

Volume 35 Number 3

Fall 1996

It Happened in Milwaukee!

BY GEOFF GREGORY (467TH), RETIRING 2ADA PRESIDENT

Howdy from Texas (by way of Michigan and Ohio). It is the duty of the retiring president to write a description of the convention for the *Journal*, so here goes, ready or not.

We made an uneventful motor trip to Milwaukee. It was my first visit, and I found the city to be attractive, clean, and people-oriented. The Hyatt was exceptionally attentive to our needs, the food ranged from good to excellent, and the German food in Milwaukee lived up to expectations.

The Executive Committee of the Second Air Division Association met for two days prior to the convention. The first day was taken up with committee reports and a frank and detailed report by the Vice Chairman of the Board of Governors of the Memorial Trust, David Hastings. David also brought and read a report on the library from Hilary Hammond, Director of Arts and Libraries for Norfolk. Hilary, alas, was unable to attend and was missed.

David fielded many timely and probing questions from the Executive Committee, and his answers were optimistic. He will take home several suggestions for the Board



IT WAS LOOKING "ALL PRESIDENTIAL" AT OUR 49TH ANNUAL CONVENTION IN MILWAUKEE! (Left to right): The FATHER OF 2ADA, Honorary President Jordan Uttal (HQ) receiving PRESIDENT'S AWARD; with Neal Sorensen (489th), 2ADA President 1996-97; and Geoff Gregory (467th), 2ADA President 1995-96.



Former 2ADA President PETE HENRY (44th) celebrates 49th annual 2ADA sign and Flag Day, June 14 in Milwaukee.

of Governors. We always enjoy the presence of this good friend of the 2ADA and his wife Jean. They were warmly received by all, and we look forward to their return in the future.

The second day of the Executive Committee meeting was given over to general business, including discussions and votes regarding the establishment of an independent editor who would also become a voting member of the committee. A proposal to abolish the office of VP Communications was rejected (9-6). There were other committee reports as well.

(continued on page 8)

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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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.

Please submit all material for publication to the editor by the 15th of December, March, June, or September. We make every effort to mail your Journal within 45 days of the deadline listed above. Your receipt of the Journal will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office.

President's Message

BY NEAL SORENSEN

The honor of being the 40th elected president in the 50 year history of the 2nd Air Division Association is one that makes me feel both appreciative and challenged! Geoff Gregory, Chuck Walker, John Conrad, and Dick Kennedy, all of whom served in that role during my tenure as group VP of the 489th Bomb Group and/or as a member of the Executive Committee, charted a direct course for the 2nd Air Division Association to follow into the early days of the 21st century. I shall attempt not to deviate from that firm direction.

Those of us who were privileged to fly combat missions in World War II have etched in our memories the thrill of our first stateside formation of the entire group. That thrill was translated into awe on our first combat mission, when we saw not only our familiar group tail insignia, but as far as the eye could reach (and we had 20/20 vision during those years!), hundreds of B-24s in the bomber stream. It was very reassuring to be surrounded by so many friends!! Then, if things got hot, those tiny dots high above us were the "little friends" that gave us aid and comfort as we fulfilled the mission.

However, on a mission to Munich in July of 1944 we were obliged to make a frontal penetration. All planes in the formation deviated from course to minimize mid-air collisions. As each element used a predetermined different heading, by the time we broke out on the other side of the front, it was like a child's game of fruit-basket upset — tail markings of every color were in sight. We reformed in the best possible fashion and proceeded to the target, where the rag-tag appearing groups successfully bombed the target.

The above examples provide, I believe, an image of our loyalties and feelings relative to our groups and the 2nd Air Division. We prayed for the appearance of parachutes when a plane in our squadron or group blew up or went into an uncontrollable flat spin. It was highly personal. And yet, when the 445th Bomb Group was virtually wiped out due to a navigational error on the Kassel raid of September 27, 1944, we all felt it — felt our own vulnerability, and mourned for their dead. We were group oriented, but drew our reassurance, also, by being a part of the larger division.

As we transition from the twentieth century to the new millennium of the twenty-first century, many of us will make that mysterious "frontal penetration" to the next world. As we do, our groups will diminish in numbers of members with the energy to edit newsletters, to plan stand-alone group reunions, etc.

In planning for that future, the Executive Committee talked about ways where groups can help the division and vice versa. The 2nd Air Division Association *Journal* is a marvelous vehicle to provide both group and division news. Some groups do not have a newsletter and use the *Journal* as their communication to members. It is to be hoped that when the need arises, other groups will also do the same. This will probably mean the need for more pages in the *Journal* with subsequent cost increases.

In the coming year, acting as your association president, it is my hope to contact and reach out to each group as we plan our mutual future — both as groups and as the 2nd Air Division Association. As they say in computerese, we hope to make the 2ADA and the *Journal* more "user friendly!"

There are towering talents both at group and division level. Men like Charles Freudenthal and Leroy Engdahl, who built membership in the 489th and 448th virtually from ground zero, are two whom I have heard highly extolled. Likewise, where would the 2nd Air Division Association be were it not for the untiring labors of Jordan Uttal, Ray Strong, Evelyn Cohen, and other pioneers at division level?

The Romans had a symbol called the FASCES (later a symbol of Italy's Fascist Party) which was a bundle of sticks tied together with an axe. At a time when Rome was calling for unity, a single stick was ceremoniously broken by itself — the bundle was too strong to be broken.

Through mutual respect and understanding, I believe that all groups and the 2nd Air Division Association can become stronger. Just as we regrouped after losses over the target, we must help one another as our numbers diminish over time.

As President of the 2nd Air Division Association for the 1996-97 year, it is my pledge to work with all of you so that our 50th reunion celebration at the Hyatt Regency in Irvine, California will find past animosities and slights (real or imaginary) give way to the admiration and respect that all 2nd Air Division survivors of World War II earned under fire! ■



FLORIDA REGIONAL REUNION V

February 22, 1997

The fifth annual Florida Regional Reunion of the 2nd Air Division, 8th Air Force USAF will be held at the Clarion Plaza Hotel in Orlando on February 22, 1997. The hotel will offer special rates for three nights preceding and three nights following this date.

Help make this gathering of war birds a special fellowship event. For registration information, contact either of the following:

Col. Lawrence Gilbert, Chairman
1482 Grandville Drive
Winter Park, FL 32789
Tel. 407-647-2623

Cliff Peterson
2120 Woodcrest Drive
Winter Park, FL 32792
Tel. 407-647-7741

IMPORTANT NOTICE: TAX DEDUCTIONS

It has come to my attention that some of our members are making contributions to the Memorial Library through channels that bypass the 2ADA Treasury. To be a legal tax deduction, your gift must be processed and recorded in the accounts of the 2ADA. All donors of \$200.00 or more will automatically receive a receipt from the Treasurer. If any other donor wishes, a receipt will be issued upon request. The Memorial Trust of the 2nd Air Division USAF is not recognized as a charity by the Internal Revenue Service. If you do not need a receipt, disregard this notice — but if you do, read, heed, and send your checks made out to the 2ADA with a memo indicating the purpose of your gift.

BILL NOTHSTEIN
2ADA TREASURER

Report on the Memorial Trust

BY E. BUD KOORNDYK

Blazoned across the front page, the headlines of the Eastern Daily Press on May 18, 1996 were just two words — TECH-NO — which dashed into ruins the dreams that were held for a £79 million Millennium project for the rebuilding of a Technopolis which would have included the Central Library and our 2nd Air Division Memorial Room.

The gist of the official announcement of the turndown of a request by Norfolk County for £39.5 million from the Millennium Commission for this project is as follows, and I quote:

"The Commission reviewed your application for funding at its meeting on 16 May. I am sorry to inform you that the Commission decided not to approve a grant for the Technopolis project. The Commission had been attracted by the vision and boldness of the scheme and Commissioners appreciate the time and commitment two councils have put into the project. However, after careful consideration backed up by the advice of our professional advisors on various aspects, there remain several areas which gave Commissioners serious concern. In particular, the Commission remains doubtful about the long term viability of the project and the realism of the funding plans. The Commission was not satisfied that the case presented was robust in financial, strategic, or operating terms or backed by sufficient risk capital compared with the amount of grant sought.

"The loss of this major landmark project for Norfolk, on a very significant site offering great architectural potential, is a great disappointment to the Commission . . ."

I have talked with Hilary Hammond on the phone and have expressed not only the condolences of the 2ADA but also thanked him for the gigantic effort he had put into preparing the documentation which had to be presented to the Millennium Commission for its consideration for the grant of £39.5 million.

Now where do we go from here on the project of rebuilding the Norwich Central Library and the 2nd Air Division (USAAF) Memorial? Hilary did state that much of the work on the library portion of the Technopolis was still intact and that the time span of the rebuilding effort for 1999-2000 would still be in effect. However, he now is busily working out the details of rebuilding the library on the old site, engaging architects for plans and specifications, with the next step being the solicitations of bids for rebuilding the structure. There is now a question about rebuilding the library and the role of the 2nd Air Division Memorial in the new scheme. I will be sharing any further details on this effort as I receive the information from Hilary. May I suggest that we encourage him with cards or short notes for his gallant labor of love on our behalf.

Prior to the above announcement I attended a meeting of the Board of Governors on March 27, 1996 at the Maids Head Hotel in Norwich. Items of interest are as follows.

(1) The Governors noted the resignation of Frank Gadbois as a Governor. Frank is the American librarian at RAF Mildenhall Air Base and will be returning to the States this spring.

(2) The Governors recognized the great benefit the Trust would gain from the appointment of Linda Berube as the Fulbright appointee to the Memorial Room beginning in September, 1996, a one year appointment. The expenses of travel on library business in Norwich will be paid by the County Council.

(3) Much of the meeting dealt with the future staffing of the library, dealing with deficits that have existed in past years and balancing the budget in the years ahead. Although the corpus of the trust fund is in excellent shape, the income from investments that in previous years generated a return of from 8 to 10% now is at a level of 5 to 6%.

(4) Checks for \$15,000 and \$20,000 were presented to the chairman of the Board of Governors. These monies were contributions given by our members for the library and were designated as follows: \$15,100 to help cover the deficit for 1994-1995, and \$20,000 to be applied toward the corpus of the Special Endowment Fund, the income from which is used solely to purchase books.

(5) Discussion followed on the ongoing process of completing the updating of the Charities Scheme, under which the Memor-

ial Trust must operate. Finalization of this document should be completed by April of 1997.

(6) At this date there will be a retirement of some of the existing Governors and recommendations for replacing the vacated positions.

Finally, I would like to report to you the continued success of building up the Special Endowment Fund towards our goal of £100,000. At the present time we are in the range of £70,000 and have added the 458th BG as a contributor. My goal is to have each bomb group listed in perpetuity as a donor of a recommended \$1,000 to this fund. Listed as of this date are: 2ADA, Headquarters 2AD, 44th BG, 389th BG, 392nd BG, 445th BG, 448th BG, 458th BG, 467th BG, Heritage League, Friends of the 2nd Air Division, 44th BG/BW/SMW, and the WAC Detachment 2nd AD. The bomb groups that have not added their names to this list are urgently requested to consider this cause.

Finally, the 2ADA Executive Committee, which was in session during the annual convention in Milwaukee June 10-16, received a fax from Tom Eaton, Chairman of the Board of Governors of the Memorial Trust, explaining that Phyllis DuBois, Trust Librarian, had submitted her resignation as Trust Librarian effective August 31, 1996. She offered, after a holiday, to work on an hourly basis as a freelance researcher. This would be in connection with our archives, bringing them up to date and sorting out of same since the fire. This offer will be considered by the Governors at their next meeting. ■

Requests and Gifts to Support the 2nd Air Division Memorial Room

There have been a few inquiries about how to provide, in a will, for a bequest for the support of the 2nd Air Division Memorial Room at the Norwich Central Library, and for giving appreciated stock to the various funds which support the Memorial Room.

If you would like information about giving to any of the funds which support the 2nd Air Division Memorial Room, please contact our representative on the Board of Governors, Mr. E. (Bud) Koorndyk, 5148 N. Quail Crest Drive, Grand Rapids, MI 49546, phone 616-949-5784. He will be glad to give you additional information.

Information about gifts or bequests can also be obtained from our 2ADA Treasurer, Mr. Elwood W. Nothstein, 40 Meadow Drive, Spencerport, NY 14559, phone 716-352-3350. Mr. Nothstein has established procedures for handling any appreciated stock, bonds, etc. and will ensure that the proceeds go to the fund desired by the donor. In view of the rise in the stock market in recent years, it is possible that some members may have stock that has substantially increased in value. The entire value of the stock, it is possible, can be given to 2ADA funds benefitting the Memorial without tax on the appreciated value. Those wishing to transfer stock, bonds, or other bequests should donate them to the 2nd Air Division Association and send them to Mr. Nothstein.

In every case, however, anyone providing a bequest in their will should consult their attorney or person preparing the will. In the case of the gift of stock or bonds, etc., the donor should consult with his accountant or person preparing his tax return.

The following name and address should be used in the preparation of wills and trusts:

Memorial Trust of the
2nd Air Division (USAAF)
Central Library
Norwich, Norfolk • England

Vice President's Message: Arizona Heat

BY OAK MACKEY

The Second Air Division Association is a very special veterans' organization, perhaps the finest in the world. Why is this so? Mostly because you, the members, make it so. Your interest and support create a climate for excellence. How long will any organization last if the members lose interest? Not long. You, the members, are the life blood of the 2ADA. It all started in 1946 when a few veterans from Second Air Division Headquarters had a party in Chicago. From that party, the Second Air Division Association was born, until in 1996, the total membership exceeds 7,000.

The next annual convention will be 2ADA's 50th, and it will all happen at the Hyatt Regency Hotel in Irvine, California, which is in Orange County near the John Wayne Airport. The last day of the convention will be on Memorial Day, May 26, 1997. Evelyn Cohen plans to make this a very special occasion. Start saving your money and making your plans to be there, for this convention will be a real party, an unforgettable experience, a once-in-a-lifetime event.

The 2AD Memorial in Norwich is a living memorial to those 6,700 Second Air Division men who died in the line of duty to preserve the freedoms we now enjoy. There is a war memorial inscribed with these words: "When you go home, Remember us and say, For your tomorrow, We gave our today." Our unique Memorial is yet another example of the 2ADA's excellence. So where did it come from? From you, the members. Without your support, there would be no library. Anyone who visits there, English, American, or whoever, sees all those books about America, sees the B-24 tailfins painted to identify each of the fourteen bomb groups that made up the 2nd Air Division of the 8th Air Force, sees the Roll of Honor with the 6,700 names, and is thereby reminded of the sacrifices these men made in WWII. Bud Koorndyk is the 2ADA representative on the Board of Governors of the Memorial Trust. Please read his fine article elsewhere in this issue (see page 4) to learn of the progress and plans for the new Memorial.

The 2ADA *Journal* may be the finest publication of its kind anywhere. It is 40 pages of real information, some of it supplied by you. Also, you furnish much of the information found in the group vice presidents' reports. Each of the national officers writes a report in each edition. You do not find this in many other veterans' publications. This is not a "coloring book" full of photographs and very little information. The 2ADA *Journal* is a real journal, and your new editor, Ray Pytel, is doing an outstanding job to make it so.

Your group VPs and national officers are expected to attend the annual Executive Committee meeting on the two days prior to the 2ADA annual convention, and, of course, they stay for the convention. Also, there is a mid-term Executive Committee meeting, and again all are expected to attend. They all pay their own travel, hotel, and meal expenses at these events.

It's their contribution and hobby, and a very satisfying one.

This report so far has been about some serious matters, and that is not entirely good. For "a little nonsense now and then is relished by the best of men." Joke: "Brother-in-law and I decided to go fishing. On the way to the lake, we stopped at the bait store. Brother-in-law said to the man, 'We need some bait; how much is it?' The man said, 'You can have all you want for a dollar.' Brother-in-law said, 'Wow, that's great — give us two dollars worth.'"

You have noticed that Neal Sorensen is your new 2ADA president. Now the relationship between the president and the executive vice president is somewhat like that between pilot and copilot. During WWII, I was the copilot on our crew at the 392nd BG, and if I do say so myself, I was a good one. It is my intention to be a good copilot for Neal Sorensen — that is my pledge to you. Before moving to Arizona in 1992, I lived in Minnesota for about twenty years. While there, I noticed there were many Viking descendants there with names like Thompson, Larson, Carlson, and yes, Sorensen. I also noticed these were pleasant, honest, hardworking, dedicated people. I have known Neal Sorensen for a long time, and all of the above applies to him. I will enjoy flying with him in the coming year.

The 49th annual 2ADA convention in Milwaukee ended June 16th. Evelyn waved her magic wand again, and made this convention another very special event. If you were not there, you missed a good party — the 600 or so who were there had a real good time. Read your group VP's report for more details on this excellent convention.

The Mighty Eighth Air Force Heritage Museum opened on May 13, 1996 with a full schedule of events for Eighth Air Force veterans and their families. There was a cocktail party the evening of May 12 at the Hyatt Regency Hotel in downtown Savannah for members of the Second Air Division Association by invitation only. There must have been over 400 people there. The next day, the museum doors opened at 0900 with appropriate ceremonies. Inside is the large rotunda area, a gift shop to the right, a snack bar to the left, and two stairways lead to meeting and theater rooms upstairs. In the display area there is a typical 8th Air Force airfield, in miniature of course, but very real in every way. Full size replicas of a P-51 chasing a ME-109 are suspended from the ceiling to simulate a dogfight. There are engines from the B-24 and B-17, cut away so you can see the internal parts. There is a display on how the Nazi party came to power in the 1930s, and displays about the underground forces in France and Belgium and how they rescued and returned many downed airmen to England. You can go into a typical Nissen hut for a realistic briefing before a combat mission, then enter a small theater room for a simulated combat mission — so realistic that you should be authorized another Oak Leaf Cluster on your Air Medal. These are just a few of the many displays at this magnificent museum. You should go there if at all possible. Museum memberships are available — the annual dues are \$20.00 for individuals, \$30.00 for families. Members receive The Mighty Eighth Heritage Newsletter and free admission to the museum. Write to the Mighty Eighth Air Force Heritage Museum, P.O. Box 1992, Savannah, GA 31402, or you can call 1-800-421-9428.

That's it for now. Adios! ■

WE CONTINUE TO UPDATE!

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

ROLL OF HONOR: A hand-delivered letter from Hilary Hammond advised us that not only had the vellum pages arrived, but also that the calligrapher, Mr. Harmer, was ready to start the long task of hand-inscribing the close to 6,700 names of our fallen. Hilary also sent along for approval a sample sheet of what he had produced, and a quick meeting with my two colleagues on the Roll of Honor recreating committee led to quick approval.

SPECIAL CONTRIBUTIONS FOR BOOKS: In the last issue of the *Journal*, I reported that so far in 1996 we had received twelve such contributions, *almost as many as in all of 1995*. Well, good friends, as of June that figure is now 30, more than in all of 1995, and more than in all of 1994. It doesn't take a rocket scientist to figure out that we are losing more of our old friends, and we regret that deeply. But, since we have to face that fact, isn't it gratifying that more of us are choosing to remember them with a book in their honor in our 2nd Air Division Memorial Room? I am at your service if you have any questions about procedure. My address is on page 2, and my phone number is 214-369-5043.

