Oakleys of Norwich to the Whittier (California) Daily News which reads as follows:

"I have just received a copy of Louise Smith's column (Nov. 15) featuring my longtime friend, Joe Ramirez, whom you may remember was stationed over here in England with the 467th Bomb Group, 2nd Air Division in 1944-45.

"Ramirez told about my wife and I coming to California and paying him and some of his colleagues a visit. Although it took us a long time to raise the money, it was something I was determined to do one day, and it was an honor for us to be able to do so.

"Heroes today are mainly pop stars or movie stars, who, as far as I know, have done nothing of note to earn this status. As a kid back in the dark days of the 1940s, men like Ramirez were my heroes, and although I am now 62 years of age, they still are. England stood alone then, and the future looked very grim. We lived in a small community of about 300 people, and almost overnight there were 2,000 American servicemen there with about 60 heavy bombers. We had never seen aircraft on the ground or been able to touch them before. The general excitement was like another world to us.

"It wasn't until later, as we got older, that we realized the stress and sacrifices these men made to help us.

"The eastern side of England was one big aircraft carrier, with an airfield built every

The Love Affair Continues

BASED ON MATERIAL FURNISHED BY
JOE R. RAMIREZ (467th)



Crew chief Joe R. Ramirez points to himself in a 1944 photo of his B-24, Witchcraft.

five square miles around Norwich. The 2nd Air Division occupied fourteen of these bases and lost more than 6,000 men in action. I don't know how many were wounded. More than 3,000 lie in Madingley Cemetery, near Cambridge.

"Politicians tell us that relations are not as good between our countries as they once were. Try telling that to the people here.

"In May, we are welcoming back some of the survivors at another reunion. They make it about every five years and will continue to do so until age beats them. We will always look forward to seeing our Yanks coming home.

"Unfortunately, the younger generation knows or cares little about this. History in

schools seems to be current affairs around the world. Unless the story is somehow told, it will be forgotten when my generation dies out.

"My friend, Joe Ramirez, has never forgotten his plane, 'Witchcraft.' It flew 130 missions without once turning back for mechanical reasons — a record for the whole 8th Air Force. It was then flown home to Arizona and cut up for scrap. If only someone had looked ahead, it would have been a superb museum exhibit.

"I never expected to meet Joe again when I started writing him. But he made it back in 1992 and came to my home. I said then that I would visit him if at all possible."

The letter above and other items sent to Her Majesty the Queen evoked this distinctive reply from Buckingham Palace:

"Dear Mr. Ramirez,

"I write to thank you for your letter and enclosures, which I have had the honour of laying before The Queen.

"Her Majesty was interested to hear that you served in this country during World War II in the USAAC, and were stationed at Rackheath, Norfolk, fifty years ago. The Queen appreciated your kind thought in writing as you did about your time in England and the friendships you made, and was pleased to know that you are still in touch with people you met at Rackheath at that time. Her Majesty hopes that the next reunion will be enjoyed by all who attend.

"Her Majesty was also most interested to see the press clippings, photographs and other items you enclosed relating to yourself and the 467th Bomb Group, and I am to say how much the people of this country appreciate the role played by our American allies at that difficult time.

"Your good wishes for The Queen and the Royal Family were greatly appreciated and I am to thank you once again for your letter."

(signed) Susan Hussey, Lady-in-Waiting.

All of this graphically illustrates the close bonds between the British and American people which have been nourished by the existence of our 2nd Air Division Memorial in Norwich. ■

WITCHCRAFT II ?

On August 1, 1945, in tribute to the Allied Air Forces, the French displayed, under the Eiffel Tower, this aircraft which contributed to our VE Day success. The B-24 representative was a clone of the 467th's famous Witchcraft, dubbed Witchcraft II. Apparently, however, it is a 453rd bird numbered 228. ■



THE PX PAGE

If you have articles or items for sale that pertain to the 2ADA, they belong on the PX Page.
Please submit them to P.O. Box 627, Ipswich, MA 01938.

"AND NOW THE NEWS, 1945"

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A momentous year comes alive through a book of daily brief radio newscasts. You once again are there with 365 daily vivid reports on the war in Europe and the Pacific, movies, popular radio shows, Congress, prices, rationing, Wall Street, sports, the start of peace.