FRIENDS OF THE 2ND AIR DIVISION MEMORIAL: I had a phone call from the "Friends" in Norwich inquiring whether they could send their newsletter, *Second Thoughts*, to me for redistribution to the 2ADA members of the Friends. In a weak moment I agreed. I took copies to our convention in Milwaukee for those who were in attendance there, and sent the rest out by mail. We were delighted to have ten British members of the "Friends" with us at the 49th Annual Convention. They were told many times how much we appreciate them and their efforts for the Memorial.

More next time. Till then, BE WELL!!! I add my further thanks for your support. ■

The Editor's Comments

BY RAY PYTEL



Three Generations of Pytels (L to R): Jeffrey, Ray, and first grandson Andrew.

Andrew Joseph Pytel, my first grandchild, arrived exactly one month before my 76th birthday, on April 5, 1996. Above is the first "official" picture of Grandfather Ray, Father Jeffrey and Grandson Andrew. 76 is not a bad age to be "Grandfather" for the first time. Twyla, of course, has been "Grandmother" ten times, and "Great-Grandmother" 1 8/9ths times. (She is an "old hand" at it; I'm not!)

Savannah has come and gone. We had some 400 2ADA members there, and I am sure that everyone will have something to say, so check the group columns for their particular view of the Mighty Eighth Heritage Museum. The museum has got a good start, but boy . . . is there a lot to do! Enough said.

In perusing the past 2ADA publications, I came across the March 1971 Newsletter which stated that the membership had reached 700! It had an "amazing 25% increase" in the past few months! I wonder if anyone thought then that it would "level out" at about 8,000 twenty years later. Plans were being made to visit Norwich in 1972, with Jordan Uttal stating, "The Norwich people are delighted to think that we may be joining them in 1972. I will be composing a letter in the near future on my recent trip to Norwich. Let all [be] known in advance that they are most eager to have us in Norwich as we had planned."

The six-page Newsletter had no group reports, and one "stand alone" article by Al Blue entitled "WAACs to WACs" (which I hope to repeat in an "In Retrospect" column in the near future.) As the cigarette ads once said, "You've come a long way, baby!" We now have 40 pages and oodles of articles and group reports!

SPECIAL CONUNDRUM FOR OUR READERS!

The picture above was taken at the grand opening of the Mighty 8th Heritage Museum in Savannah on May 13th. It is reported that these two alleged 2ADA members went cruising around Savannah and picked up this good looking (?) female companion for their pleasure.



Our floating "paparazzo" unabashedly sneaked this snapshot of the three coming out of a local bistro. Since they refused to buy back the photo for a very nominal price, the wives were shown the picture, but they said they are not worried because the gal in the photo is nothing but a pig! The question is, who are these two characters and what are they doing picking up pigs around Savannah?

ANSWERS TO FAMOUS LINES OF WWII (SUMMER 1996 JOURNAL)

The Gothic Line: Across Italy, Germany's last defense line in Northern Apennines through the 1944-45 winter, pierced in April 1945.

The Mannerheim Line: In November 1939 Finland's defense line against Soviet invasion held off the Soviets for six months at great expense to both combatants.

The Siegfried Line: German's vaunted defense line against the "attack" by Holland, Belgium and France, but not much against the U.S./British onslaught in 1944-45.

The Maginot Line: France's brilliant defense against German attack directly, but not through Belgium and Holland! Quickly outflanked in 1940 by the German army and made completely useless.

The Kammhuber Line: Germany's defense line across France, Belgium, and Holland against British night air incursions after the fall of France in June 1940. It consisted of strategically "boxing" circling Luftwaffe observation planes, radar with the capability of tracking enemy bombers and a ground controlled fighter at the same time, set up at 20 mile intervals from Denmark to Spain, for easy interception, tied in with a new precision gunnery control radar. The defenses were set up in several successive lines which the RAF had to penetrate on their way to their targets in the Ruhr Valley or deeper parts of Germany. Very effective from 1941 through early 1944.

The Atlantic Life Line: Food and supply ships to Britain escorted by Allied navies and air forces. German U-Boat Wolf-Packs controlled the crucial shipping lanes until our B-24s came to the rescue in '42-43!

The Chow Line: Food for the flesh, thought, and hungry G.I.'s wherever they were. Remnants of these lines can still be seen at all grocery and supermarket checkout counters, especially the express lanes!

The Big Inch Line: The world's largest oil line in WWII from Longview, Texas to Phoenixville, Pennsylvania. It was two feet in diameter, 1400 miles long, and moved 300,000 barrels of oil a day during WWII. Some of that filled our 2780 gallon tanks in B-24s on their way to "Der Fatherland." ■

NEW MEMBERS

44th BG

Charles A. Sandoval
Hobbs Williams

93rd BG

Fred W. Mertins Jr.
John P. Conway (AM)
Mary F. Hricko (AM)

355th FG

LTC Robert L. Garlich (Ret.)

389th BG

Col. Frank E. Billeter, Jr. (Ret.)
Kenneth D. Jones
A.J. Kissimon
Perry G. Sessoms
Donald B. Williams
Michael A. Ward (AM)

392nd BG

Charles M. Owens (492nd)
Kenneth Seaton
William C. Smith

445th BG

Robert H. Berberian
Raymond D. Janulis
Robert L. Wagner

446th BG

Ray Carpenter
Roger C. Preu

448th BG

Norwood Adler
Thomas G. Eakes
Irving H. Horn
James H. Jones
Charles F. Miller, Jr.
Sam M. Provine
Anthony Ruscetta
Ross E. Westphal
Candy McDaniel Dalbey (AM)
J. Matthew Hurley (AM)
Jean T. Mason (AM)

(continued on page 27)

Being Jewish Was An Extra Risk For This Kassel Survivor!

BY LARRY HOBBS, STAFF WRITER, PALM BEACH DAILY NEWS

Editor's Note: This story, slightly modified, first appeared in the Friday, January 19, 1996 issue of the Palm Beach Daily News.

✈ ✈ ✈ ✈

They were just a group of gray-haired guys in their 70s, standing near the airport runway behind the 391st Bomb Group Restaurant & Lounge on Tuesday afternoon.

But the stories they told conjured a different image, one that goes back 50 years. They were the young men wearing leather flight jackets and cocksure grins, determined to bomb Nazi Germany into submission or die trying. Of course, living to tell about it was the priority of every man, said Ira Weinstein, a 77-year-old seasonal Palm Beach resident.

"I stand here and I still get a feeling about seeing that airplane," said Weinstein, who was a bombardier/navigator in a B-24 with the 445th Bomb Group during World War II.

The restored B-24 "All American" serves as a flying museum for the Collings Foundation of Stow, Mass. They fly it to about 150 cities a year. The plane is kept in the air largely through sponsorship contributions that range from \$24 to \$5,000. Weinstein served as tour guide during the bomber's two-day stay Tuesday and Wednesday at Palm Beach International Airport.

He was not always this nostalgic about his war years. When World War II was won, Weinstein returned to Chicago and did his best to leave the experience in his past, he said. He never talked much about the day his ten member crew was shot down over Germany, or his harrowing ordeal as a Jewish American in a Nazi prisoner of war camp.

It has been only within the last ten years that Weinstein began searching out fellow Air Force veterans to swap war stories.

"Most of us did try to forget it for about 50 years," said Weinstein, who was awarded the Distinguished Flying Cross, the Purple Heart, and the Air Medal. "It's only about the last seven or eight years that I got back to it. It's fun to talk to these guys. We have so much in common, all the guys who flew in these things during the war. There's a very compelling desire to relive our youth."

There are enough years behind him now to talk with casual detachment about how lucky he is to have outlived his youth.

When Weinstein entered the war in 1941, the magic number was 25 — that's how many bombing missions you had to survive to complete a tour of duty. (It was increased to 35 missions later in the war.) The odds of not landing safely back in England were 1-in-3 to 1-in-20 every time you took off on a mission — you never knew the odds when you went out.

Weinstein's crew beat the odds until his 25th and final mission on September 27, 1944. Only five of 35 bombers returned from that



IRA WEINSTEIN

mission, three of which crashed on the way back. Weinstein's B-24 was flying at 20,000 feet when they were shot down over Kassel, Germany.

As the plane nose-dived, Weinstein climbed from his tiny cubbyhole in the front and jumped. But his parachute got snagged by equipment inside, leaving him dangling outside the plane.

"I bailed out, but the straps got caught," Weinstein said. "I had to chin myself back into the airplane and jump again. By that time we were only about 2,500 feet above the ground."

He spent two weeks trying to reach Switzerland before being captured and sent to POW Stalag Luft 1 in Kassel. Weinstein described his harrowing capture:

"After I bailed out, two weeks later I was captured and taken to a small compound where there were about a dozen other crew members who had also been captured, and we were all being held in a small cell or room. In that group there were two badly wounded airmen who had received no medical attention. One had a badly shot up leg and the other was completely burned down one side of his body. I was the ranking officer in the group, and I asked the guard to take me to see the commandant. Don't ask me where I got the nerve or guts to do that, but I did!

"I was taken to the commandant's office and gave him my name, rank and serial number and told him that there were two badly wounded men who needed medical attention. I said that according to the Geneva Convention, they were entitled to some help.

"The commandant (a major) was a very militant looking and well dressed officer. He got up and came around from his desk and hit me several times on the cheek with a riding crop. It split my cheek open, and why I don't have a 'dueling scar' there today is a miracle. He proceeded to tell me that we, the Jews and the American airmen, were bombing churches, schools and hospitals, and that is how much he cared about the Geneva Convention.

"After I picked myself up from the floor,

he had the guard take me back to the cell. In a few hours they came and took the two wounded men out, hopefully to a hospital. But this was not the end of it.

"When I bailed out, my flying boots came off. I was only wearing a pair of wool socks under them. When I landed I hid for a few days trying to make my way to Switzerland. I cut a piece of my leather jacket apart and made myself a pair of moccasins. That's the way I was dressed when I was taken into the commandant's office. Several hours after I was back in the cell, the guard came and took me back to the commandant's office. I stood there at attention while I heard him say to the guard in German, 'Take him out and *schieszen* (shoot) him.' Since German and Yiddish are very much alike and I had a very, very fleeting knowledge of either, I assumed he meant for the guard to take me out and shoot me.

"The guard marched me out of the building. We were in a walled compound, and I thought he was going to line me up against the wall and shoot me. I saw a gate about 100 yards ahead and thought when I got there, I would make a run for it. If he were going to shoot me, he was going to have to shoot me in the back, not up against the wall.

"About 25 yards from the gate, there was a small building. The guard shoved me in there and proceeded to give me a pair of shoes! Another few yards and I wouldn't be here to tell this story.

"Obviously what the commandant had said was something about *schuhe* (shoes), but in my fear it sounded like *schieszen* (shoot). So once again, a little bit of knowledge can be very dangerous.

"The first thing people always ask me is what it was like to be a POW, and the second thing they ask is what it was like to be a Jewish POW in Germany," Weinstein said.

Nazi Gestapo leader Heinrich Himmler visited the camp of 27,000 POWs and issued a death sentence for its 1,100 Jewish prisoners, Weinstein recalls.

"Himmler came to the camp and left word that all Jewish officers were to be separated and shot," Weinstein said. "Our commander said, 'You march one Jewish guy off this camp and we'll riot.'"

The Nazis backed down, Weinstein said. However, Jewish prisoners were segregated from their fellow American soldiers. They were interrogated often, but the Germans never carried out their threats and intimidation. The camp was liberated on May 11, 1945.

When asked to assess his contributions to the war effort, Weinstein offers the standard issue hero's answer: just doing his job.

"We don't think about (being heroes)," he said. "People tell us that. I speak to a lot of groups, and people come up and shake hands and say thanks. But that was our job." ■

MILWAUKEE CONVENTION (continued)

These were two active and vigorous meetings. By the way, about every four years the rumor again makes the rounds that the Executive Committee is a paid position. NO. The Executive Committee is not paid. NO, your Executive Committee is not an "expense paid" position. Except for the two working lunches and a dinner hosted by the 2ADA, members of the Executive Committee pay their own travel, hotel and food expenses. The rumor can now die for another four years.

The awards banquet, under the able direction of Awards Chairman Neal Sorensen, featured the following awards. President's Appreciation Award: Mr. Geoffrey Gregory. Distinguished Service Award: Ms. Dorothy Krogman, Ms. Norma Beasley, Mr. Bill Nothstein, Mr. Charles Walker, and the Village of Margraten, Holland. Vice Presidents Award: Mr. Earl Wassom and Mr. Ray Pytel.

The Village of Margraten, Holland lies in the southeastern corner of Holland. Liberated by the United States 30th Infantry Division in September of 1944, it became the site of one of the first battlefield cemeteries.

Among the 8,301 graves lie 561 of our 2nd Air Division comrades who flew B-24s, and 33 of our "Little Friends" to whom many of us owe our lives. In loving remembrance of those brave young flyers who gave their lives in the liberation of Holland and Europe, many of the citizens of Margraten have "adopted" a grave site to which they provide loving care. Visitors are shown special courtesy when they come to visit the graves of fallen comrades.

The Second Air Division Association is honored in presenting its Distinguished Service Award to the citizens of Margraten for their loving care of the dead.

I had the distinct honor of presenting to 2ADA Honorary President Jordan R. Uttal the President's Award for his dedicated and devoted service to the 2ADA and his beloved Memorial Room. This is only the third time this award has been presented, and I am indebted to Chairman Sorensen for allowing me the privilege. We planned it as a surprise, and I think we succeeded. (See front page).

The next day was a day of relaxation and rest, and we were able to walk about the city a little. Many members opted for a trip to Oshkosh and the flight museum; others decided to take a tour of "Old Wisconsin." I'm told a great time was had by all.

Saturday was as busy a day as I can remember at a convention. The Executive Committee held a 7:45 breakfast meeting where we discussed some directions the association needs to take in the future, and we also set the committee's mid-year conference for February 1997.

The nomination of John deCani (489th) as VP Communications was presented by Charles Walker, Chairman of the Nomination Committee. The nomination was accepted for presentation to the membership at the general business meeting.

The general membership business meeting was held starting at 10 AM. It was a vigorous meeting, indeed.

A motion was made to change the bylaws in order to make the *Journal* editor indepen-

Greetings from Your Heritage League

BY CRAIG BEASLEY

Greetings to the 2nd Air Division Association from the new President of the 2AD Heritage League. I want to take this opportunity to say a few words about myself.

My name is Craig Beasley, son of Bill and Norma Beasley. (Bill is group vice president for the 492nd Bomb Group.) I currently reside in Salt Lake City, Utah, working for the Kennecott Utah Copper Corporation. I have attended three 2ADA conventions over the past few years, and am pleased to throw my hat in the ring and work with this fine organization. A big "hats off" to the Executive Committee and the membership who make the 2ADA the premier World War II veterans organization.

My goals for the Heritage League during 1996-1997 are as follows: (1) To continue adding members to the Heritage League. (2) To support the 2ADA with programs, activities, and funds that are consistent with the purposes of the organization. (3) To encourage more participation at conventions by Heritage League members. (4) To have fun!

I am pleased that Earl Wassom has been selected as 2ADA liaison to the Heritage League for 1996-97, and am looking forward to an exciting year. ■

dent, and an officer of the association with a vote. This motion was originally passed by a wide margin by the Executive Committee meeting in Dallas. The wisdom of the motion was challenged by C.N. "Bud" Chamberlain, former VP Communications. During the voting process, Bud made two points of order which were accepted by the chair as correct. The chair then ruled that the 2/3 requirement for passage of a change in the bylaws had indeed been met by a wide margin and the motion was approved.

Next followed the men's and ladies' luncheons. Evelyn Cohen did a great job in setting these up — from all reports, both were resounding successes.

The men's luncheon was more familiar to me; we were treated to the one-line jokes of Roy Dettinger, a pro entertainer/comedian. He is a master of his trade and was well received by all. And we were all very interested in the talk by Fred Olivi. Fred served as copilot on the second dropping of "The Bomb" on Nagasaki. His stories were fascinating, and I believe every man in the room learned something.

Next came the banquet, with Earl Wassom again serving as toastmaster. Earl did an excellent job, and the banquet moved along in good order. Drawing from all registrants, Earl picked an honor crew of 49ers to lead us into our 50th convention in Irvine, CA. The crew included all positions plus two ground echelon members.

Earl read two welcome letters, one from the great governor of Wisconsin, Tommy Thompson, and another from the Mayor of Elkhorn, Wisconsin, Paul Ormson. Paul especially welcomed us to "one of Elkhorn's larger suburbs — Milwaukee!" (Pop. Elkhorn 6,000 — Milwaukee 600,000).

Thank you, Earl, for your help. It's kind of a thankless job, and the "Kentucky Colonel" did it well. We are also beholden to Vince Re (467th) who has been acting as our official photographer. If anyone does a better job with a camera, I don't know who it is. Thanks to Vince and Eleanor.

We were delighted to welcome for the first time, our very first Fulbright librarian, Ms.

Linda Berube. Linda seemed to absorb all the information she could about the 2ADA and the Memorial Room. Everyone who met her expressed pleasure with her selection and wished her well. Linda begins her service in Norwich in September. She is the first grantee completely funded by your contributions to the American Librarian Fund. Linda was accompanied by her brother Robert, who is employed as a computer software engineer. Robert is a WWII history buff and was a welcome addition to our convention.

Thanks to the WACs for their generosity and hard work as their wall hanging was raffled off, adding hundreds of dollars to the WAC Endowment Fund. Ralph Davis (467th) was the winner.

It seemed there were more of our English friends at this convention than I can remember previously: Colin and Elizabeth Sleath (Colin is Principal Librarian in Norwich), Evan Harris, David and Jean Hastings, Keith and Iris Thomas, Pat and Agnes Ramm, and Tony and Marlene Kerrison.

Also in attendance was Gen. John Brooks, who presented copies of his new book *Fighting Scouts of the Eighth Air Force*, to E. Bud Koorndyk, Jordan Uttal, the Memorial Library via Colin Sleath, and yours truly. This was truly a fine and valued gift from General Brooks.

I know you will be tolerant of my memory of events. Memory is the first thing to go, you know. I'm sure I'll think of many things after turning in this report, but time grows short, and all things must end. It was time to turn over my gavel of office to Neal Sorensen (489th). It has been a wonderful experience serving as your president, and I thank you for the opportunity and the honor. Please lend your support to Neal as he picks up the reins for 1996-1997.

God bless you all. Take care of each other. I'll see you again next May in Irvine, California. Let's get geared up for our 50th year!!

→ → → →

Editor's Note: "Memory" is really the second thing to go, and happily makes you forget the first! ■

As you know, there were only two Commanding Generals of the 2nd Air Division (2nd Bombardment Wing, 2nd Bombardment Division) during WWII. Just after the war, there were some others who commanded the division during the cleanup and return of the groups to the ZOI. But when the Headquarters (then 2nd Bombardment Wing) arrived in England, Brigadier General James P. Hodges was named the Commanding General. Following is a short article about General Hodges which appeared in *Target Victory* in the souvenir supplement of the issue of February 3, 1945.

MAJOR GENERAL JAMES P. HODGES



"In this air war your mistakes won't help you," stated a favorite maxim of Maj. Gen. James P. Hodges, "they may help your buddies, and those who follow after." The moral was "better not make serious mistakes in the first place."

That posed a heavy responsibility in fathering the Libs' first missions in this theater. The popular commander led the division's first attack on November 7, 1942, and flew on others of the early B-24 missions, including those from African bases against Leghorn-Pisa and Wiener-Neustadt in October 1943. He pointed every action of 2BD — its training, administration, and operations — toward "Bombs on the Target." If he acquired a nickname, that was it. He launched the publication "Target: Victory" to further this aim. His experiences as "Father of the 2nd Bomb Division" from infancy to its present bombing power, now qualify him keenly for his position as Asst. Chief of Air Staff for Intelligence, in Washington.

The founder of 2BD entered military service as a flying cadet at Georgia Tech on 30 September 1917, and served as a flying instructor during World War I at Payne Field, Mississippi. He attended aerial photography school at Langley Field in 1919, and instructed at the same school, 1919-23. In 1923-24 he mapped the city of Cleveland, transferred to the Philippine Islands, 2nd Observation Squadron, 1925-28; attended Air Corps Tactical School, 1929; and Army General Staff and Command School, 1934-36.

He served on General Staff, Air Corps, Langley Field, 1936-40; commanded 21 Recon. Squadron, 1940-42; Chief of Staff, 3rd Bomber Command, 1942; arrived in ETO July 1942, as Chief of Staff, 8th Air Force; Commanding

DIVISION



BY RAY STRONG

Officer of 2nd Bomb Wing (now 2nd Division), August 1942. Succeeded by Maj. Gen. W.E. Kepner, 1 August 1944.



Just about everyone who served at Headquarters of the 2nd Air Division remembers **James D. Shannon, Jr.** He had been fighting cancer for the last couple of years, and died on April 28th. Since I hadn't put anything in the *Journal* before about Jimmy's life, I want to do it now.

Jimmy came to Headquarters after flying his 30 missions with the 446th, and was put in charge of the Flight Section which was located at Hethel. There were several planes in the Flight Section used for all sorts of administrative flights carrying HQ personnel out to the groups, to Pinetree, to such places as Wide-wing and the various depots. Over the years in the Army Air Forces he flew B-17s, B-26s, B-24s, AT-6s, P-38s, P-40s, and P-51s. Whenever you saw Jimmy around Ketteringham Hall, the officers' mess, etc., he was always in a good humor and had a smile on his face. After the war, he was a pilot for Eastern Airlines for 36 years. His military and civilian flying careers were unmarked by any accident — an enviable record. Jim was at his first 2nd Air Division Association meeting in Chicago, and he and his lovely and vivacious wife, Frances, would show up at our meetings periodically over the next fifty years. The last one they attended was in Las Vegas, where a number of his friends stayed up late one night just talking about their experiences in England. Jim and Frances had four children — two boys and two girls — and one of the sons is an airline pilot. In recent years, after he became involved in the charolais industry, Jim also served as president of the American International Charolais Association. Those great white cattle were one of the other loves of his life, and some of them still remain at the family home named Gloryland. Representing the 2nd Air Division, Jim Reeves spoke at the funeral. Jim's navigator, John Greene of Ivoryton, Connecticut was there. Also present were about forty retired Eastern Airlines pilots, all of them in blue blazers with EAL patches on them. Jimmy will be greatly missed by all who knew him.

Some of us think Jimmy would like to be remembered by our purchasing some books for the 2nd Air Division Memorial, and we will do so. If you would like to join us, send your check, made payable to the 2nd Air Division Association, to Jordan Uttal, 7824 Meadow Park Drive #101, Dallas, TX 75230, by no later than September 15th.

I had a note earlier this year from **Ricky (Henrica) and Jim (James D.) Kiernan**, stating that they were going to Norwich in May for their 51st wedding anniversary. They contacted Phyllis at the Memorial Room, who was very helpful in making the arrangements. This reminded me that I had also received a letter from Ricky and Jim last November, and I quote some of it as follows:

"Ricky and I celebrated our 50th on April 2nd this year. Father Seward married us in St. John's Cathedral in Norwich. We've been blessed with ten wonderful children, six boys and four girls. Three of the boys are academy graduates — Air Force Academy, West Point, and Maritime. Despite our strong Air Force affiliation, you can understand why we must be so democratic to entertain the other services! We have nineteen grandchildren, the eldest of whom will graduate from college next month.

"I retired from newspaper production management in '86. Ricky is semi-retired (I guess that's the proper classification) as it seems that some of our grandchildren are always visiting — and we love it! In general, both Ricky and I enjoy reasonably good health. Ricky swims daily and I volunteer time at our credit union and the Western New York Chapter of the 8th Air Force Historical Society.

"We used to see Helena Donahue Pauley once in a while, but haven't seen her lately as she is very dedicated and busy in volunteer medical services. We do get to see Derwood Covert, though. Derwood and Mary live just a few streets away! Derwood doesn't get around too easily due to chronic emphysema, but despite that, he maintains a good sense of humor which is the basis for many laughs when discussing our days at Horsham St. Faith and Ketteringham Hall. I took the last newsletter which contained a picture of Jim Coulthard, Derwood, and two others for Derwood to see. He related the story of how Mac Cornell, Jim and Derwood were headed to the race track, missed the train and never got the chance to place a bet on the horse they were going to bet on — and would you believe, the horse won!

"Ricky and I are charter members of the 2nd Air Division Association and have thoroughly enjoyed the *Journal*, HQ 2ADA and WAC newsletters over the past fifty years, and we want to sincerely thank all those who have generously donated their time and energy to keep our great association alive."

At the time I wrote this, I had not had a report on Jim and Ricky's trip back to Norwich.

In closing: We have just received word of the death of Marilyn Fritz Hughes. Known to all of us as "Fritzie," she died in a VA nursing home of Alzheimer's. She wrote the first two "newsletters" and sent them to a few of us, and she helped immeasurably in the early days of the 2ADA. The first newsletter was written 20 September 1945 while she was temporarily stationed at Yarnfield (better known as Stone). Her second "K-Hall K-Zette" was written from her home in Abilene on 6 December 1945. Some of her friends are contributing to a fund to buy books for the library in her memory. If you wish to contribute, send your check to Jordan Uttal at the address given earlier. ■



Somehow information on the following strike was not included in our group history. Even Second Air Division Headquarters did not take much notice of it. But for the record, the 466th Bomb Group did fly mission #16 on 25 April 1944. It was presumed to be an ordinary mission.

G.W. Lumpkin, a pilot of one of the original crews of the 785th Squadron, tells us that the rail marshalling yards in Mannheim, Germany was the target. In the briefing, heavy flak was predicted. The 466th BG was the last group in the 96th Wing and Major Laubrich was leading this flight of seven aircraft. No one was behind them. There was about 75% cloud coverage. Those leading the mission could not see the target and turned toward home. Suddenly, Laubrich made a 45 degree turn to the right, and as Lumpkin said, "... here we went, seven aircraft flying around Germany and all other aircraft were becoming small dots on the horizon. Suddenly, there appeared a break in the clouds and below us was Mannheim." The bomb doors came open — the bomb run was about to begin. Then, "all hell broke loose. I never saw so much flak, before or since. It burst all around us. The sound was ... whoom—whoom—swish—swish—whoom—swish. It was like shaking rocks in a can."

It was time for evasive action and Laubrich made a steep turn to the left and pointed the aircraft nose down. This maneuver was so abrupt that Lumpkin could not hold his number three position in the formation. He dropped down and slid under the lead and out to the right. The formation was all over the sky. The seven ships pointed their noses down, escaped the intense flak, and eventually regained position in the formation. Fortunately no fighters were in the area. German pilots were mixing it up with the "little friends" who were guarding the rest of the wing, now far away and headed for home.

At the critique, it was decided that when the lead group and those immediately following passed over the target, it was obscured by cloud cover. Since the 466th was the last unit over the target and Laubrich's small squadron was the last of the last, the clouds had broken enough for this small "attack group" to see and bomb the assigned target. Follow-up reconnaissance as well as bomb strike photos reported that the damage done to the rail yards was what they had hoped to achieve from all of the planes. What happened to all of the other bomb loads? Probably they were brought home or else dropped in the Channel or the North Sea. At that time, bombs were not to be dropped on targets not seen. So, Major Laubrich's seven ship element did the work of the entire 96th Bombardment Wing!! Thanks, G.W. Lumpkin, for your memories of this mission.



G.W. Lumpkin Crew (L-R): Miller, bombardier; Branch, navigator; Roberts, waist; Critington, waist; Sponagle, radio; Lewis, copilot; Handy, engineer; Riley, ball turret; Lumpkin, pilot; Smith, nose.

8TH AF MUSEUM OPENING

Our thanks to the vision of the hardworking, sacrificial and creative folks responsible for the Mighty Eighth Heritage Museum in Savannah, GA. The opening of this magnificent, shall I say, institution was an occasion that I wish all of you could have attended. Thirty-four 466ers were there on May 13 & 14 to be a part of this once-in-a-lifetime experience.

A few WWII USAAF leaders had a vision to create a permanent home for the Mighty Eighth. These men have worked tirelessly, and in four years a miracle has occurred. They faced many challenges and some setbacks, but always made steady progress. At first, they had only a dream; no organization, no personnel, no property, no money, and little support; only the dream. But the Mighty Eighth Heritage Museum slowly emerged. A site was selected. What better place than Savannah, Georgia, the birthplace of the Eighth back in 1942? And when it came together in 1996, the Old Eagles (WWII vintage) and the New Eagles (those still serving) came. People from thirty-four states, Canada, and England were on the scene. The building is magnificent, a memorial to the more than one million men and women who have served the Eighth Air Force since its inception. The exhibits and multimedia presentations feature the activities of the WWII era and beyond to depict services performed by the Eighth Air Force during the Cold War, Korea, Vietnam, and Desert Storm. Considering the time restrictions, the completed exhibits were excellent. More exhibits are being prepared to demonstrate the decisive role the Second Air Division filled in WWII. The present commander of the 8th Air Force, the color guard, band, and fly-by of military aircraft were all evidence that the Eighth is still poised and on the alert to serve our country.

After all of the festivities, twenty-eight of the 466ers gathered for a final banquet on the last evening. Glenn Taylor, one of our own 466ers who is on the board of the Mighty

Eighth Heritage Museum, gave us a comprehensive report. Also as our guest was Geoff Gregory, President of the Second Air Division Association. We all expressed gratitude that there is now a permanent home for the Mighty Eighth.

2ADA MILWAUKEE CONVENTION

Festivities on Saturday, 16 June 1996 concluded the 2ADA annual convention. Those attending declared that this was one of the best, and now we are looking forward to May, 1997 for the 50th 2ADA convention in Irvine, California. Begin planning now to attend this gathering.

At the group gathering on Friday, 15 June, the following officers were elected for 1996-97: Earl Wassom, VP 466th; Stanley Mohr Jr., Treasurer; and a new position was created, that of Assistant VP, to which John Horan was elected. Our goal for the year is to increase our membership substantially, and plans were put in place to accomplish this. Twenty-eight were present at the dinner to applaud "Dr. Jack" Jacobowitz, wartime commander of the 786th Squadron, former 466th Bomb Group vice president and former 2ADA president, when he was presented his 40 year pin (40 active years in the Second Air Division Association). During the awards banquet, Bill Nothstein, Treasurer of the 2ADA, was presented a Meritorious Award for service to the organization, and Earl Wassom received a VP award, 1993-1996.

INFORMATION REQUESTED

I continue to be amazed at the interest still being generated by younger researchers from our allies during the war. Here is another request. I have responded, but you may also wish to contribute to his investigation. He writes:

"I became last time godfather of two tombs at American Military Cemetery in 'Neuville en Condroz Belgium.' In these tombs lies U.S. airmen fallen for our freedom. Their names are: First Lieutenant Richmond S. Wollstein and First Lieutenant Marus C. Owens. Their

(continued on page 12)

458th BOMB GROUP



BY RICK ROKICKI

SPECIAL BOOK ENDOWMENT FUND

In keeping you up-to-date on the status of the endowment fund, the following is factual: There were 51 individual contributions totaling \$2,570.00 by the "deadline date" of April 1, 1996. That date was established because **Bud Koorndyk**, our American representative on the Board of Governors, was leaving for the Governors' meeting the following week. Our grand total included contributions from a Headquarters member, a Norwich lady who has done much for our group, and two widows of past members. I am sincerely grateful to all who helped us meet and then surpass our original goal. Now, the initial corpus is ready to receive further additions, and I have already received an additional \$100.00 since our Milwaukee convention. I feel sure that there are still some 458th members who want to be participants in the fund. Make your check out to the "2ADA" and note in the lower left hand corner "book endowment fund." When the interest from our fund is used to pay for new library books, I will receive a notice of how many and which books were bought, on an annual basis. This will be reported in the *Journal* column. My address is listed in the directory on page 2. I just received a letter from **Tom Eaton**, Chairman of the Board of Governors, thanking the 458th members for their \$2,570.00 check, which converted to £1668 sterling. Our new goal should be £2000 — an additional \$511.00 (the first \$100.00 is already received).

MILWAUKEE CONVENTION

Ceil and I had originally planned to drive to Milwaukee, but a last minute change in plans made it necessary to fly. We arrived in Chicago in a light drizzle and our continuation to MKE left on time. However, after attempting to land, the fog was so thick, we returned to ORD. Another flight, three hours later, produced the same result. We finally took a bus, and the entire trip — start to finish — took over 9 1/2 hours. Needless to say, this "airline bloke" took much ribbing. The weather became much better over the entire week, and our tour of Oshkosh (80 miles away, and again we took a bus), was super! The last time I visited Oshkosh in the early '70s it was quite primitive. The museum and classic aircraft were absolutely first class.

We had 59 members and wives at the group and banquet dinners. As a matter of fact, we even signed up a new member, **Joe Balint** and his wife Ruth, who were in Milwaukee on business . . . at the same hotel!



Bud Hartzell with the 458th Bomb Group plaque at the Mighty 8th Air Force Heritage Museum, Savannah, Georgia.

ON FINAL

Some of our members attended the opening of the 8th Air Force Heritage Museum in Savannah in May. The consensus was that although there wasn't as much to be seen regarding the B-24 as we would have liked, we are making progress through our 2ADA representatives, **Dick Kennedy** and **John Conrad**. It was generally felt that the opening was just a month or so premature.

In the last issue, I noted that **Dick Butler** was another one who received his DFC 51 years late. The following photo, taken on that occasion, was received too late to make that issue.



Dick Butler and his Distinguished Flying Cross

Christine Armes sent letters to many 458th members requesting that they make an audiotape for the aviation museum located at the Horsham St. Faith boundary. Your experiences are seen as a very valuable addition to the museum. I ask that serious consideration be given to this request. The cost is minimal, but the benefit of your reminiscences of your tour at Horsham is essential to the museum. Please send your tape to: **Mrs. Christine Armes, 192 Plumstead Road East, Thorpe St. Andrew, Norwich, Norfolk NR7 9NQ, England.** Christine included this recent photo of the cherry tree I helped plant during our VE + 50 visit.



(continued on page 26)



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

AN UPDATE ON THE BATTLE TO SAVE THE BLUE LION

At this writing the Blue Lion is up for sale, with several prospective owners eyeing the property. Hopefully it will be turned over to someone who will have an appreciation for the historical aspect of the Blue Lion and all of the lads who bent an elbow there in years gone by. All of the memorabilia and pictures were taken down for safekeeping until such time as the legalities of the pub are finalized.

THE 8TH AF HERITAGE MUSEUM

A total of sixty members representing the 492nd Bomb Group attended the opening of the 8th Air Force Heritage Museum in Pooler (Savannah), Georgia on May 13. The opening ceremonies were very impressive with a color guard and a flyover which included a B-17 and a P-51. The majority of the 492nd members stayed at the Ramada Inn in Pooler while other members stayed at various hotels in the area. Our group and the Georgia Chapter of the 8th Air Force Historical Society filled the Ramada Inn. The Georgia Chapter invited us to attend any and all of the events they had arranged. A large group of us signed up for the river boat trip on Tuesday night, May 14, which included a delicious dinner. We had a great time.

The Heritage Museum will be a fine museum when completed, and I personally look forward to seeing it then. Considering the deadlines the museum staff were working under, they did a remarkable job. The "Mission Experience" was the next thing to being there. It was truly awesome.

We 492nd members were disappointed that the painting "Into the Hornet's Nest," which was the focal point of the 2ADA display, was not well lighted. The signage for the 2ADA display room was not clearly marked. The members of Elvern Seitzinger's crew (whose plane "SKNAFFY" was in the painting) attended the opening and were disappointed to find that the painting was not adequately lighted. We saw people using small flashlights to read the narrative. I wrote to General Shuler with our complaint, and he has replied saying that the lighting has been corrected and stanchions are now in place to avoid having the public touch the painting.

The memorial garden will be a beautiful place when completed. Harry Orthman has been asked to look into the design and placement of a plaque in honor of the 492nd Bomb Group in the garden. Individual crews can also be honored with a plaque. I have forms if you

are interested.

Part of the group descended upon Mrs. Wilke's Boarding House for lunch on Tuesday, May 14. We certainly had a delicious lunch and quite an experience, true boarding house style.

MADINGLEY - MAY 18

Russell Ives laid a wreath in memory of the fallen members of the 492nd Bomb Group. He wrote as follows: "Thank you for asking me to lay the wreath at Madingley. It's a great honour you bestow on me, and I feel very humble and terribly proud to do this for the lads who stayed with us in England."

MILWAUKEE - JUNE 13-16

Another successful reunion has come and gone. Twenty-eight members of the 492nd BG gathered for fun and comradeship. Sam Miceli was given an award for the most honest golfer. (He will have a hard time living with this one.) Sam also delivered the invocation at the banquet. My wife Norma was a recipient of the Distinguished Service Award for her services to the 2ADA.

Harry Orthman was able to assemble former crew members Jack Lyons, Ellis & Edna Seaton, and Raymond & Marjorie Maynard for a crew reunion, the first in fifty years. Ellis Seaton represented the 492nd in the candle-lighting ceremony. Ellis, Jack, Ray and Harry were also crew members in the 44th BG after the 492nd was disbanded. This was their first time attending the 492nd BG reunion, as it was for Bernard and Rae Murtaugh. It is always such a pleasure to see everyone each year, and we'll look for all of you again next year in Irvine, California!

HERITAGE LEAGUE

After four years as liaison to the Heritage League, I have passed the torch to Earl Wassom of the 466th Bomb Group, for the next year. It has been a pleasure to work with these young people who have made great progress. Under the leadership of Billy Johnson, 492nd BG associate member and president of the Heritage League, and with the help of the other officers, membership in the League has increased to 843. They now have a candlelighting ceremony similar to the one of the Second Air Division Association, and they are financially sound. The essay contest produced three winners this year, one in each of the three categories.

I was given a lithograph copy of the painting of "Liberty's Light Restored" by Paul R. Jones. It is a composite of World War II... a very detailed and interesting picture. I was

very pleased and surprised. It is very meaningful to me and will be a reminder to me of the Heritage League.

Our son Craig was elected to the office of President of the Heritage League to succeed Billy. The 492nd Bomb Group will continue to be very supportive of the league.