"Jaws" author Peter Benchley says of the book, "Fascinating slices of life from the America of half a century ago. The live radio broadcast technique lends an immediacy that brings the past vividly into the present."

TV commentator John Chancellor says, "There was more news made in 1945 than in any other year in American history. Herb Hobler's book shows the United States at the zenith of its power..."

Author Herb Hobler was a B-29 navigator in the Pacific, in radio and TV for 40 years, and as chairman of America's foremost boychoir, The American Boychoir School, is donating all net proceeds of the book to the school.

Among thousands of vets who have bought the book, one says it all: "I can't tell you how much I enjoyed reliving that fantastic year in our lifetime. It brought back many fond memories. I am ordering more for family and friends."

Retail cost of the book is \$13.95. To order, call 1-800-BIG-1945.

"Among the Columns of Thor," by Bill Phillips

This print depicts 93rd Bomb Group B-24s W-Wee Willie and 204-I escorted by P-51 Jersey Jerk, and is signed by K.O. Dessert and Ed Baker. The Greenwich Workshop has generously donated a print to the 93rd, which has been framed and is available for viewing at group meetings. Direct purchase inquiries to: GREENWICH WORKSHOP, 1 GREENWICH PLACE, SHELTON, CT 06484, PHONE 1-800-243-4246. Many thanks to K.O. Dessert and Ed Baker for the energy and time they donated to help enhance the memory of the famous 93rd!



NEW "POOR BOY" ROSTERS

The limited number of 2ADA rosters available, has dwindled to 29. To receive your copy, send \$5.00 including postage and handling. Make your check out to

C.N. CHAMBERLAIN

and mail it to his address on page two.
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The story of Colonel David C. Schilling's pioneering flights and advancement of military aviation during his 16 year career are recorded for the first time in a biography written by John C. McClure and Charlotte S. McClure. Schilling's aviation career began with his outstanding record of destroying 33 enemy aircraft, flying the P-47 Thunderbolt with the 56th Fighter Group during World War II, and was climaxed by his leading the historic jet flights over the North Atlantic to England and Germany in 1948 and over the Pacific to Japan in 1952. The biography, produced by Taylor Publishing Company, is *immediately* available at the retail price of \$24.95 (including shipping and handling). Make your check or money order out to John C. McClure and mail to:

JOHN C. MCCLURE
P.O. Box 450041
Atlanta, Georgia 31145
Tel. (404) 939-6420



To the editor:

I am writing in response to a letter in the Spring 1995 *Journal*, page 36, by George Kasparian. He was asking for information about a plane from the 389th Bomb Group, 565th Squadron, named "Lucky Lady Bett." His cousin was apparently lost on a February 19, 1945 mission to Junkental.

I can verify that "Lucky Lady Bett" was on that mission — I flew her! Our crew was assigned to "The Lady" at that time and continued to fly her for the remainder of the war. She may have been assigned to another crew for a mission during that time, but I am sure that she never crashed. She was eventually returned to the United States, and my ex-copilot Dr. C.I. Stevens ferried her from the East Coast to the graveyard in Arizona early in 1946.

On a mission during the latter part of March 1945 we got the Lady pretty badly shot up and she was grounded for major repairs. During that time we flew a plane called "D-Day Patches."

From the above, it would appear that the plane Mr. Kasparian referred to may have been "Win, Our Little Lady" or something similar.

Don Kunkle (389th)
118 Boxwood Road
Aiken, SC 29803

→ → → →

To the editor:

Wish I could attend the reunion, but unfortunately my World War II injury has me down again for a while. Thank God for VA hospitals!

Perhaps you can help me with my new book. I need stories from guys who would share them with me and give me their written permission to publish them. My last book, *Stars and Swastikas — The Survivors*, is getting great reviews. I'm sure this is because I follow my WWII buddy Ernie Pyle's advice — I feature "the little guy" and skip "the big picture."

Hope to stir up some interest, because it is fun to find yourself in a book, as I did in Ernie Pyle's book, *Here Is Your War*.

R.L. Thompson
232 Diablo
Green Valley, AZ 85614

→ → → →

To the editor:

I was recently approached by a friend of mine who is looking for more information concerning his father-in-law. (When my friend found out that I had been in "heavies" during WWII, he asked if perhaps I could help).

The profile given concerns Sgt. Thomas J. Dykla, who was a radio operator on a B-24 crew. His pilot was 1st Lt. Adolph Komer. The only other information given was that when flying a mission on May 29, 1944, the aircraft and crew were shot up badly enough that the pilot, knowing that they would be unable to get back to England, and also having wounded on board who would be unable to make a successful bailout, decided to surrender his aircraft and himself after giving the able-bodied crewmen the option of bailing out and trying to evade.

The crew members who stayed aboard were taken prisoner, and Dykla was in a prison camp until the liberation. He is now deceased, so his family cannot get the story directly from him. I hope that at least finding the outfit he was with will be possible, and obviously any further information would be great. Thanks for your help!

R.F. Gelvin
2302 East Elmwood Street
Mesa, AZ 85213-5910

→ → → →

To the editor:

On February 10, 1995 (this year), an uncle of mine was discovered in his P-47 Delta Thunderbolt, in the Zuider Zee, Holland. He had been missing in action since November 3, 1943. He was F/O Frank D. Gallion, who was with the 334th FS, 4th Fighter Group. His last mission was Ramrod 168 to Wilhelmshaven, Germany. The recovery of his body and his plane made worldwide news...I am still collecting news prints from all over the eastern part of Europe, about 40 in all.

This is very important for me, due to the fact that from 1972-1983, and part of 1993, I had exhausted every possibility as to finding him. I had understood that his plane had gone into the Zuider Zee, and that he was assumed KIA/MIA. I have worked with the Royal Netherlands Air Force, the 4th Fighter Group Association, GSA in St. Louis, Maxwell AFB, and with pilots who were on that mission. All in all I have spent about \$5,000 and much of my life working on this, and it has finally been worth all the effort.

One of the greatest sources of help to me over the years was Leroy Nitschke, who is now deceased. He sent me numerous pictures and names of people to contact, and I'm sure that you know of him.

There is one last question that I have for you: Does anyone out there have information about Frank D. Gallion and his U.S. service?

J. Franklin Gallion
1482 Secrest Road
Wooster, OH 44691

→ → → →

To the editor:

I am trying to obtain information about a family friend who was killed during WWII: 2/Lt. Edward "Eddie" Eberhardt, Jr. (service #0-806822) who died on April 1, 1944 while serving as a pilot with the 445th Bomb Group, 702nd Bomb Squadron.

The target for the day had been Ludwigshaven, but it is believed that Eberhardt's death was the result of a crash landing which occurred in England. It is also believed that some crew members may have survived. If you have any information, please contact me.

Richard S. Murray
12441 North Pine Cone Road
Parker, CO 80134
(303) 841-5026

→ → → →

To the editor:

I am looking for information about my first cousin, Kenneth A. (Bud) Zierdt #17064455. He was with the 712th Squadron of the 448th Bomb Group.

He was a member of pilot William J. Bailey's crew, and was reported missing in action on June 12, 1944, when their plane was reported shot down.

I would appreciate hearing from anyone who knew him or has any information on that mission.

William M. Brown (93rd)
11937 Miracle Hills Dr. #10
Omaha, NE 68154-4405

→ → → →

To the editor:

One of Germany's most respected aviation historians, Mr. Gerhard Bracke, has contacted me to request help in locating the survivors of these three Liberators which were shot down:

(1) 6 August 1944, about two miles south-east of Mery, France (near Paris), the German pilot who received a victory credit was Oberleutnant Hans Waldmann. There is some evidence that one survivor of this crew visited Mery several years ago.

(2) 25 March 1945 (Sunday), on the outskirts of Soltau (between Hamburg and Hannover), as a young boy, Bracke saw this Lib on the ground and the crew being taken captive.

(3) Also on 25 March 1945, another Lib was shot down over Schneverdingen (ten miles north of Soltau). This B-24 was shot down by an ME-262.

Information from John C. Rowe indicates that the Libs in #2 and #3 above were from the 448th BG, and the pilots downed over Germany were Lt. Paul J. Jones, Lt. Joseph F. Steffan, and Lt. Knute F. Stalland.

I would appreciate hearing from anyone who has any information about these incidents or about the survivors.