PEW PLAQUE AT HILL AFB

I received a letter from John Lusk Moore, bombardier on Mock's crew, telling me that he had arranged for a pew plaque in the chapel at the Hill Air Force Base Aerospace Museum. The plaque reads as follows:

**492nd Bomb Group, 8th Air Force
North Pickenham, England
11 May 1944 — 7 August 1944
57 B-24's Lost in Action**

The chapel is an exact copy of a WWII chapel, just like those we knew during the war.

John's address is 5722 South 1580 East, Salt Lake City, UT 84121-1163. I asked him if the group could help with the placement, and he told me he had taken care of it and did not need help. Thanks very much, John, we greatly appreciate your efforts. ■

ATTLEBRIDGE TALES (continued)

unit was 786 Bomb Squadron, 466 BG. I will be glad to know when and where they died, the type of their plane, and what were their native towns. In advance, thank you very much — Ivan Resquin."

Bill Fisher and I have been corresponding with Ivan. We have provided the information he requested, and told of a third crew member, James B. Smith, who was lost on this mission. If you wish to correspond and/or provide additional information, the address is: Ivan Rasquin, Rue du Centre 39, 4160 Anthistes, Belgium.

MAIL CALL

I recently received the following two notes, both addressed to the 466th BG as a whole:

"To all of our friends who sent get-well wishes and prayers for Donald's recovery after a recent operation — our thanks to everyone. His operation went well, and follow-up treatment is going ahead as planned. The following months will be hard, but with everyone's thoughts and prayers I feel sure that Donald will make a full recovery. Thank you to everyone who sent get-well cards and letters. There were too many to answer all individually — please accept this as our reply. Cathy Thomson, Honingham, England."

And from the family of Gerry Market in Dallas, Texas:

"Thank you for the red roses and red carnations. Thanks to all of Gerry's comrades of the Mighty 466th. The bomb group was one of the most important associations of his life — Jacque Market." ■

As part of the ground crew, I was working on a B-24 that did not go on the famous Hamm raid of April 22, 1944 as described by Joseph Broder in the Spring 1996 issue of the *Journal*. This can be called a sequel to his story, as experienced by some of the 467th BG "ground people" caught up in the melee of the surprise German raid just before the returning B-24s started to land.

While working on the plane my thoughts were of the consequences of the late takeoff, and just how late the returning aircraft would be, and all the problems that would be encountered with a landing in the dark and the unlit taxiing and parking confusion that could result during the blackout. Instead of going to chow, I decided to work late and finish the job, and then go on to meet two buddies of mine from the Quartermaster unit on the base who wanted to know more about the actual mission routine and the aircrews that were involved.

There was very little contact between the Quartermaster unit and the air crews and even the ground crews of the Air Force. My own contact was incidental and occurred by chance, like many other such incidents that occurred in the service during WWII.

One night after working late on a B-24 out on one of our hardstands, at 2400 hours to be exact, I spotted someone who looked familiar in the latrine. It turned out to be my hometown acquaintance, Al Gerads. Both of us were very happy about this chance meeting, and decided to go out on a pass and celebrate the happy occasion. The night of the pass, Al brought his friend and buddy along and soon we all became good friends. Al's buddy, Daniel Miney, mentioned at one of our get-togethers that he knew very little about the Air Force's operation at the base, the air crews or even the planes that flew out to combat from Rackheath.

I felt that Daniel Miney's interest deserved to be fulfilled, and that he should know a little more about the results of his Quartermaster duties, and how they fitted into the overall Air Force picture at Rackheath. I told him to let me know when he would have some free time in the late afternoon and evening, and I would meet him at the south end of the field where the aircraft usually returned to, and he could see any combat damage, unloading of any casualties, and whatever else that happened at this place.

As luck would have it, Miney's evening off was also the evening of the fateful Hamm raid. After working late on the B-24 hardstand, I hurried to the mess hall for a quick chow, and I was on my way to meet Miney when I remembered that I had to check our 789th Squadron Engineering hut to see if any late duty assignments were posted for me. Our area was on the very north end of Rackheath. As I entered my area I was surprised to find the whole area deserted. No one was around, which was unusual indeed! Upon entering the

Another Slice of Hamm — From the Ground Up!

BY ALLEN WELTERS (467TH)

Squadron Engineering hut I found no one there, and then I saw the weapons rack was unloaded, and all the weapons were gone except mine, and mine had a note on it! The note was for me, and it said to take my weapon and head for the woods behind the bomb dump, where the rest of my squadron's ground personnel were supposed to be "looking for saboteurs" that had been seen in the area.

I thought of Miney and Gerads (who said he'd come along) who were to meet me at the south end of the field, but duty comes first, so I headed for the dump with my weapon. This was in the same direction as the north end of our main runway. Darkness was setting in, and as I neared the bomb dump I picked up the sound of what seemed to be a strange aircraft. Something just did not set right, and a strange feeling came over me, a feeling that nothing good was about to happen. I stopped and listened more closely, when all of a sudden I saw a twin-engine aircraft approaching over the treetops, as if it were making an approach to the main runway. A creeping feeling went up and down my spine and neck as I thought this might be a German plane! I raised my weapon and sighted in on it as it came towards me, and I slowly moved from left to right watching it to see if I could see the marking on the fuselage and to be sure that it was not an English plane. Unfortunately it was too dark to see the marking, and an anger came over me as I wanted to fire but then I thought "better not" as it just may be English. I then realized that the nearby gun pit did not fire, so I assumed it must be English.

I turned and started to head in the direction behind the bomb dump where the rest of our ground personnel were supposed to be, when I heard a bomb blast behind me, and as I turned around I saw the blast of another bomb go off! I then thought of Miney and Gerads who were supposed to be waiting for me at that end, and I wondered if they might have been hit. Then the gun pit at the south end of the field began firing at an aircraft as it was heading south, the tracers following it! I thought I heard some small caliber fire but before I could give it my full attention, another event suddenly appeared on the south horizon.

Where the apparently "moments before" overhead plane headed into, a panorama or a huge screen came on in the sky, and within it a hellish battle occurred, with planes flying

in all directions, tracers between the aircraft, and anti-aircraft fire. It was then that I saw a B-24 flame up and go down behind the woods, then another B-24 burst into flames and went down. Just standing there I realized how much those crews were fighting to get out of that hell they were in and to be able to see where to land. "God help them down," I prayed. Just as suddenly the battle ended and one of our planes landed, but it stayed on the south end, then another came in and seemed to be in trouble, finally all the rest of our B-24s came in. But there was a very strange aura and situation on the field like I had never seen before. I could not find anyone who could tell me what happened, if Miney and Gerads were there, and were they hurt? Killed? No one knew anything about them that night and for three days thereafter. Apparently complete silence was imposed and no one talked!

Then at midnight of the third day, I met Gerads in the same latrine where I originally met him several weeks before. He said that he had been assigned some other duty and could not go, but that Miney did and was killed, and a friend of his who came along was wounded. I felt that had I not told him to meet me at the south end of the field, he would be alive! Then I thought maybe my being detained on the north end was also very fortunate for me, sort of God's gift to me, as April 22nd was also my birthday! My thinking today is that maybe the plane that was over me and which I failed to shoot at was the ME-410 that killed Miney and then crashed into the B-24 which Broder mentioned as being imbedded in a B-24 that crashed. At this stage of our lives it is unlikely that we will ever find out.

Ever since that eventful evening of the Hamm raid I have been trying to find someone who was in the area where Miney was killed. I had some questions about his death and what really happened, but it took almost fifty years to find out!

One day about two years ago, I was browsing through a copy of the book *Fields of Little America* when I came across a mention of Miney's death, and that a crew chief from Rackheath saw it happen! The crew chief's name was Joe Ramirez, a 2ADA member who immediately sent me the details of what transpired that night at the south end of our field. He put me in touch with Captain Albert Touchette, the commander of the Quartermaster unit which Miney was in, and we finally located the family of Daniel Miney and supplied them with the details of his death, which they appreciated very much.

Over fifty years have passed since the "Hamm Incident," but our comrades' memories live on! Capt. Touchette placed a memorial plaque on the old Quartermaster's building at Rackheath on behalf of Daniel Miney, on this April 22, 1996 (see page 23). Amen to a 50-year saga that is now finished. ■



BY RAY R. PYTEL

Evelyn Cohen will be mailing out annual dues notices soon . . . when you get the bill, send your \$15 plus any donation in . . . NOW! I don't want to write you and ask, "What's the problem?" OK? (And, I don't want you to miss a single issue of the *Journal*; it's hard to live without it!)

MEMORIAL LIBRARY BOOK ENDOWMENT FUND DRIVE!

We need an additional \$1,000 to put into the book endowment fund — every group is asked to donate at least that much, and some have already given much more! We'd better get in "gear" on this!

Read Bud Koorndyk's column on page 5 of the Winter *Journal*. £70,000 has been collected towards a £100,000 goal, and the yield from this fund will buy more new books for the 2AD Memorial in Norwich — in perpetuity! Make your check out to the "2ADA" and note on the bottom "Special Endowment Fund." Mail it to me, Ray Pytel, Box 484, Elkhorn, WI 53121-0484. Let's get this drive out of our way!

Savannah's Mighty 8th Heritage Museum was opened May 13-14 — read Dick Kennedy's report on page 20. I agree with his observations "a hundred percent!"

The 49th annual 2ADA convention is now history, with Milwaukee being the host for some 600 2ADA members, some 60 from the 445th. Here's the poop:

Things were all wet! With the overabundance of rain in the Great Lakes area, Shirley Suckow, wife of Bob Suckow, says it's really Bob's fault! It seems that his knees gave out, and he had to stay in a kneeling position until an operation could be performed. Not wanting to waste all this free time, he started praying for rain (there was a drought in Iowa in early spring). He knelt and he prayed and prayed, until he overprayed, and now the whole midwest is being flooded out! (Now build an ark, Bob!)

Former 2ADA President and past 445th VP Frank DiMola and wife Liz blew or flew into Milwaukee to get away from the heat of Sun City, AZ — he sez it was 110 degrees in the shade! We told him to "jump in the lake," which happened to be just about anywhere at the time of the convention.

Our hospitality room was unusually full most of the time. We had quite a number of books on the 8th AF, Liberators, and the 2AD in particular. Ira Weinstein, Carl "The Original" Rambo, Glen Marsteller and his kin, Chuck Walker, Dave and Joan Patterson, Sam and Pate Miller, Ray and Jean Lemons, Ed Roloff and his family, Jack Schmidt's family, the Wimbiscus's Don and Iva, and the Longs, Eldon



QUIZ: Who "welcomed" Frank and Liz DiMola on a building across the street from the Hyatt at our 49th annual convention in Milwaukee? and Eileen, all dug into the books, magazines, and other printed materials.

While others, including Fred and Marge Dale, Frank and Liz DiMola, and Bob and Shirley Suckow, as well as visitors from other groups, joined with our 445th members to be refreshed, sip and dip and talk, including Doc Bowen, Earl Bruck, Bill and Dorothy Boyanowski, Lowell Harris, the Goldsmiths, Ed and Anita, John and Elsie Knizeski, Andy and Virginia Haley, the Bertapelles, Tony and Lois, the Zobac family, Maurice and Hilda Bason, Ray Janulis, and the Luckenbach/Olivi clan. Many spent considerable time viewing the fifty some VCR tapes playing many of the Dzenowagis, Cronkite, and other WWII commercial tapes, as well as tapes made from Discovery, A&E and Public Television and other documentary programs about the war.

This was the first 2ADA meet for my son and his wife, Jeff and Ann Pytel from the Madison area. They said they enjoyed the lavish banquet, the various exhibits, and the interesting 2ADA members very much. Jeff is a member of the Heritage League, and as time goes by he will get more involved in that organization. (Right now, they just started a family — see page 6 — and parenting is uppermost on their minds. This was their first night away from my new grandson, Andrew!)

Horace S. Turell, navigator on Ralph Stimmel's crew #71 (original) writes, "For the 445th record, Lt. Poor's crew was lost on the way to Tibenham while enroute from Puerto Rico to Georgetown, Guyana. They were heard calling for instructions on how to transfer fuel from the wing tip tanks, said Turell, but nothing was heard again, ever!"

In checking over the original 445th history by Adj. Birsic, he had only stated that one of the passengers was a M/Sgt. Robert E. McNamara that was missing coming over, but he

did not name the crew. Overseas Crew #66 shipping order 279 dated 10-6-43 did list the following crew members and passengers on pilot Albert A. Poor's plane: Lts. Charles A. Kirtland, Richard E. Rice and Joseph P. Baxter; Sgts. Herbert L. McGuffin, Martin E. Free, Otis M. Walker, Welcome L. Cunningham, Freeman I. McVitty; and Cpl. Charles L. Noinfeldt. Passengers were listed as Sgts. Robert E. McNamara, Robert B. Krause, William E. Talley, and Severn W. Peterson.

Anyone having further information on the missing crew members should drop me a line with any additional details. We know that not all crews were sent over together; some were broken up for the trip and were sent by ship, while other members flew over as a "temporary" crew or passengers listed as part of a crew.

The French Air Attache has sent me a replacement for the group's Croix De Guerre which was lost in the tragic fire at the Memorial in Norwich. I have forwarded the replacement medal to be attached to the citation on display at the temporary Memorial in Norwich. The citation itself has weathered the fire. Trust Librarian Phyllis DuBois has confirmed receipt of the duplicate medal.

In connection with the above, Phyllis has informed me that the following books have been purchased with the 445th's Library Endowment Fund. Ken Scharnberg: *Voices From WWII*; Historical Office of the Army Air Forces: *The Official Pictorial History of the Army Air Forces*; Tony Thomas: *A Wonderful Life, The Films and Career of James Stewart*.

Johnny Wenn, our British WWII "house-guest" who spent many of his leisure hours in our Hut #14 wrote to me recently and asked if we could send him some letters. I did send him a copy of the "PARADE" video filmed by the Dzenowagis family while we were in England to help the British celebrate the 50th anniversary of VE Day, June 8, 1944. I am in there, Johnny — waving at the camera man! Johnny asked John Mann to write, as well as some of the other "barracks commandos" who were in our hut #14, so how about it?

Base contacts: Any time you want to visit Tibenham, please contact Evan Harris, 3 MacKenzie Road, Thetford, Norfolk IP24 3NQ, Tel. (01842) 753886. Or: Mike Bean, 26 Sheffield Road, Wymondham, Norfolk NR18 0LZ, Tel. (01953) 604512. Please give your contacts adequate time, as they have regular work commitments during the day. Should you have difficulty in obtaining transportation to the base, the 2AD USAAF Memorial Trust Library has a small pool of drivers who may be available with reasonable notice.

Don't forget the Kassel Mission/445th BG Midwest Reunion at Dayton, Ohio, September 26-29, 1996. Check with Bill Dewey, P.O. Box 413, Birmingham, MI 48012 (phone 810-644-1492 or 810-644-4506) if you want to attend — there may be some cancellations. See you there! ■



389th Green Dragon Flares

BY FELIX B. LEETON

It was a good trip to Milwaukee for the 2ADA convention in June. The weather was damp but pleasant; the hotel and location were ideal. The attendance was off somewhat, but it was great to see so many old friends and to meet some new ones.

The group dinner was a great success, with David Hastings, a member of the Board of Governors of the Memorial Trust, telling about how Al Dexter (he and Pat were present) would help the 12-year-old David through the hedge to see the B-24 and share Cokes, ice cream, and chicken at the mess. B/Gen. John A. Brooks III (Ret.) and his wife Jane celebrated their 55th wedding anniversary with us, and he related some stories of his formation of the Scouting Force (see the Summer 1996 *Journal*, page 15), and Bud Koorndyk, our representative on the Board of Governors, gave us the latest information on the Memorial.

The Norwich library rebuilding project can now begin after the disappointment of missing out on the Millennium Project (see page 4). The 8th Air Force Heritage Museum in Savannah is getting off the ground

(no pun intended), and the Pima Museum in Tucson sounds good.

The deadline for sending personal sketches to the Second Air Division History Book, Volume II, has been extended to September 30th!! I consider this to be a prime goal for all 2AD veterans, as it is an opportunity to get history to hear *our* story before the revisionists take over and write our story for us.

It has been said that all history is written by the winners, and the revisionists would love to change our role to meet their version. The Enola Gay/Smithsonian Institution case is a prime example! Now we hear that the Norwich library mural showing a B-24 dropping bombs may be too vivid for the tender eyes of future generations, and a more temperate depiction, such as the ground crew waving to a plane during takeoff, is suggested. I presume they will also want the 50 caliber guns painted pink and the nose art will be a vase of daisies!! In reality we were violent people doing a violent job that had to be done. I, personally, think that our story should not try to depict anything else. I would hate to think that only the Holocaust Museum shows the reality of the 1939-1945 experience!!!

Joe Dzenowagis, Jr. spoke to the 2ADA Executive Committee meeting about the care and handling of the tapes that survived the library fire, and outlined the next phase of getting our records into the computer age. The holding-on to what we have is most important, and the expansion of this store of first-hand accounts of our adventures should also be a priority — I can only say, HURRY!!

See you in Orlando! ■

LEST WE FORGET: GOTHA – PART 3

BY RAY PYTEL (445TH)

Presidential Citation

GENERAL ORDERS)
NO. 42)

WAR DEPARTMENT
Washington, D.C., 24 May 1945

BATTLE HONORS — Citation of Units Section IX

6. As authorized by Executive Order 9396 (sec. I, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), citation of the following unit in General Orders 129, Headquarters 2nd Air Division, 11 April 1943, as approved by the Commanding General, European Theater of Operations, is confirmed under the provisions of section IV, WD Circular 333, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

THE 445TH BOMBARDMENT GROUP (H), 2ND AIR DIVISION, is cited for outstanding performance of duty in action against the enemy. On 24 February 1944 this group participated, with other heavy bombardment groups of the 2nd Bombardment Division, in an attack on the Gothaer Waggonfabrik, A.G. located at Gotha, Germany. On this occasion the attacking bombers met and overcame the fiercest and most determined resistance the enemy was able to muster in defense of this target, so vital to his ability to wage war. Unprotected by friendly fighter cover, the 445th Bombardment Group (H) was under almost continuous attack from enemy aircraft for a period of 2 hours and 20 minutes. Although anti-aircraft fire was hurled at the formation along the route to and from the target as well as at the target itself, the most deadly opposition was given by enemy aircraft. For 1 hour and 20 minutes before "bombs away" savage attacks were made by single and twin engined enemy fighters in a vain attempt to keep the bombers from accomplishing their task. For another hour after bombing, the group continued to be the object of ferocious fighter attacks. Of this group's 25 aircraft which penetrated enemy territory, 13 were lost to these fierce fighter attacks, which number is approximately twice the loss suffered by any of the other groups participating in this mission. In addition, 9 of the surviving 12 aircraft returned from the mission with battle damage. With heroic determination the 445th Bombardment Group (H) flew its assigned course, destroying 21 enemy attackers, probably destroying 2 more, and damaging 7 during the long running battle. The target was located and bombed with extreme accuracy and devastating results. This target, the most importance source of ME-110s, was so well hit that the enemy air force suffered a most telling blow. The courage, zeal, and perseverance shown by the crew members of the 445th Bombardment Group (H), 2nd Air Division, on this occasion were in accordance with the highest traditions of the military service of the United States and reflect great credit on themselves and the group, and the Army Air Forces.