Brian Lindner
RR 1, Box 4316
Waterbury Center, VT 05677-9179
(802) 229-3880 • (802) 244-7755

→ → → →

To the editor:

In my "Open Letter to the 93rd" in the Fall 1994 issue of the *Journal* I asked for information on some of the crew who flew on "Cleatie Hoopla." Raymond A. Thon, 744 8th St. East, Kalispell, Montana 59901, sent me a list of the names of that crew and this picture that was taken at Walla Walla, WA on September 23rd, 1944.

They ended up with the 93rd BG, 330th BS at Hardwick, flew 35 missions on "Cleatie Hoopla," and haven't had any contact since.

Now, since seeing my article, Raymond would like to find his former crew members. If anyone knows anything about them, please contact him or me.

Floyd H. Mabey (93rd)
11524 Zimmerman Rd.
Port Richey, FL 34668

→ → → →

To the editor:

I really enjoyed the Winter 1994 *Journal*. There were many fine stories and little repetition.

It would be a good idea to see that each article was factual in content, especially as to equipment. The story on page 22 by Manny Abrams, "An Aid Called the G-Box," is inaccurate. Much as the story was interesting, since it was about a mission without the G-box aid, it implies that the equipment was radar. The latter is not true, and as the *Journal* may be used as a source for history, it should be accurate.

For factual material re "G" the following references would clarify:

(1) Hall, John, "Nonradar Navigational Methods," Sec. 2.9 of "Radar Aids to Navigation," Office of Scientific Research and Development National Defense Committee, published by McGraw-Hill in 1947.

(2) Art Corbin, "Remembering Gee Navigation," ION Newsletter (Summer 1993), Institute of Navigation, 1800 Diagonal Rd., Suite 480, Alexandria, VA 22314.

Incidentally, as a navigator with the 93rd Bomb Group, 328th Squadron, my receiver frequently went out as soon as we passed about 10,000 feet, but we eventually got that problem solved before I completed 34 missions plus one abortion.

The principals of the British "GEE" has evolved into present day LORAN, which gives an airman much data almost instantaneously from a box about 5" x 2" x 12".

Back to the Winter *Journal*: "The 8th's Last Mission" (page 33) reminded me that we flew to Salzburg on 25 April 1945, which is noted as the last one for the 93rd. And "How I Got the DFC" (page 20) is only too true for many instances.

Thanks for such a nice edition.

Arthur J. Corbin (93rd)
2555 Pricer Ridge
S. Salem, OH 45681

→ → → →



Standing (left to right): Thomas Gibson (TT), Edward Parker (ENG), Winfield Pellisser (R), Thomas Callahan (BTG), Wayne Stone (NTG), Roger Ryan (TTG). Kneeling: Raymond Thon (P), Andrew Lavender (N), Luther Paulson (B), Robert Ranker (CP).

Ed. Note: Information submitted by Art Corbin explains that "Gee was a British development which provided navigational positions and aided in target location. Accuracy could be good, but depended on the altitude, the distance from the transmitting stations, and the operator's expertise. It was used throughout the air war, although German jamming of the signals quickly became a problem to be countered. As radar, known as H2S, was developed, it became the preferred means of navigation and bombing, but it never completely replaced Gee.

"Gee signals were produced by a master station and two or three 'slave' stations called a chain. These signals or pulses were received and read off the face of a cathode ray tube in the aircraft with an image somewhat like an oscilloscope. The differences could then be determined by their appearance on the cathode ray tube. Each discrete difference value was represented by an imaginary, hyperbolic-shaped line on the earth's surface. By locating the intersection of these two lines, the geographical position of the aircraft was determined. . . . You can see that there was room for error and much depended on the navigator's skill and care. Accuracy was affected, too, by the many layers and types of clothing and equipment worn."

"The accuracy of Gee is quoted as being about 200 yards near the stations. . . . Loran at that time was accurate to about 500 feet. An operational manual for the contemporary Foster F-4 Phoenix Loran C Nav System states its accuracy as being within one-quarter mile." ■

To the editor:

I am making a documentary film about the ETO, and especially about pilots and crew members who spent time near Dole, France, during 1944-1945. I am collecting information from both bomber and fighter pilots. Do you think you may be able to help?

Jacques Besson
11, avenue Soeur Rosalie
75013 Paris (FRANCE)

→ → → →

30 SECONDS TO TAKEOFF

Most GI's who flew in WWII, or any air war, for that matter, have gone through the queasy stomach, and the nervous, anxious waiting and tension as we line up, waiting our turn to take off on another mission. How will we fare on this one? Is our number up? Will we make it back home?

Every time I think about it (even fifty years later), it scares me — probably more now than when it was actually happening. I guess I thought we were indestructible.

My position as waist gunner on the B-24 "G.I. Jane" (392nd BG, 578th BS), was the harshest spot on the airplane. Fresh air wasn't one of the problems. Flying at 160-180 mph, at 30-60 below zero by a 3 x 4 open window, eliminated any body odors, unless you happened to potty up your pants; but then, your back side was tightened up so much, that wasn't likely to happen.

December 16, 1943 was my initiation into warfare, the target being Bremen, Germany, one of the tougher targets for bomb groups. I don't remember about this particular day, but weather had to be pretty bad before a mission was scrubbed.

Engines were revved up to the maximum, and then the green light from the tower ended our waiting. After the plane in front of us had taken off, we waited 30 seconds, and it was our turn to go.

So cross your fingers and hold your breath until the wheels come up. We are on our way. After going through this for 31 missions, you would think you would get used to it, but you never did.

Six of our original crew members from the "G.I. Jane" crew are still alive: Neeley Young (pilot), John Goodman (copilot), Ray Dunphy (navigator), John Rickey (tail), Ray Teater (waist), and Fred Wald (ball) (POW).

Ray S. Teater (392nd)
Rt. 4, Box 107
Wheeling, WV 26003

→ → → →

HERE'S TO THE POOL . . .

To the editor:

We know of the swimming pool, the pool in the creek, the table game, a labor pool, a press pool, replacement pool, a money pool, and others I can't recall, but none is more vivid in my mind, nor one more lonesome and fear-producing, than the combat pool at the 445th.

When the 489th Bomb Group returned to the good old USA, our crew had broken up due to a ground injury sustained by the pilot. Some of our crew returned and some of us stayed to complete our missions. I was transferred to the 445th. I was an armorer-gunner MOS 612.

At the 445th I was assigned to the pool. I flew when there was a shortage of a gunner on a crew. I flew as waist, tail, and as nose gunner. If my memory serves me well, I flew with crews flying their first mission on six occasions. That, accompanied with the first mission with my original crew, came to a total of seven first missions. First missions were notorious for the things that went wrong. In addition to sharing the learning curve with the new crews, you knew no one on the crew, including the pilot, and that lack of knowledge lowered one's degree of self-confidence that a successful completion of the mission was possible.

As I remember it, the problem was caused by a decision in the States to send crews with nine members and the theater's desire to have a complete crew of ten. When I had completed about 29 missions, I was given a new crew and completed my missions with them. I do not remember the name of the pilot, but he had sandy hair and a Scandinavian surname. I was grateful because it added to my feeling of security.

I would like to thank that pilot for accepting me into his team. If he reads this and remembers, I would like him to get in touch with me so I could express my gratitude. In addition, I have a record of the missions I flew with the 489th, but not with the 445th. If there is any way to get these, I would like to know.

The main purpose of this letter is to alert all to the fact that there was a pool, and it was a much harder job flying out of the pool than with a regular crew. I know I helped the new crews with whom I flew, because I could tell them that most of the problems they encountered were normal, and otherwise provided a calming influence. I haven't seen anything written about the pool, and I don't want to have it forgotten, because it was an important part of the group. Three HURRAH'S for pool crew members.

John H. Rainey
(489th & 445th)
843 Wethersfield Drive
Vacaville, CA 95688

To the editor:

For fifty years I have been wondering what happened to B-24 #42-51491 that our crew flew from Topeka, Kansas to Nutts Corner, Ireland, August 6-11, 1944.

We were a "gung-ho" crew, ready to fly "our" B-24 on missions over Germany. Each of our ten-man crew put up \$10.00 to have the nose of the airplane painted (in Topeka) with "Bachelor's Delight" (wine, women and song), since we were all single.

We were proud to complete our 35 missions with the 93rd Bomb Group, but we never saw "Bachelor's Delight" again after landing in Ireland. If anyone can supply information about what happened to #42-51491 (see photo below), we would appreciate it very much.