BY ORDER OF THE SECRETARY OF WAR



BY R.D. "DICK" BUTLER

At the group meeting during the Milwaukee convention of 12-16 June, there was a changing of the guard when I was elected to succeed Pete Henry as Second Air Division Association vice president for the 44th Bomb Group. Please note that the word "succeed" is used, not "replace." No one could ever replace our long term vice president Pete, who has unselfishly devoted many years to looking after the interests of our group and our people in the 2ADA. Many of our 44th Bomb Group members were found and encouraged to become members by Pete. He has been an unending source of information and help for literally hundreds of requests for information about people who served in the 44th. We are indeed indebted to Pete for his services on our behalf, and we know that Mary was always at his side, helping and encouraging him while he tended to 44th business. We thank her also. We know that Pete will continue to work on behalf of our group and be available when we need him. He has asked me to include the following comments from him in this article:

"To the 44th BG Members: Some of you are aware that my wife and I both have had some physical problems over the past couple of years. For the past six months or so, I have felt that my work with the 44th BG has not quite been up to par, and there are no signs that it will improve in the immediate future. It is therefore my decision that I should resign as your group vice president after almost eighteen years (minus a two year sabbatical in the mid '80s). At the group dinner in Milwaukee on 14 June 1996, my decision was made known to the members present and Dick Butler was elected to become your 44th BG vice president for 1996-1997. It has been my pleasure to work with all of you, and I appreciate all the help you have given me over the years. I will do all that I can to help Dick get settled into his new position with the 2ADA."



Now a few words about my background, for those of you who don't know me. I was assigned to a B-24 crew as a copilot in September 1942 at Davis-Monthan Army Air Field, Arizona after graduating from pilot training in August. That crew, commanded by Walt



"Changing of the Guard"

Pete Henry (right), retiring 44th BG Vice President, and his successor Dick Butler

Bunker, became one of the original 506th Bomb Squadron crews, and we arrived at Shipdham in February 1943. Four members of that original crew still survive, and they are members of the 2ADA: Bill Newbold, navigator; Loy "Potsy" Neep, flight engineer; Warren Kooker, gunner; and myself. After the low level Floesti mission, we were transferred into the 67th Squadron and Walt became squadron operations officer and I took the crew. We had another trip to North Africa where we flew three missions, including the ill-fated one to Wiener Neustadt on 1 October 1943.

We crash-landed in Sicily and then hitchhiked our way back to England, where we flew a number of missions until 21 December 1943. On that day, while on a test flight we had a crash landing. The copilot, Jerry Grell, and myself were the only ones seriously injured, and we left the 44th in February 1944 as hospital patients and returned to the States. I stayed in the service and spent my entire career in Strategic Air Command after it was formed in 1946. I retired from the Air Force in 1971 at March Air Force Base and have lived in Riverside, California since then. I became a member of the Second Air Division Association in 1978.

I feel very honored to have been selected to represent our 430 44th Bomb Group veterans who are members of the 2ADA, and will do my best to serve you well. My address is in the directory on the second page of the *Journal*. My telephone number is (909) 780-7421, and my fax number is (909) 780-1459. Please do not hesitate to contact me with your questions, gripes, or suggestions.

NOW FOR SOME RECENT NEWS

The 44th was well represented at the grand opening of the Mighty Eighth Heritage Museum at Savannah, Georgia on 13 and 14 May. We all were pleasantly surprised with the progress that had been made in such a short time. Among the 44thers there were Jim Clemons, Tom Parsons, Sam Miceli, Forrest

Clark, and myself. Jim Clemons, vice president of the 44th Bomb Group Veterans Association, was there to scout Savannah as a possible site for a 44th BGVA reunion in 1997 as well as representing the 44th BGVA at the opening and to find out about establishing a 44th display at the museum. He, Tom Parsons and I met with the museum staff member who is responsible for displays. Because there are so many organizations that want to have displays, unit displays will be set up on a rotating basis. Our 44th display will not be in the first rotation. A 44th display committee headed by Tom Parsons will make recommendations as to what our display will contain. The committee will submit a proposed display idea to the 44th BGVA Executive Committee, where a decision on the content of the display will be made.

It is with great sadness that I report that Charlie Hughes called on 5 June to tell us that his wife, Marilyn Fritz Hughes, passed away the night before at the Veterans' Hospital in Livermore, California. Marilyn was a WAC lieutenant in 2nd Air Division Headquarters during WWII. She was one of the four original directors of our association, as stated on page two of each issue of the *Journal*. Marilyn ("Fritzie") stayed in the Army Air Force after the war and retired from the United States Air Force as a lieutenant colonel. She and Charlie were introduced to each other by Jordan Udal on a bus in Norwich, when we were there for the 1979 reunion. Ardith and I had the pleasure of driving them in our motorhome to Reno, Nevada in 1983 to get married. We will miss Marilyn very much, and our thoughts are with Charlie.

Will Lundy states that one of our 44th BGVA associate members, Tom McKenna, brother of James McKenna who was KIA in August 1944, died suddenly of a heart attack. Tom and his son were with us in Norwich last year for the fiftieth anniversary of VE Day. They went out to Shipdham with us as they wanted to see where Tom's brother had served. After the event in Norwich was over, the McKennas went to Germany to see where James had died. Tom was also with us in San Antonio last October for the 44th BGVA reunion there. We extend our heartfelt sympathy to the McKenna family. Will also reports the deaths of Ted Fernbach of Alexander's 68th Squadron crew on 22 March, and John N. Clark, 68th Squadron Executive Officer.

The 44th Bomb Group Veterans Association has become a very viable organization. President Roy Owen is doing a super job of running it and publishing "8 Ball Tales." The next 44th BGVA reunion will be held 3-7 October 1996 in St. Louis, Missouri.

The 1997 2ADA convention will be held in Irvine, California, May 20-28. Let's make a concerted effort to have a good number of 44thers in attendance. ■



NEWS OF THE 453RD FROM FLAME LEAP

BY JAY H. JEFFRIES, JR. AND JULIAN K. WILSON

This column was prepared prior to the days many of us were in Milwaukee enjoying another memorable convention. One need not be clairvoyant to predict at the time of this writing that we had another bang-up time! We did miss seeing some of you there, though. Will we see you in Jackson, Wyoming in September?

This re-bonding stuff is fun! Recently some thought was given to just what it is that draws us together, year after year. The following is our conjecture:

Most of us who are active members were together for a small portion of the total time that Station 144, Old Buckenham Air Base, was on line. Others of us were there from day one in December, 1943 to April, 1945. At that, it is still not long compared with our lifetime. We each did our thing; one's job never being exactly like the job of another. But there was a common denominator that cut across all job descriptions, and that was that no one did what he had to do alone, independent of others. Each of us was part of a cooperative web of activity and interrelations.

Why do you have friends from your 453rd years who are more valued by you than most of the friends you worked beside for thirty-plus years as a civilian?

Persons of relatively short acquaintance during World War II became important lifelong friends. Why? Possibly because, regardless of whether or not we were conscious of it at the time, we were very much dependent upon each other, often critically. Our life was in the keep of another. What do you think?

This spring, we were involved with communications with some very outstanding guys who, at one time or another, were assigned to the 453rd at Old Buck. One is **JIMMY STEWART**, and the other is **WALTER MATTHAU**. These two must have greater "identifiability" than that Joe Camel character that even our grandchildren can recognize!

Our Second Air Division Association Executive Committee awarded Jimmy Stewart a copy of the Turner book, *The Second Air Division*. **JAY JEFFRIES** was selected to carry this tome directly to Jimmy's home in Beverly Hills. Jimmy's present health, soon to improve we pray, precluded him from accepting the book directly from Jay, but we know his capable staff accepted it in his behalf. We all hope Jimmy has some pleasant hours perusing this book and reminiscing.

Our good friend from the 467th, Oscar winning director **DELBERT MANN**, provided us with the direct mailing address for Walter Matthau, which now makes it certain that the mailing of our 453rd Group NEWSLETTER will reach Walter for his enlightenment and enjoy-

ment. Jay read a letter to us from Walter Matthau at the group dinner in Milwaukee.

We continue to hear from the troops who graciously keep us informed. **RALPH MCCLURE** is in frequent contact because he is our one-man planning committee for our 1997 reunion to be held in Washington, DC. He seeks help from you to ease his task. All of the major planning has been done, but you can help him with the dabby things. Won't you lend a hand? Reach him at area code (540) 554-8860.

ED BECKER did all of the planning and leg work for this year's reunion in Jackson. **DAN READING** volunteered to work with Ed on the mailing of a special flyer with the details needed so you could register. Thanks to those guys for doing a great job, and thanks to those of you who could and did support this group endeavor.

Persons of relatively short acquaintance during WWII became important lifelong friends . . . Why do you have friends from your 453rd years who are more valued by you than most of the friends you worked beside for thirty-plus years as a civilian?

REID SPRAGUE is another busy one! Last April the eight members of **GIANOLI's** nine member crew brought their crew reunion to Orlando, Florida. This helped crewman **ED KUCHTA** participate despite his being incapacitated. A real thoughtful gesture by those crew members! Reid, with his wife Peggy, planned a great crew reunion. Reid, how about doing it again in 1998 as a group reunion for all of us? Seriously! To date, we have nothing on the back burner for 1998 for the group.

We've had mail from **BILL GARRETT**. He flew the 735th plane "Squee Gee" on September 27, 1944, on the raid to the German Tiger Tank factory in the Henschel Locomotive Works. That was the day the 445th zigged when the rest of the groups zagged, isolating them so they could be effectively decimated by the fire power of three Luftwaffe "Sturmgruppen" who attacked from 6 o'clock. Of thirty-five 445th aircraft, only five remained after the last German pilot disengaged the group. Of those, only two made it back to Tienham.

Bill Garrett is becoming our group air battle historian par excellence. His first paper was on the Remagen raid, and he is currently working on the Kassel raid. If you are interested in that event, there will be a significant program on September 27th at Wright Patterson. Present will be Unteroffizier Ernst Schroeder, who, as a pilot of the II Sturm/JG 300, was

credited with shooting down two of the 445th's aircraft. Walter Hassenpflug, at the time a 12-year-old, will also be present at Wright Patterson. Hassenpflug, whose home was in the Bad Hersfeld area beneath the canopy of the aerial disaster, has created an organization that actively memorializes that day. So if you were involved, or you also have a great interest, you may look into being there along with Bill and Carol. Thank you, Bill, for the alert.

A limited number of videotapes of the 1995 TV program "Christmas at War" were secured and made available in Milwaukee. This is the program that included our 1944 special children's program at Old Buckenham for the collection and dispersal of Christmas gifts to some children in Paris with the aid of our Red Cross women. The production company showed its gratitude to those of us who cooperated in their production by sending us our own copies of the archives footage of "Liberty Run." We were also given credits that appeared at the end of the broadcast. This included **PAT RAMM**, who appeared on camera; **WILBUR CLINGAN**, **DOUG LEAVENWORTH**, **HARRY GODGES**, and **JULIAN WILSON**. If there are

any of the tapes for purchase left over, you may inquire of our PX master, **JIM DYKE**.

Thirty-seven of you contributed money to our treasury for the express purpose of offsetting the costs of sending our group NEWSLETTER to all 453rd vets for whom we have a valid address. To you we give a big "Thank You." The issue of the NEWSLETTER you have subsidized might just be the one to motivate a reader to actively join us.

We also have added twenty-two names to our paid roster. These include some of our children, some of our widows, bless them, and some folks who are just plain nice friends, including **PHYLLIS DuBOIS** of our Memorial Room in Norwich. Welcome, and thanks to you all! We look forward to seeing each one of you again.

To report such data as above, we depend on the reliables, **FRANK & JACKIE THOMAS**. While our group activities carried out by your elected officers, past and present, are so very time consuming, you know it must involve a labor of love. Thanks, everyone!

Keep those cards, letters and phone calls coming, and take good care of you and yours!

→ → → →

Editor's Note: Julian forgot to include an answer to his "conundrum" in the last issue — at the convention in Milwaukee he said he threw a cal.50 slug fired in 1944 at Jay Jeffries! ■



392nd B.G.

BY OAK MACKEY

CHANGING OF THE GUARD

J. Fred Thomas is your new group vice president, elected at the 392nd BG business meeting in Milwaukee on June 14, 1996. You all know Fred, and of his experience in 2ADA affairs. He was first elected group vice president on July 4, 1980 at the 2ADA reunion in Cambridge, MA. He had some of his crew with him there, and they all left the room to see the fireworks display over the Charles River. Seizing the moment, those of us remaining in the group dinner room elected him to be the group VP. He served three consecutive terms, and in 1983 was elected Executive Vice President of the 2ADA. As is the usual practice in the 2ADA, the following year at the Palm Springs reunion he became President. Since his term as president of 2ADA, he has served on various association committees, including the nominating committee and the group relations committee. We in the 392nd Bomb Group are indeed fortunate to have a man of Fred's caliber serving as group VP.

MIGHTY 8TH AF HERITAGE MUSEUM

The Mighty Eighth Air Force Heritage Museum near Savannah, Georgia opened its doors to veterans of the 8th Air Force on May 13, 1996, and to the public on May 14. There were veterans there from many groups and organizations, all affiliated with the 8th Air Force in one way or another. From the 2ADA, there were well over 400 people. From the 392nd BG, there were 34 good Crusaders. Among them were Warren Gallagher and Bill Damerst. Warren was navigator on the Markuson crew, Bill was navigator on the Tennie Peterson crew, and I was copilot on the Clarke crew. We had trained together at Tonopah, NV Army Air Base, and eventually wound up at the 392nd BG. I had not seen either of them since May, 1945. It was a personal thrill for me, and we had a few good things to talk about.

But back to the museum: There will be a memorial garden to one side of the building — some memorials are already there, but the garden is far from complete. Lawrence Gilbert has come up with a brilliant idea for the 392nd BG Memorial Association to place a 3/4 size replica of the memorial obelisk at our old air base at Wendling. Gil has discussed this with museum officials, and they also think it is a great idea. Even though it would be a 3/4 size replica, it would be larger than most of the memorials there. This plan is very

much in the "idea" stage right now. Details about costs must be formulated, and how will we raise the money? Also, details must be worked out with the museum.

"QUEEN OF PEACE"

You may recall in the 392nd BG report in the previous issue of the *Journal*, a story about the "Queen of Peace," a 392nd BG B-24 that diverted to Sweden after a mission to Kiel on January 4, 1944. I have received two letters about that incident. One was from Bob Vickers, who thought "Queen of Peace" may have been returned to England and assigned to the 446th BG. The other letter was from Robert L. Egan, who was the pilot assigned to "Queen of Peace," and was the person who named her. Seems the name had something to do with a commitment Egan made with his mother before going overseas. He had the ship christened by Father McDonough, who was the Catholic chaplain at Wendling. Egan has photographs which show the airplane was destroyed in Sweden. How a cowl part for "Queen of Peace" came to be found by Alan Hague of Flixton at the old 446th BG base after more than fifty years may never be known.

GET WELL SOON

Many of you know Floyd and Roberta Bull, for they have attended many 2ADA conventions. On May 21, 1996, Floyd had a quadruple bypass operation. It gives me great pleasure to report that the operation was a success, and he is recovering nicely. His address is: Floyd L. Bull, P.O. Box 30, Circleville, NY 10919.

CHAMPLIN FIGHTER MUSEUM MESA, ARIZONA

On Falcon Field in Mesa, Arizona, near my home, is the Champlin Fighter Museum located in two hangars from the WWII era, for this was a British cadet training base. In one hangar are displayed fighter planes from World War I; there are Spads and Fokkers, and others whose names I do not know. In all, there must be fifteen of them, all in good condition. World War II fighter planes are in the other hangar — Spitfire, P-40, P-47, P-38, P-51, AT-6, a Jap fighter with a big radial engine, Goodyear Corsair with a 3000 HP P&W engine, FW-190, ME-109, and I'm sure I left something out. In another building is a F-4 Phantom, MIG-15, MIG-17 and MIG-21, and sitting outside is a big Russian tank. If you are ever in the Mesa area, you might want to see this museum, for it is unique.

2ND AIR DIVISION ASSOCIATION 49TH ANNUAL CONVENTION: MILWAUKEE, WISCONSIN

The 2ADA convention held June 13-16, 1996 in Milwaukee was attended by 45 Crusaders from the 392nd BG. Their names are listed elsewhere in this *Journal*. It was a great party, and we all had a good, good time. I want to mention a special "thank you" to Teddy Egan for her help in the hospitality room.

Remember next year the 50th convention is in Irvine, California at the Hyatt Regency Hotel, May 20-28, 1997, and the 1998 2ADA convention will be at the Oakbrook Resort, not far from O'Hare Airport in Chicago, May 19-27. ■

LEST WE FORGET

BY MYRON KEILMAN (579TH SQ)

3,000 bombers over Germany in one day! WOW! On 26 August 1944 the 392nd struck an oil refinery at Salzbergen, Germany with twenty-two (22) B-24s and very good results. No fighters or flak were encountered. On 27 August, here is what General "Hap" Arnold wired General Spaatz, Commander of Strategic Air Forces in Europe, and General Doolittle, Commander of the 8th Air Force:

"Yesterday's coordinated attack by the 8th and 15th Air Forces. Again spread our aircraft over all of Germany. It is with great pleasure that I forward to you the following message just received from General Arnold: Strategic operation which put nearly 3,000 aircraft into a coordinated attack against Germany is subject to my heartiest congratulations to all concerned." ■

489TH NOTES

BY
TOM McQUOID

Who is Tom McQuoid and what is he doing here? I was asked by group VP Ralph Belward to report on the GRAND OPENING of "THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM," Savannah, GA, 13 & 14 May. Ralph was recuperating from knee surgery but making a great recovery. There were just too many events in May for the Belwards to make the trip to Savannah.

They did go to England along with 58 other 489ers to attend a reunion at Halesworth, where "The Friends of the 489th" had planned a splendid seven day affair for the "Returnees". Too bad we couldn't all be there. I believe it is really special that our British friends do sincerely care about the "Yanks" of the 489th.

As I stood marveling at the awesome exhibits and displays in the museum on May 13, the date of May 8, 1945 kept coming to mind. The end of the war in Europe! A date which each of us can recall where we were and what we were doing when the good news was received. Then another thought came along. During "Formation Fun, 1996" in Orlando, FL, Joe Loadholtes was heard to say, "If I had known 52 years ago that I would be having

so much fun in Orlando in 1996, I would have enjoyed the war a lot more!" That pretty much sums up a thought foremost in each of our minds during that period, and that is, "Hope I make it back home!"

Well, a bunch of us did make it back, but a lot of good guys did not. Airplanes, people and equipment, and what the airmen did while flying out of Europe, Korea, Vietnam, Desert Storm and all the other forays of the Mighty 8th Air Force are what the museum is all about. I feel very proud to have been a part of it, and I know that you do too. Lt. Gen. E. G. Shuler, USAF (Ret.), Chairman and CEO of the museum; Maj. Gen. Lewis E. Lyle, USAF (Ret.), President; the superb museum staff; and the industrious volunteers have produced a magnificent memorial dedicated to those times and circumstances. Each of us owes them his thanks and continuing support throughout the coming years. We have become HISTORICAL! How about that? The "BTOs of the ETO" are now museum exhibits!

During a very impressive day of activities that were well planned and executed, a memorial service was held in the garden toward the end of the day. Following the service, I had the privilege of presenting a beautifully framed lithograph of "THE SHARON D" to Lt. Gen. Shuler and the museum. Hundreds of people were in attendance. I introduced Sharon D. Vance Kiernan, for whom the plane was named, and Neal Sorensen, Executive V/P, 2ADA. I also told them briefly about Lt. Col. Leon R. Vance, Jr., Deputy Group Commander of the 489th (late 1943 - early 1944), his award

of the Medal of Honor, and the fact that his evacuation plane went down on the flight back to the States. They received with thanks the picture, a booklet about Col. Vance and "THE SHARON D", and a stand that I made on which to feature the booklet. You now know that the members of the 489th have something of their own to look for in the museum; thanks to Ralph, Gini, Sharon, Pam Robbins, and one other.

Many bomb groups of the Second Air Division had their fine looking plaques on the WALL OF HONOR. The 489th did not. My wife, Betsy, asked, "Why not?" "I don't know," I answered. I was just a little embarrassed. I think we need to get on the ball! I believe we need that plaque! If you feel as I do, let's write to Ralph Belward and get something going. I think a five hundred dollar donation would do the job. That's not too big of a fundraiser to accomplish.

I'm sending my donation to Ralph with a copy of this report. His address is: Ralph L. Belward, 5780 Sandpiper's Drive, Lakeland, FL 33809, phone 941-853-5157.

I was told that individual commemorative plaques were available with a donation of \$100 or more. I believe the plaques will be located in the Memorial Garden. I thought that some of you might consider the donation of a plaque to honor a crew, or that a spouse might like to know that her husband living or deceased will continue to occupy a place of honor within The Mighty Eighth Air Force Heritage Museum. Information about donations, artifacts or membership can be obtained by calling 1-800-421-9428. THANKS! ■

One Man's Story of a Near Miss in a B-24

BY RALPH BELWARD (489th)

A piece of plexiglass which is being donated to the 8th Air Force Heritage Museum is a portion of the window that was by the face of copilot Ralph L. Belward while flying a B-24 on a mission to Germany.

On the morning of 14 October 1944, the Van Winkle crew was briefed for a mission to Germany flying with the 489th Bomb Group (H) from Halesworth. Luckily for Lt. Belward, the crew did not fly our plane "The Ripper" that day, but flew plane #42-94947, known as "The Betty Jim." This plane was outfitted with armor plating by the seats of the pilot and copilot. "The Ripper" did not have this armor plating because it had been cut away before it became "Our Plane."

This was my 19th mission. Over Cologne, Germany, a piece of flak broke the copilot's window, then struck the armor plate. Two inches forward, and this story would have a sad ending.

In addition to the flak hitting the window, another piece of flak went through the Bell housing behind the propeller on engine number three, making a hole larger than a dime and just smaller than a quarter. Believe it or not, that engine continued to function all the way back to our base in Halesworth.

I have no idea of how many more missions "The Betty Jim" flew or its eventual fate. I know God rode with us on that October day.

I completed 22 missions with "The Ripper Crew" before being reassigned stateside for transition training to fly B-29s in the Pacific Theater, our next destination. ■

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"OPENING DAY"

The Mighty Eighth Air Force Heritage Museum

BY RICHARD M. KENNEDY, 2ADA LIAISON OFFICER, 8TH AAFHM/8TH AAFMMF

On May 13th, 1996, a landmark event took place that must bring a feeling of immense pride and satisfaction to all who served in the Mighty 8th. That day the Heritage Museum opened its doors and welcomed all those who made the museum a reality, the 8th AF veterans. The following day, May 14, the museum was formally dedicated and officially opened to the public to be enjoyed by all who can visit now and those future generations who, I'm certain, will be treated to a fascinating story and display.

The museum building presents to its visitors an edifice that is striking in its clean and seemingly simple profile but, at the same time, imparts the obvious appearance of strength and dignity.

Once inside, the visitor standing in the Rotunda is immediately inspired with the enormity of the project and ready to begin the journey to another time and place, a journey respectfully highlighted and enhanced by the exhibits faithfully and authentically portrayed throughout the tour.

OK, that's the way it's supposed to be. Well, all those who participated in the ceremonies on May 13 and 14 probably quickly realized that the "package" they had hoped to see was, in reality, a few yards short and a few pounds light. As a member of the museum's board of directors I accept my share of the responsibilities associated with the shortcomings so evident on opening day. I will also accept with pride my share of any warm feelings from those who attended the ceremonies. I am extremely proud of General Shuler and his staff for all that they accomplished in getting the doors open and the displays ready on the announced date.

The announced date, set far in advance, proved to be a formidable goal. However, once established and announced, the only course open was to move ahead and be ready on May 13, 1996.

Those of you who attended the opening, I'm certain, accepted the project with enthusiasm and certainly let the museum staff know that 2ADA support was not only present but firmly in place.

Now, let's get to the shortcomings and see what the future holds in store for the museum, and in particular, the 2nd Air Division exhibits.

As we all well know, the 8th AAF as formed in 1942 in Savannah was hardly an organization that could, at that time, be identified as "mighty." A couple of years of deadly combat and an overabundant supply of "blood, sweat and tears" proved the ingredients necessary for the 8th to earn the title "The Mighty 8th."

I think we are going to have to endure some growing pains as we watch our Heritage Museum grow from the in present in progress beginnings to a world class finished product.

Q: Why was May 13, 1996 selected as an

opening date?

A: A date or goal had to be selected for a couple of very good reasons.

(1) The 8th AF veterans were pressing very hard to get something going. Not completely satisfied that construction had begun, the boys wanted to see something tangible — time was "running out."

(2) The need to produce income was also a fundamental reality. The project had to start paying its own way.

Construction schedules were severely assaulted by one of the worst winters the East has ever experienced. The outcome: a lagging construction schedule resulting in a cliffhanger race to finish by May 13th.

Following the public opening on May 14th, the museum's board of directors met to address several matters. Paramount in this discussion was the very frank assessment of board members' evaluation of the state of the project at that particular moment. Each member was polled and asked to comment on his reaction to the current state of the museum.

Needless to say, all board members were euphoric with respect to what had been accomplished and what was in place both in regard to the building and the exhibits. My turn came early in the go-around and I echoed the praise of my fellow board members, but requested to make additional comments after all had been heard. The chairman honored my request.

Speaking then as the 2ADA liaison officer to the Heritage Museum, I respectfully but forcefully informed the board of my personal displeasure which was reinforced by a reiteration of the many comments I had received from 2ADA people who were present on both days. Among others, I spoke of the paucity of B-24 references, photos, mission presence and the like. The diorama depicting a typical air-drome was obviously the site of a B-17 bomb group. The presence of one B-24 and several fighters only seemed to add to the incongruity of the exhibit. The "Mission Experience," so graphic and realistic, again failed to include much in the way of footage that involved Liberators. I went on in some detail, and did elicit a sincere promise from the chairman that all of the Liberator oversights would be addressed and corrected. Since that day I have been in close contact with General Shuler, and together with John Conrad we are now setting in motion a close liaison with the General and his museum curator to provide a full and accurate portrayal of Second Air Division accomplishments.

I hesitate to extend this accounting, but I do welcome your questions and I will do my best to provide the proper responses. Incidentally, all board members acknowledged and agreed with my position. ■

Walter Cronkite Visits 8th Air Force Museum

SAVANNAH, GA — Veteran newsman Walter Cronkite, who covered the exploits of the Eighth Air Force during World War II, visited The Mighty 8th Air Force Heritage Museum for the first time in July, and was very impressed by what he saw.

"This museum is an important history lesson," said Cronkite, "and everyone should partake. It's a history lesson that is taught in the best possible fashion with a high interest intake."

Cronkite and his wife Betsey were in Savannah to take part in the 1996 Olympic Games yachting events. The Cronkites toured the Heritage Museum for almost two hours looking at exhibits, talking with other museum visitors, posing for photographs and signing autographs.

Cronkite said that the Heritage Museum stirred in him memories "... of the heroism and the devotion of the men who flew our aircraft during World War II, particularly the Eighth Air Force with the B-24s and the B-17s. I had the privilege of flying with the B-17s during the war as a correspondent."

Museum records show that Cronkite flew several times with the Eighth, including at least two missions with the 303rd Bomb Group, once on February 26, 1943, to Wilhelmshaven, Germany, and another on D-Day, June 6, 1944, to Caen, France.

Cronkite said he especially enjoyed going through the Heritage Museum's Mission Experience Theater which recreates what it was like to fly a World War II bombing mission over Nazi Germany. "This museum has brought back so many memories, particularly the reality of the mission experience (theater) raid. I'll tell you, I almost wanted to bail out of my aircraft. It was exceedingly well done!"

Cronkite emphasized that the real importance of the Heritage Museum was not only in the Mission Experience Theater alone, "... but it is in all of these displays that take you from the pre-war days of the Nazi aggression right on through to the defeat of the Third Reich and the Eighth Air Force's obvious major contribution to gaining the victory." ■

PROFILE: The Dzenowagis Family (467th)



The 467th BG's Dzenowagis Family (left to right): Joseph, Helen, Joan, and Joe Jr.

The Dzenowagis family has been conducting the 2AD Military VideoHistory Project (MVHP) since 1986 with the goal of preserving for both family histories and American history the individual and group effort of the 2nd Air Division in World War II.

Joseph Dzenowagis of Bridgewater, Massachusetts flew 34 missions as a navigator with the 467th Bomb Group. After the war, Joe obtained graduate degrees from Boston University, while his wife Helen worked as a public school teacher and later as a journalist. For several years Joseph was a professor at Boston University and then, for more than thirty years, professor and coordinator of Health Education at Michigan State University in East Lansing, Michigan.

Joseph and Helen attended their first 2ADA reunion in 1985 at Macafee, New Jersey, where they discovered veterans relating their war experiences to each other during the various convention activities. As they watched and listened, they became concerned that this primary source of material was too important to be lost to history, and that although first-person narratives were available on audiotape, it was equally as important to capture images as well. Subsequently, they conceived a plan to videotape individual interviews at reunions. Joseph presented the idea to the 2ADA Executive Committee, who were enthusiastic about the idea.

They began recording 2nd Air Division history at the convention in Chicago, spreading the information by word of mouth that anyone wishing to be interviewed could sign up then and there. Dave Swearingen of the 467th Bomb Group was instrumental in encouraging people to be interviewed.

"There was nowhere to interview but in our hotel room," Joseph said, "and it was so successful that we hardly saw anything beyond our room the whole time we were there." Since then, they have interviewed several hundred 2AD veterans, many family members, English friends, and several German fighter pilots at

reunions in the United States, England, and Germany. Concurrently, they have produced 16 documentaries, four of which have been shown several times on public television. In addition, a number of documentaries have been shown at national, regional, and bomb group reunions, as well as at state and national oral history conferences.

The MVHP is a family project, with all six of the Dzenowagis children involved, each in his or her own way. Joe and Joan, together with Joseph and Helen are the "muscle" of the group, with Joe shouldering a 45-pound camera everywhere and anywhere, and Joan off with a smaller camera gathering footage or together with Joe, interviewing veterans.

In their everyday work, Joe finds foster families for children with disabilities for the State of Michigan Department of Mental Health, and is a free-lance producer for ABC News, Nightline, ESPN Sports, Entertainment Tonight, and other network and syndicated programs. Joan is a health promotions, communications and telecommunications consultant with the World Health Organization in Geneva, Switzerland.

The rest of the family, being pretty much scattered, is involved with moral, financial and research support. Tekla, the eldest, is a computer science specialist living and working in New Zealand. Victor, who is a packaging engineer and director of new products for Stroh Brewery in Detroit, was involved with the WWII 50th year celebration commemoration by Stroh which featured the B-24 Liberator in a worldwide campaign, earning Stroh a world advertising award. Anastasia is an international business manager/auditor for Cargill Industries, currently assigned to Warsaw, Poland. Alexandra, the youngest Dzenowagis, is a specialist in linguistics and comparative literature at Texas Tech University.

It has been an unusual and demanding experience to interview several hundred veterans and to video events and activities at the

(continued on page 30)

Family Grabs Another Award for Excellence

The much acclaimed "PARADE" documentary featuring the Second Air Division's 1995 return to Norwich for the 50th anniversary of VE Day, has won an award in the 17th Annual Telly Awards, a national and international competition. This year over 9,000 entrants competed in a number of different categories.

The Telly Awards was founded in 1980, and in addition to television commercial competition includes film and video production as well as non-network programming.

The panel of judges consisted of well over twenty highly qualified production specialists. They were representative of a cross-section of producers from agencies, TV stations, production houses, and corporate video departments.

Some of the notable entrants in the competition included Warner Home Video, Columbia Pictures, MGM, Paramount Pictures, The Disney Channel, Chrysler Corporation, Coca Cola, Times Mirror and National Geographic. ■





BY RALPH H. ELLIOTT

On June 13, 1996, I turned over the reins of 467th VP for the 2nd Air Division Association to Walter J. Mundy. He and his wife, Ruth, live at 24030 Basin Harbor Court, Tehachapi, CA 93561, phone 805-821-5101, fax 805-821-5816. Walt is currently VP of the 467th BGA and will take over the president's job at the upcoming 3-7 October 467th reunion in Pooler, GA. That location, next to the Mighty 8th Air Force Heritage Museum, should prove ideal for visiting the museum as well as renewing long-standing ties with old buddies in the group. When I say "old," of course, I mean it in the context of "many years ago," not the chronological age of the buddies.

I have thoroughly enjoyed the VP's job and the many personal and written contacts within both the 467th and the 2ADA. Of particular interest is the insight I gained into the operation of the 2ADA Executive Committee and the importance of maintaining a close association between the 467th and our parent division. I am sure that Walt will continue that relationship. As we head into the next century, the Second Air Division Association may be the only viable organization capable of keeping 8th Air Force, 2nd Air Division memories alive — eventually through the 2ADA Heritage League. Our first priority must be the Memorial Library in Norwich. It is the one entity that can tie us and our English friends together in perpetuity. As long as the Memorial Library plays an active role in British life, there will be a common bond between us. Hopefully, our revitalized connection with Fulbright will guarantee an American librarian presence well into the years of our children and grandchildren.

At the risk of sounding like a broken record, I would like to see a closer tie between the 467th BG and 2ADA which translates into a larger 467th contingent at 2ADA conventions and increased membership in 2ADA itself. Old animosities die hard. It's time to put them to rest. The huge, overpowering 2ADA conventions, where recognizable faces were hard to find, are a thing of the past. Yearly attrition is in the 400-500 person range, and, sadly, the "old friend from that other bomb group" you had always intended to see again, may be on the next list of "folded wings."

My heart problems caused Yvonne and I to miss the 467th convention in San Diego, and Yvonne's back surgery caused us to miss the 2ADA convention in Milwaukee in June. Lord willing, we'll see you in Pooler at the 467th convention in October. Meanwhile, please welcome Walt Mundy and his wife Ruth, as your new VP. Send Walt your questions, your articles and your ideas, and look forward to a good year ahead.

Phyllis DuBois, Trust Librarian at the 2AD Memorial Library, reports that the following books have been purchased for the Memorial with funds from the 467th BG Endowment Fund, with thanks to all who have contributed:

Grant Heilman: *Farm*
 Philip Kunhardt: *LIFE: WWII*
 Wm. Davis: *The West: From Lewis & Clark to Wounded Knee*
 R. Douglas Hurt: *American Farm Tools From Hand Power to Steam Power*
 Paul Szuscikiewicz: *Flying Tigers*
 Burton Roueche: *Special Places: In Search of Small Town America*
 Wm. Davis: *A Way Through the Wilderness*
 Edward Park: *The Art of Wm. S. Phillips*
 Mark V. Stalmaster: *The Bald Eagle*
 Joe Foss: *Top Guns*

MEMORIAL TO 467TH VICTIM OF WAR

BY JO MALONE

Reprinted from the Eastern Evening News, April 23, 1996

Voices raised above the sound of passing lorries and high-pitched metal works, a historical ceremony went ahead at Rackheath.

A memorial plaque was finally placed in honour of Private Daniel Miney, one of the few members of the American ground crew killed at Rackheath during the Second World War.

Most people find it difficult to imagine the Rackheath industrial estate as any different from the collection of largely engineering works now based there. But those gathered in the corner of what is now Dewing Road, outside what is now a vehicle repair workshop, were remembering it as a wartime airfield.

They came together on the 52nd anniversary of one of the region's biggest air battles when American daylight bombers returning home found themselves caught up in enemy fire. Pvt. Miney just happened, by sheer coincidence, to be out on the runway at that time and died in the enemy bombing.

His captain, Al Touchette, returned for the service of dedication of a plaque on the building where he and Pvt. Miney were based.

Mr. Touchette said he had not realised the building was still standing until he returned to Norfolk with his wife last year as part of their golden wedding anniversary celebrations.

Finding the building and realising there was no memorial to Dan Miney, although there is a war memorial on the airfield, he asked the 467th Bomb Group and the 2nd Air Division Memorial Trust for help.

The service included the Last Post played by Alf Duffin of the Norwich Mile Cross Division of the Salvation Army, and a dedication by the Rector of Rackheath, the Rev. Brian Rogers.

Mr. Touchette said Dan's main job had been to deliver coal and empty the toilets on the airfield. He had been pestering a friend who worked on aircraft to let him watch the planes land, and April 22 was the date his friend arranged for him to be there. "He would not normally have been anywhere near there," said Mr. Touchette.

He said that he, the friend who had invited him out to the runway, and the young American who found him, had all wanted a memorial to Dan.

"It has bothered us all these years. Finding that the building was still here meant we had somewhere to put it for him. We feel so much better now," he said.

The plaque to Dan Miney can be seen on the building on the corner of Wendover Road and Dewing Road. ■

467 BOMB GROUP

1229 G.M. Company

**Capt. A.L. Touchette
Company C.O.**

**In Memory of
Pvt. Daniel E. Miney
K.I.A.**

**Enemy Aircraft Bombing
Rackheath Air Base, April 22, 1944**



COMMENTS BY HILARY HAMMOND Norfolk Director of Arts & Libraries

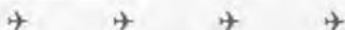
I want to share a paragraph or two about "vision," because that is what we have all "shared" since those dark days of the 1940s, when I was but a babe in arms. T.S. Eliot has said: "Redeem the time. Redeem the unread vision in the higher dream." And it is the higher dream which unites us. You shared the dream that your fallen comrades would best be remembered through a living memorial, and so the Memorial Library was born. Over the years it grew in stature and purpose, until its contents were destroyed on that dark day in August 1994.

Neither its spirit nor yours were destroyed, though, and many of you were able to see the Memorial Library in its temporary home when you came to Norwich in May, 1995.

We all, Association, Trust and County Council, want to see the best possible long term replacement for the Memorial Library in a new Norfolk and Norwich Central Library. In Norfolk many of us shared a further vision of being able to tell your story in new and exciting ways, as part of a landmark new building called Technopolis. Sadly that project did not receive full support and so the Millennium Commission decided not to give it a grant, and Technopolis will not be built. It has become an "unreal dream."