Clarence W. Barton (93rd)
5915 South Marion Place
Tulsa, OK 74135-7813



Standing (left to right): H.W. Bludworth, R.F. Palestri, C.W. Barton, J.R. Hogan. Kneeling: J.F. Bisson, R.J. Zimmerman, E.F. McCormack, L. Messana, D.V. Codling, W.J. Farnsworth. Our crew was reduced to nine after arrival in England. Eight of those nine are still living, and we have had a reunion about every two years since 1989. — Clarence W. Barton, 93rd BG.

MORE "SONGS THAT ARE PART OF MY MEMORIES"

While looking over the Summer 1994 issue of the *Journal*, the article by Keith Roberts, "Songs That Are Part of My Memories," took me back to a somewhat more recent memory, at the 10th Annual Southern California Reunion Dinner at the El Toro Marine Base Officers Club in 1991, when our VP Communications, Bud Chamberlain; Roger Markle (44th BG), and my daughters Beth (piano) and Bera (singing dynamo) put on, as Chuck Walker described it, a "USO TROUPE-style" show.

We wanted to select songs such as those sung by Vera Lynn during the Second World War. Naturally, "There'll Be Blue Birds Over the White Cliffs of Dover" was the first to come to mind. My daughter Beth was going to do the arrangements for all of our songs. Although the refrain was familiar to all of us, Beth called me to ask if I knew the words and music to the verse. I did not, so I suggested she contact one of her friends at Warner Brothers, where she had done arrangements for various movies. She did so, and was advised to call a man named Walter Kent who lived in Woodland Hills.

Beth asked, "Will he know the words?" The answer was, "I think so. He wrote them."

We invited him to join us, but because of his wife's illness, he could not make it. But he made an audiotape dedicated to the Second Air Division, and sang the verse on tape, after which we joined him on chorus (we being Bud, Roger, my other daughter Bera, and I).

Other songs of memory that we did that night included "The Whiffenpoof Song," "Thanks for the Memories," "Stars and Stripes Forever" (yes, there are words to that number), and Bera's renditions of "Boogie Woogie Bugle Boy" and "The Wind Beneath My Wings," a touching tribute Bera rewrote for the Heritage League to the members of the Second Air Division.

Of course, as usual, when we finished with "Off We Go (Into The Wild Blue Yonder)," the audience arose and joined us to close a grand, nostalgic sharing of "Songs That Are Part of Our Memories."

Julian S. Ertz (44th BG)

2ND AIR DIVISION HISTORY BOOK HONORED



At its Annual Employees Awards Dinner, the Turner Publishing Company recognized the **SECOND AIR DIVISION HISTORY** as the most outstanding and most successful of the fifty books it published in 1994. A plaque commemorating this success was presented to 2ADA Past President John B. Conrad.

Conrad was the guest speaker to the group which was composed of some fifty Turner executives and employees receiving awards. Pictured above are Turner Publishing Company officers on the left, Robert Martin, Chief Editor, and Pat Morgan, Executive Assistant; the 2ADA's John Conrad; and David Turner, President, on the right. ■



WANT TO SAVE YOURSELF AND THE 2ADA MONEY?

Please keep your address up to date with Evelyn Cohen. It costs the 2ADA extra money to resend the Journal to your correct address.

ATTENTION ALL READERS OF THE 2AD HISTORY BOOK

As terrific as this book is, it has been brought to our attention that there is at least one error that is causing a good deal of confusion. Please change page 119 to read "93rd BG" instead of "44th BG," and page 120 to read "44th BG" instead of "93rd BG." If you've been searching for your name, making this change will probably help!

IMPORTANT 2ADA FILM LIBRARY UPDATE

I goofed! In the annual film library listing in the last *Journal* (page 30), I deleted Roman numerals IV and V, when I meant to cancel Roman numerals III and IV. What this means is that the following tapes are NOT currently available: "Target for Today," "The Men Who Flew the Liberators," "2ADA Reunion 1973 - Colorado Springs," "2AD Memorial Dedication - Norwich 1963," "The Mission," "Night Bombers - RAF," "Schweinfurt & Regensburg," and "Memphis Belle." But it also means that the following tapes ARE available: "Ploesti," "93rd BG in North Africa," "The Fight for the Sky," and "2ADA Reunion Film Clip - Norwich 1983" (these are to be ordered together as Roman numeral V). Please mark your Spring 1995 *Journal* to reflect these changes. I apologize for this confusion!

H.C. "PETE" HENRY
164B Portland Lane
Jamesburg, NJ 08831

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