We do still share the vision of providing a very high quality new Central Library. The plans are for it to include a new Memorial Room which will be better and larger than the one which was destroyed. The Trust has already decided on the size and type of library it would like to see, and those wishes are included in the brief for the new library. Work is continuing to develop the brief and to start the planning. I have been told that it will take about three and a half years to design, gain planning permission and build from the time that the decision to proceed is taken.

That means our vision and dream should be turned into concrete reality by the year 2000. We would all love to see you in Norfolk when we open the front doors to the public.



Editor's Note: For additional information read Bud Koorndyk's "Report on the Memorial Trust" on page 4. By the way, please note that the often-used term "turn of the century" is NOT synonymous with the start of the year 2000 — because the calendar was started when Roman numerals were used. "0" was not yet discovered! The Arabic system was adopted without allowing for the first year "error." Thus the 21st century properly begins on January 1, 2001. ■

Mighty Fine Way to Link Two Nations

BY STEVE SNELLING

Reprinted from the Eastern Daily Press, May 6, 1996

Transatlantic librarian Phyllis DuBois is jetting back to the U.S. tomorrow to help give a major new 8th Air Force museum a flying start.

She is lending her support to the multi-million dollar Mighty Eighth Heritage Museum dedicated to the thousands of airmen who turned the fields of East Anglia into a Little America during the Second World War.

And she hopes her trip to the grand opening ceremony in Savannah, Georgia, will help forge hi-tech links with Norwich's unique 2nd Air Division Memorial Trust Library to the mutual benefit of both historical centres.

"It's a marvellous asset for us," said Phyllis, who is trust librarian. "The Heritage Museum is planning to develop a computerised system, and by working together we will be able to share it, while providing them with a great link over here."

The privately-funded museum, including reconstructions of a wartime control tower, a typical Nissen hut and replica aircraft, has been built in less than two years in the East Coast city where the 8th Air Force was formed 54 years ago.

"It's an enormous undertaking," said Phyllis. "It's very exciting and I hope we will be able to feed into their archives and that people here in Norwich will eventually be able to access information in Savannah. I shall be stressing to the veterans that we are not going to be in competition with the Heritage Museum, but will be sharing our information."

Cooperation between the two archives is already taking place — the way being smoothed by a close friendship between Phyllis and the Heritage Museum's library director Mary Beth Barnard, whose father flew as a waist gunner in the Tibenham-based 445th Bomb Group.

"We met through our mutual interest and have stayed with each other," said Phyllis.

Last year they travelled together to the 2nd Air Division reunion in Lexington. It involved a 12-hour drive during which they began formulating ideas for a shared approach.

Since then, Phyllis has advised on the selection of books for the Heritage Museum library, and she is preparing to lend her friend a helping hand for the museum's official launch on May 13 & 14.

More than 2,000 veterans, their families, and aviation enthusiasts are expected to attend the opening celebrations.

"It will be like one of our 2nd Air Division reunions, only magnified," said Phyllis, who also plans to use the event to reassure veterans about the Memorial Trust Library in the wake of the fire which destroyed the original site two years ago.

"I shall be telling them about how we have recovered, are continuing to exist, and welcome their contributions of memorabilia." ■



Phyllis DuBois (left) and Mary Beth Barnard, with painting of "Super Wolf" by artist Paul R. Jones. The painting was presented to the 8th AF Heritage Museum by the family of S/Sgt. William F. Sheely (859th BS, 492nd BG), KIA 7/7/44.

TRIPLE THREAT IN WAR — TRIPLE TREAT IN PEACE!

BY G.W. FORD AND JAMES J. SCANLON

LT. ROSCOE PEASE (467th Bomb Group, 479th Fighter Group) was among the very few who was first a glider pilot, next a bomber pilot, and finally a fighter pilot in World War II. When he completed his tour as a B-24 pilot with the 467th Bomb Group in March 1945, he volunteered for fighter pilot duty. Transferred to the 479th Fighter Group in April, he had a brief period in fighters before the war ended in the European Theater of Operations.

Pease's training and experience in gliders set the tone for later dangerous missions in bombers and fighters. Having vertigo was not unique for pilots, but having vertigo at night in a glider was frightening for this young pilot — who then had to land in a pasture he could hardly see; barely missing a fence, he found out later at dawn.

In B-24s Lt. Pease flew 35 missions and experienced the typical conditions — long flights, bad weather, and barrages of anti-aircraft fire from 88mm guns. Mid-air collisions were always a threat, and he had "close calls" a few times in low clouds. What earned Roscoe a recommendation for a DFC was his handling of his badly damaged B-24 when returning from a bombing mission. Extensive flak damage not only ripped holes throughout the plane but also knocked out the hydraulic system. Controlling the big bomber in flight was a major chore, but a greater challenge was landing without brakes. Roscoe did it, and was commended for his skill and performance.

When he finished his B-24 tour, Roscoe Pease made three decisions: (1) He had no desire to go to the Pacific, and especially not to fly heavy bombers. (2) He thought he would like to fly fighter planes. (3) He wanted to remain in England and be near a girlfriend. (Roscoe married the British girl before return-

ing to the States.) With these choices in mind, he sought a transfer to P-51s and wound up in the 479th Fighter Group.

Transition training amounted to about ten hours in an AT-6 and then being briefed on flying a P-51. His first flight in a '51 was a thriller for him, and probably for others. Nervous and taxiing fast, as he had been told to do, he wheeled on to the runway at full throttle, lost some control and veered across the airfield,

my guns were not firing. That was no fun, since I could see ground-fire tracers zipping up toward me. The next thing I knew, my gang was leaving for home and without me! I headed up and toward the sunset, and I flew until I was about out of fuel — but I was still over enemy territory. Along the way I saw a town where every building seemed to be on fire. Farther on, I saw an airstrip; and it had to be ours — there were the twin booms of P-38s

When the shooting started, I soon learned that my guns were not firing. That was no fun, since I could see ground-fire tracers zipping up toward me. The next thing I knew, my gang was leaving for home — without me!

barely clearing a hangar as he took off. However, that inauspicious solo flight in a P-51 was quickly followed by about fifty hours of training for combat sorties.

Roscoe Pease remembers well the first time he took a Mustang into combat:

"I was flying wing for a pilot on his last ride before returning to the ZI. Just before landfall on the continent, three things happened — to my disadvantage. I lost radio contact (didn't know my generator was out), so I failed to hear my flight leader tell the group that he was aborting the mission. When he broke off from the formation, I foolishly stayed with the group. (Remember that old adage for bombers: crews are expendable — just get the bombs on the target.)

"It was my squadron's turn to leave the escort duty to others while we were to strafe targets of opportunity. The opportunity was a flock of German birds parked on a tarmac; but when the shooting started, I soon learned that

down there. I landed and spent the night — under artillery fire. By the next morning, mechanics at the airstrip had taken care of the generator and battery problem, and I was able to fly back to my base in England. Fortunately, I got there before my next-of-kin had been notified that I was MIA."

After that, with Germany's surrender imminent, Roscoe Pease had only a few more sorties as a fighter pilot. His second tour came to an end and he returned to the States.

Back in Wisconsin, he re-enrolled in college, received a degree in business administration, and went to work. After seventeen years in sales, he changed his career field. That meant going back to the university, preparing to become a teacher, and then becoming a specialist in the teaching of reading at the elementary and secondary school levels. In retirement, he is advising elementary and high school dropouts on how to write. Truly a "triple treat" man! ■

IT'S ALL IN YOUR MIND — MENTAL CONSTIPATION!

BY PHILIP CHARD • REPRINTED FROM THE MILWAUKEE JOURNAL SENTINEL, JUNE 18, 1996

Philip Chard is a Milwaukee-based psychotherapist and author.

"What is the most rare psychological condition?" a colleague baited me.

Long, perplexing lists of mental health diagnoses scrolled through my mind, popping out terms like "Trichotillomania" (the compulsion to pull out one's own hair), "Frotteurism" (the habit of rubbing up against a stranger's privates), and "Pica" (a childhood tendency to eat pebbles, insects or worse). I figured these were pretty rare.

But then I asked myself, "What psychological state is so uncommon that it really stands out?" The answer was obvious. "An open mind," I replied.

A receptive psyche looks like this:

- (1) Genuinely considers new ideas and opinions, even wacky ones.
- (2) Scrutinizes and challenges one's own long-held convictions, attitudes and ways of viewing so-called reality.

(continued on page 32)

The World Got Smaller!

BY A. EDWARD (ABE) WILEN (453RD)

You never know much about the men you casually greet or become friendly with in Florida condominiums.

Several years ago at a club function, a friend and fellow POW, Irwin Stovroff of the 44th Bomb Group, 8th AF, who had been interned at Stalag Luft I while I had been at Stalag Luft III, steered me over to a gentleman and stated, "I would like you to meet someone."

I know this gentleman. He lives in my mid-rise apartment building. I see him quite often in and around our building.

"Yes," Irwin replied, "but you really don't know who he is. He is Dr. Earl Rosenblum, Colonel and Flight Surgeon of the Army Air Forces in the European Theater of Operations (ETO)."

Colonel Rosenblum was the Senior Medical Officer of the Army Air Forces Liaison Team assisting in the reception, processing and shipment of over 89,000 recovered Allied military personnel, of which 26,000 were from the Army Air Forces.

"This officer, by giving unsparingly of his time and efforts and continuous devotion to duty, and by his professional skill, has aided immensely in the expeditious evacuation of these men. His work, under the most trying conditions, has helped to solve many of the problems that have arisen. Colonel Rosenblum is commended for his superior performance of duty and it is requested that a copy of this correspondence be placed in his official records. It is recommended that this officer receive suitable recognition for his valuable services."

So read the commendation sent by Brigadier General A.W. Vaneman, Deputy Chief of Staff, Prisoner of War Section of Headquarters, USAAF to Commanding General 9th AF Service Command.

General Vaneman, in the headquarters of the United States Strategic Air Forces in Europe, was the guiding force in carrying out the duties of Dr. Rosenblum's medical liaison team. General Vaneman volunteered to bail out of a B-17 over German territory in late 1944 to become voluntarily a prisoner of war but with senior rank to represent all Air Force POWs. He wound up in Stalag Luft III in Sagan, the camp where my pilot, Dick Witton; copilot Buck Croxford, bombardier Walt Conneely; and I, Abe Wilen, navigator, were imprisoned, along with Major Andy Low, Assistant Operations Officer. Andy Low led our 453rd Bomb Group and in turn the 8th AF on May 8, 1944, when we were shot down. Andy himself was shot down on July 29, 1944.

Colonel-doctor-Earl and I became good friends due to our mutual interests. I had a copy of *Stalag Luft III, The Secret Story*, which he

avidly read because of its references to POW (Kriegie) life and to General Vaneman.

General Vaneman was Military Attache in the U.S. Embassy in Berlin for three years prior to the war. It was at this time that he met and became friendly with many senior German Luftwaffe officers, including Field Marshall Goering. It was through General Vaneman's friendship with Goering that the Luftwaffe was put in charge of our Air Force POWs.

Whenever I wrote a story for the *Ex-POW Magazine*, the 2nd Air Division, or Air Force publications pertaining to POW experiences, he loved to read it.

In turn, he had given me a copy of a mimeographed report on his experiences. This was extremely difficult to read, but Earl graciously had it redone in legible typing so that after reading and rereading, I felt this report to be the most complete medically graphic evaluation of returning POWs with regard to their health, diet deficiencies, state of mind, medical problems, and types of food deficiencies (lack of vitamins) suffered. He detailed from briefings of thousands of POWs' conditions under which we had to live. This report is the most detailed that I have ever read.

I just wish everyone reading this story had the opportunity I have had, to read and talk about these items from Dr. Earl Rosenblum's medical perspective. I am going to excerpt some of these details.

Military personnel repatriated by air went to Camp Lucky Strike in Le Havre, France, for rehab and medical treatment. In Camp Lucky Strike, the ill and contagious were sent to hospitals. For the others, tents, latrines, mess halls, showers, tailoring facilities, letter-writing facilities, film showing, and finance all had to be set up and continually expanded as more men kept coming in.

From late January to early April 1945, POW camps called "Stalags" were being liberated. Some prisoners were force-marched under the most trying conditions. In our case, from Stalag Luft III, we marched in the coldest winter in 25 years, all of us weak, with inadequate clothing and no food, accompanied by guards with dogs and guns. The orders were to shoot all stragglers who were weak or ill or fell out. Others had long marches which in some cases were up to 600 to 700 miles. Men had lost and worn-out their shoes and had to wrap their feet with cloth or paper, and at times, go barefoot in snow and freezing, blistering cold. When we rode, in our case, it was in box cars that sixty men were jammed into which should hold only forty. Men were locked in for days at a time, unable to get out to vomit, defecate or urinate. No food, no water. Trains were bombed and strafed by our own planes. Impossible conditions.



(L-R): Irwin Stovroff (44th), Dr. Earl Rosenblum, and Abe Wilen (453rd)

Whatever way we POWs died was not important to the Germans. They had orders to eliminate all Allied prisoners of war.

Dr. Rosenblum received orders to round up these POWs and care for them, especially the Air Force POWs. His orders were for such travel and deviation as may be necessary, including travel into Germany and Poland and other Stalags in the area.

Here are some of his medical observations: During imprisonment, the health of Air Force personnel was generally satisfactory. Many died from dysentery, pneumonia, and a few from tuberculosis. There were many cases of Frank Psychoses and a paranoid type of "dementia praecox." Discipline was strict; there were frequent "shakedowns." Conditions were very crowded. A stockade consisted of ten barracks, 248 men to each barracks. Often, guards in fits of temper struck the prisoners with rifle butts or bayonets, inflicting severe injury and death. All of these facts were noted by interviews with POWs immediately upon entering Camp Lucky Strike, while everything was fresh in their minds.

A typical diet consisted of a cup of tea or "Ersatz" coffee for breakfast. These were the only hot liquids offered, and were of such unpleasant taste that many of the men used it for shaving. For lunch, they were served a bowl of soup containing a piece of potato, cooked bugs, worms, and maggots, and occasionally a few pieces of horse meat. Supper consisted of one to two thin slices of brown sawdust bread. They had a teaspoonful of cheese once a week and one ounce of meat per month. Red Cross parcels augmented this diet when they weren't stolen by the guards.

Many repatriated personnel considered the Red Cross parcels as lifesaving, myself included. Without them, we would not have survived — beyond any question of a doubt.

The list of medical and vitamin deficiency problems that all of us experienced put together could constitute a medical book in itself. No POW was spared.

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BUNGAY BULL

446TH BOMB GROUP
BY AUD RISLEY



In recent correspondence from Hershel J. Hausman of Columbus, Ohio, of interest were his comments about BUNGAY BULL. In February, as a volunteer in Tucson, Arizona at the Pima Air and Space Museum, he worked in the B-24 hangar housing our B-24 and discovered to his amazement that this plane was called the BUNGAY BULL. Hershel was attached to the 448th BG and was pilot of a B-24 that crash-landed just south of Ostend, Belgium (a plane which was of interest to the young Belgian, Luc Dewez, whose request for information about specific 1945 missions, crashes, etc. in Belgium was published in the last issue of the *2ADA Journal*).

A recent letter from John Archer says that 446ers and others keep him busy as our "professional" Norwich area tour guide. John reports that Fred Breuninger and Dan Hutto found their old HQ building during a recent visit. Fred also had a nice visit at the Norfolk and Suffolk Aviation Museum while touring the area.

John also reports that Mrs. C. Forsch of Casper, Wyoming, visited to see where her brother was killed in a mid-air collision on April 11, 1945. And of course, Joe Broder, of the "Old Hickory" crew, toured his old field in May. Joel Hays also visited, along with his wife and son. Joel flew many missions in "Loose End" and "Tail Wind."

Ed Mims was a visitor, and John said he was expecting Darrel Holler. Enclosed in John's letter was a photo of the 446th wreath which he presented at the Memorial Day ceremonies at Cambridge . . . "always an honour," John says.

Ralph Elliott, group VP of the 467th, put it "right on" when his letter in the last issue of the *Journal* said that the news in the *Journal* alone is worth more than \$15 per year (the price of 2ADA membership). I realize, as I continue to hear from new people with questions, that as we grow older our interest in our lives during WWII increases. Ralph also urges participation in more than the group level — noting that as we age, our numbers will decrease, and we will need to be part of the "whole."

Thanks to those who send me news, and if you haven't written, I urge you to keep in touch: Aud Risley, 682 Slade Avenue, Elgin, IL 60120, phone 847-741-7757, fax 847-622-3076.

Remember the dates — September 25-29, 1996, for the 446th reunion at the Pines Resort Hotel in South Fallsburg, New York. The price is right and the special events sound superb. For more information, call or write Marv Speidel, 708 Dianne Ct., Rahway, NJ, phone 908-388-2843. NOTE THE CHANGE IN DATES — this was originally scheduled for September 19-22. See you there! ■

458TH BOMB GROUP (continued from page 11)

Again this year, we had 46 members who were dropped because of non-payment of dues. After a personal letter or a telephone call, 24 were reinstated, 16 did not reply, and word of six who had made their "last flight" was noted. Since only one of my "third request" letters was returned because of an address change, I have to assume that the 16 chose not to reinstate.

The last total of group members showed us "on top," with the 93rd just

June 17, 1996

To the Members of the 446th BG:

Having just returned from Milwaukee and the 49th annual convention of the 2ADA, it occurred to me that of those 49 conventions, I first began my participation as a spectator nearly 40 years ago in Chicago — when going to the moon was a dream.

Belonging to 2ADA has become more meaningful to me as the years have passed, and especially so last week as I looked over the 500 faces in the room at the banquet and realized that I know hundreds of them . . . mostly new friends but with the same memories.

When Harold Maslyn of the 446th helped light one of the eight candles commemorating the battles we waged and the comrades we lost, there wasn't a dry eye in the place . . . certainly not mine. Sorry if you weren't there to share.

Perhaps when we gather next year from May 20 to 28 in Irvine, CA, you will be with us as we celebrate our 50th convention.

Neal Sorensen, our newly elected 2ADA President and member of the 489th BG, said that his hope is "to reach out to all groups . . . while some [such as the 446th] have gone in opposite ways, let us all come home to the Second Air Division Association . . . where it all began."

Some of our 446th leaders have expressed similar opinions during our recent divisive years. As the years roll by, it is my hope as acting VP to encourage you all to "come home" and enjoy the fellowship with many friends such as I have just experienced.

Aud Risley
446th Group Vice President

11 back and the 389th, 18. Again I ask for some help in locating more "ex" 458th who were with us at Horsham but who never joined the association. Ground crews, mechanics, finance, MPs, firefighters, cooks and bakers, Station Complement, etc. are all welcome and invited to join us.

The group and squadron insignia are still available, and I'm VERY sure that once these are gone, I will not be reordering them again. Also, a new 458th group roster will once again be available for \$4.50. ■



Open Letter To the 93rd

BY ALFRED ASCH

We had a great 2nd Air Division Association reunion at Milwaukee in June. As usual, Evelyn Cohen's arrangements were very well done as well as our registrations by Dot Mabée. We gave Dot a Certificate of Appreciation at our 93rd banquet for her outstanding work. Forty-two of our 93rd members and thirty-four wives and other family attended the reunion. The wives and family members add a large element to the success of our reunions. Our hospitality room, so ably run by Floyd Mabée, was attended by everyone. Kenny (KO) Dessert attended the reunion for the first time, and everyone was pleased to see him. Kenny was one of the originals, squadron commander of the 409th and led his squadron on the low level Ploesti raid against the oil refineries on August 1, 1943.

Our attendance was relatively small compared with the 93rd's membership of approximately 700. However, we were at the top against other groups' attendance. Our next reunion will be to celebrate the 50th convention of the 2nd Air Division Association at Irvine, California next May. Let's make this an even better one — mark your calendar now.

At the 2ADA Executive Committee meeting, Evelyn Cohen announced that the 93rd leads the way in finding new members, 33 thus far this year. We can thank Floyd Mabée for this. To get your latest roster of our members, write to Frederick and Inez Strombom, Box 646, Ogema, WI 54459. The cost is \$5.00 for the full publication, which includes the geographical location of our members, and \$3.00 for names and addresses only. Let's all help Floyd find new members by providing referrals.

At our 93rd business meeting, we elected a new editor for our newsletter, the "Ball of Fire" (BOF). Calvin (Cal) Davidson has accepted the editorial position, and all items for the BOF should now be sent to him at 48973 Plate Road, Oberlin, OH 44074. I appointed a committee to review BOF funding and it recommended a subscription charge of \$15.00 per year. This will give us quarterly publications. Paul Steichen, as treasurer, will collect the money and pay for the BOF publications. His address is 22912 Nadine Circle, Torrance, CA 90505. There will be more about this in our forthcoming BOF. We owe a debt of gratitude to Paul for having the foresight to start the BOF and doing an outstanding job as its editor. Paul, we all pray your health improves.

Our history book, *Ted's Travelling Circus*, has been published and a large number distributed. It's a great book! General Shuler, the CEO of the Mighty Eighth Air Force Heritage

Museum, had this to say: "This splendid history of a highly courageous and distinguished bomb group of WWII will always be available in the museum library for our visitors to learn of the heroic deeds and deep sacrifices of the men of the 93rd. Cal Stewart did a magnificent job in detailing the entire unit history and pulling together the fascinating individual stories of so many unit members. I could hardly put the book down last night, as I felt compelled to just keep on reading." I have sent other copies to selected organizations, e.g. the 2AD Memorial Library, AF Academy, Montgomery and Bolling AFB historical libraries and the AF Museum at Dayton, Ohio. Get your copy by writing to Carroll (Cal) Stewart, 406 E. Adams Street, P.O. Box 631, O'Neill, NE. We all owe Cal a debt of gratitude for our outstanding history book.

The 93rd display for the 8th AF museum could not be completed in time for the opening on May 13, 1996. Naomi and I were at the opening ceremonies and were disappointed in this, but impressed by what General Shuler and his staff accomplished in other areas. The museum will be unique in telling the story of the Mighty Eighth. General Shuler has personally informed me that they will be working on our display case in the near future. I will be on call to provide direct input as needed.

Naomi and I hope to see everyone in Irvine, California next year. ■

THE WORLD GOT SMALLER (continued)

The condition of the Stalag Lufts deteriorated in September 1944 after the attempted assassination of Hitler. The SS took charge, and the savage bestiality of the guards was unleashed. The men related tales of brutal beatings, whiplashings, and biting injuries by half-starved dogs.

Many of the repatriates found the escape kits inadequate — maps of France when you bailed out in Germany; maps of Germany but you bailed out beyond the limits of the map; French money which was useless in Germany. Some remarked that instructions in common French or German phrases would have helped them to escape. Others criticized the electrically heated boots which were impractical for walking.

In my case, I had fur-lined boots over the electrical ones.

The most important single topic in POW camps was not women, but food. Men would discuss food preparations, restaurants, and their favorite foods. They would plan "menus."

If Dr. Rosenblum and I did not cross paths in a Stalag in Germany or at Camp Lucky Strike in France, we can relate to each other

regardless. He talked to so many of us, and we needed the help and guidance that he and his staff imparted.

I feel compelled to write this story now and send it to various publications, for Earl is leaving us due to his wife's illness. They are selling their condominium and going north

to Greensburg, Pennsylvania, to be with their children.

We here in Florida are losing a fine friend, a war hero, and an inspiration. Perhaps our paths will cross once again when I visit my old homestead in Monessen, Pennsylvania, which is twenty miles from where Earl will be. ■

NEW MEMBERS (continued)

453rd BG

Dr. Carl J. Kinell
Lucille E. MacDermaid (AM)

458th BG

Stephen F. Davidson
Mike Mitchell
Robert T. Craig, Jr. (AM)

466th BG

Eleanor S. Lockley (AM)

467th BG

William L. Clausen
John D. Goggin
George W. Reed
Robert L. Samuel

489th BG

Kenneth E. Bay
Robert M. Haley
George E. Oldright
Fred Shein

492nd BG

Bernard J. Murtaugh
Michael D. Jacobs (AM)

SM

Lila M. Gude
Dr. Fred Horowitz
Russell Ives
David J. Rawlins
Albert S. Sabo
Harry F. Vaupel
Elizabeth Mary Willis
A. Allen Zimmerman



491st BOMB GROUP POSTREMUM ET OPTIMUM the RINGMASTER REPORTS

BY HAP CHANDLER

2ADA MILWAUKEE CONVENTION

Ringmasters joined with Headquarters and the thirteen other groups of the Second Air Division Association for the 2ADA's 49th annual convention at the Hyatt Regency Milwaukee. Favored by ideal weather, participants toured Oshkosh, home of the famed air show, attended group dinners, and concluded with a well-attended business meeting and gala banquet at which officers for the next year were installed.

The reunion and new officers are covered elsewhere in this issue. We extend 491st congratulations to Neal Sorensen, our new president, and new executive vice president Oak Mackey. Neal served in the 489th Bomb Group, which flew in the 95th Wing with the 491st. Oak, from the 392nd Bomb Group, also flew with us in the 14th Wing.

Our next 2nd Air Division Association convention will be 20-28 May 1997, at the Orange County, California Hyatt Regency, ten minutes from the John Wayne Airport. Plan accordingly.

EXECUTIVE COMMITTEE MEETING

The convention was preceded by a two-day Executive Committee session. Of interest to Ringmasters was the selection of your vice president as a voting member of the committee for 1996-1997. The next meeting of the 2ADA Executive Committee will be in Irvine, California.

REPORT FROM ENGLAND

Keith and Iris Thomas, our English sponsors, attended the convention with their son Bret. Keith is coordinating the "enhanced" North Pickenham memorial with the land owners and the town council. In this undertaking he is assisted by Alan Trattle, who plans to join us in Savannah. All indications are that we will be in position to dedicate the "new" memorial next summer. Consideration is being given to accomplishing the memorial dedication coincident with the opening of the new American Air Museum at Duxford.

SAVANNAH REUNION

Cal Shahbaz, our 491st association president, was in attendance in Milwaukee. He briefed the group regarding our Savannah reunion, planned for 14-16 October at the Riverfront Marriott. He is hopeful that we can place a 491st marker in the memorial garden of the 8th Air Force Heritage Museum. Plans are to have the marker in place in time for our reunion in October.

Jerry Ivice, chairman of the 491st museum

committee, reports that contributions are lagging. Our stated goal is \$40,000. Donations to date from 92 members have been \$16,495. Donations to the 8th Air Force Heritage Museum are fully tax deductible. Contributions should be sent to Frank Lewis, 900 Greenwood Drive, Dublin, GA 31021.

FOLDED WINGS

Kenneth R. Neitzke, 853rd Squadron, 491st Bomb Group (H), of Thienville, Wisconsin died June 20, 1996. Ken was an outstanding member of the 491st BG and Second Air Division Association, a loving and generous father, and a concerned citizen of his community. Ringmasters of the 491st group send their sympathy to the family and salute his contributions to his country in war and peace. A true patriot!

Medically grounded, Ken was removed from a mission with his crew. Unfortunately, they were killed in action over Germany, leaving him as the sole survivor. Nevertheless, he returned to flight duty and completed his tour of combat missions. Through clerical error, Ken was originally shown as KIA on our 2nd Air Division "Roll of Honor." This was an error we were pleased to correct in 1990.



Ken and Janet Neitzke at the Lexington, Kentucky reunion, July 4, 1995

MODEL OF "LOOKIN' GOOD"

John Formon has furnished a four-page report of his progress on the model of one of our most famous airplanes. Beginning with "Greetings, members of the 491st," it reads, in part:

"I can't tell you how much I have enjoyed communicating with you all. Your information and insight have really helped, not only with the accuracy of this project, but also given me a unique perspective on what it was like to fly in combat over Germany in 1944-45 . . . I know I speak for many people when I say that you guys are the real heroes. You can take all your million dollar movie stars and athletes, and they can't come close to the guys who put

their lives on the line for this great country. OK . . . just a couple of words of special thanks:

"Hap Chandler, navigator on the Scamahorn crew and our 491st VP, I have enjoyed every minute of our visits and conversations. You have been instrumental in helping me find the rest of the guys on this list. Thanks for making me an honorary member of the 'Lucky Bastards Club.'

"Burton Blackwell, gunner on the Root crew and originator and artist of the 'Lookin' Good' nose art . . . Can you believe how fortunate I have been to be able to communicate with the actual originator of the nose art? Although we have not talked personally, Burton has sent me color copies of his *original sketches* . . . Guys, it just doesn't get any better or more accurate than that!

"Gerson Zubkin, bombardier on the Formon crew . . . your stories and recollections have whetted my appetite to attend a reunion with the surviving members of my father's crew. I particularly enjoyed the stories about the time you guys buzzed the P-47 base to show those fighter jocks that bomber pilots were just as "hot." I can tell you that was vintage John M. Formon!

"Tom McEvoy, copilot on the Formon crew, your account of the British drop zone mission was unbelievable. The Formon crew was flying "She Devil" that day. They had a near head-on collision with ships heading out of the target area as they ingressed, they had to dodge power lines that were supposed to have been taken down by the ground troops but never were, they saw the Fox crew go down off their right wing, they took a 20mm cannon shell in the bomb bay that started a heck of a fuel leak and knocked out of all the hydraulics, they then had to crank the gear down by hand, divert to Manston and land with no flaps or brakes . . . Please, Tom, could you write this up?

(continued on page 29)

The 448th Speaks



BY CATER LEE

The staff and all those responsible for putting together the magnificent 8th Air Force Heritage Museum at Savannah, Georgia are to be congratulated. Several 448th members in addition to myself attended the dedication ceremonies on the morning of May 12th, along with between three and four thousand other WWII veterans and their families. The museum is not yet finished, but General Shuler, chairman and CEO, and his staff are to be commended. If you don't plan on attending our 448th annual group reunion at Savannah August 28 - September 1, you should make a point to pay a visit at some time to this outstanding tribute to all members of the WWII 8th Air Force. You and your family will be very impressed with the honor being paid to all of us.

Evelyn Cohen prepared a very nice dinner reception for Second Air Division members, families and guests on the night of May 11th at the Hyatt Regency, where several of our 448th were staying. The ceremony was brief, the speeches short, and there was a lot of camaraderie. Congratulations to Evelyn and all involved.

Phyllis DuBois, our trust librarian from England, was in attendance and had been in Savannah for several days prior, helping in any way she could. Leroy Engdahl and I enjoyed her company at dinner in one of Savannah's oldest and most charming restaurants on the evening of May 12. Phyllis' enthusiasm can't help but rub off on those around her. She has been really right for the job as our librarian for the 2ADA. Remember, the fire which destroyed the Norwich Central Library caused a need for books and other items to replace those lost in the fire. But don't send anything until you contact Phyllis at 71 Ber Street, Norwich, Norfolk NR1 3AD England. She will tell you if your item is needed.

In the "Small World" department, as Leroy Engdahl was walking around looking at the displays at the Heritage Museum, he spotted a gentleman with an A-2 jacket with swastikas on the back. Leroy just had to stop and inquire if he was a fighter pilot and had shot down that many German planes.

To his complete astonishment, when Leroy introduced himself with his 448th group name

tag on, the gentleman said, "Hey, I know who you are! When you were group VP of the 448th several years back, I wrote you asking if you happened to recall a badly shot-up B-17 landing at your base on December 20, 1943, which was two days before the 448th's first combat mission to Osnabruck." Leroy remembered it well and paid a visit looking over the very badly shot-up B-17.

The gentleman was Charles H. Brown, formerly of the northeastern U.S. but now a resident of Florida. He was the pilot of that plane and his purpose in contacting us was to see if anyone took pictures of his plane.

Now listen to this. Sitting with him was former German pilot Franz Steitler, the German pilot who admired the determination of Charles Brown in trying to bring his plane back to England with only two engines and some dead on board. He waved at Brown as if to say, "Good luck and safe landing back in England." Franz had already shot down two American planes on this day, and had he shot down Brown's plane he would have received a special award from the German Air Force. He dared not tell of letting Brown go, as that would have been his demise.

Anyway, Leroy put Brown in contact with Bob Harper, who was with our intelligence section during the war, to see if he could help. Bob, an outstanding artist, painted a picture depicting the occasion with the ME-109 piloted by Franz Steitler waving a salute to Brown in his damaged plane. Leroy has a print of the drawing. Through exchange of requests for information to the 8th AF Historical Society and similar German WWII journals, these two adversaries have met and become friends. Franz now lives in Vancouver, Canada and has visited Bob Harper at his home in Crescent City. I thought this very unusual story had to be told.

Back to the museum . . . Although the site was donated and much money has been donated, much is still needed. Our 448th, as you know, was the very first group of all 64 groups in the 8th AF to exceed its pledge of \$25,000, but I'm sure some of you would still wish to make a donation to help with this mighty project honoring all 8th Air Force veterans. If you haven't yet contributed and wish to do so, please send your check to me and mark it "For 8th Air Force Heritage Museum." You will be acknowledged as a donor, and if your donation is at least \$100.00 you will receive a periodic progress report. Please help on this wonderful project if you haven't already. Thanks a bunch!

If you know of any of our members or wives who are critically ill, please let me know so we can mention it and where friends can contact them. In the meanwhile, the best of health and happiness. ■

491ST RINGMASTER (continued)

"Charlie Martykan, tail gunner on the Formon crew, and I have spoken on several occasions to swap stories and also to set up a crew reunion. Unfortunately Charlie became ill and we had to postpone our plans. Get well, Charlie, and when you do we will come to Florida and have a great reunion!

"Last but certainly not least, John Paller, copilot on the Root crew, and I have struck up a great friendship over the phone. John has been my technical advisor on this 'Lookin' Good' modeling project and has kept me straight when I have had questions regarding details of the airplane. John is also an avid scale airplane modeler who has the 'disease' as bad as I do. Hap was right when he said, 'If you have any technical questions talk to Paller.' I truly enjoy all our conversations . . . Thanks for all your help.

"Here are my stats . . . I am 37 years old, married for 12 years, and have two daughters, ages 5 & 7. I am an engineer and manage a research and development group for the Georgia Pacific Corporation. We lost my dad in 1989 from a heart attack. My mom is still alive and in good health. She lives only a few miles from my home in Marietta, GA.

"Model progress: At this point in time I would say I am approximately halfway through the construction, and I have been at it for about 250 modeling hours. The kit I am using is very basic and lacks much detail, and since this is a museum model, one really needs to take the time to "do it right" . . . I need to get all this completed by late September so it can make the reunion in Savannah in October . . . I estimate that there are still a good 200-300 hours left in the project.

"Speaking of the reunion in Savannah, I hope that all of you will be attending. I will be there with my better half, and the model of 'Lookin' Good.' As you all know, I am donating this model to the 8th Air Force Heritage Museum in honor of the Formon and Root crews . . . It seems she always brought her boys back home. I can't wait to meet you all in person."

HERITAGE LEAGUE

The Heritage League of the Second Air Division Association continues to grow in membership and stature. Their youthful enthusiasm and projects were in evidence at the Milwaukee convention. Please encourage your children and grandchildren to join this new organization. They will be responsible for continuing our relationship to the 2nd Air Division Memorial Trust in England and for keeping alive the memories of our participation in World War II when we are no longer on the scene. ■

FIRST TO SOLO!

BY SAMUEL M. PHILLIPS • SUBMITTED BY JIM REEVES (HQ)

Reprinted from September, 1954 issue of Moultrie (GA) Hawthorne Herald

Editor's Note: An interesting story in aviation ... This incident happened at Spence Air Force Base in Jim Reeves' hometown of Moultrie, GA. Jim knew Tommy Maxwell, the instructor.

→ → → →

Aviation cadet Jack LeTourneau lined up with the runway and opened the throttle. This is the life, he thought, as the big T-6 broke ground and became airborne. Another 12 hours of dual instruction and he'd be ready to solo the "Yellow Monster."

Takeoff from runway zero four had been normal. LeTourneau executed a left hand traffic exit, then realized he had erred. He should have turned right.

"No excuse, Sir," he said over the interphone. Instructor pilot Tommy Maxwell did not reply.

Climbing to altitude the cadet heard several radio calls from the control tower concerning the location of his aircraft.

"Number 424," crackled the voice of the tower operator, "are you on the ramp?" Funny question, mused LeTourneau. Here he was about to level off at 5,000 feet and the tower wants to know if he's parked. He figured Mr. Maxwell would respond, then guessed he had better check. He opened the interphone switch.

"Sir, shall I call Flatbush and give them our position?" Cadet LeTourneau waited for his answer. None came. Puzzled, he swung around in his seat and did a quick double-take. The rear cockpit was empty!

Back on the base Maxwell was preparing to return to aircraft 424 after a brief consultation with his flight supervisor. He had just flown with one student and now he was due to go up with LeTourneau. The other cadet suddenly rushed into the flight building and stammered that LeTourneau was taxiing alone.

Maxwell looked out and saw that his parking place was empty. The plane was sure enough gone. He quickly telephoned the tower, but the controller's subsequent efforts to stop 424 were in vain. LeTourneau was already on his way toward making primary training history.

What had actually happened was this: While LeTourneau was swapping places with the student who had just landed, Maxwell climbed out of the back seat to speak to his supervisor. Thinking his instructor was still aboard, LeTourneau completed his checks and started to taxi out.

Another cadet frantically tried to attract LeTourneau's attention above the roar of the 600 HP Pratt and Whitney engine, without success. LeTourneau was not aware that he was by himself until he attempted to communicate with his instructor at 5,000 feet.

From the ground, Maxwell suddenly realized the gravity of the situation. LeTourneau was heading into the "wild blue yonder" with all of three hours and 38 minutes of dual flying time in the T-6, quite a few hours short of the minimum 15 required before solo.

All supervisory personnel concerned were alerted and the traffic pattern cleared. Max-

well rushed to the mobile radio control unit, contacted LeTourneau, and issued instructions. Then he proceeded to coach the cadet into a perfect three-point landing.

The manner in which Maxwell guided LeTourneau down was considered by observers to be a remarkable piece of teamwork between an instructor and his student.

"I had been told to know my cockpit procedures prior to this particular flight," Cadet LeTourneau explained later. "I thought that my instructor's silence was a test of my performance, until I finally saw that he was missing."

Once back on good old terra firma, the student conceded that the experience had left him a little shaky. "But talking with Mr. Maxwell over the radio gave me the confidence I needed — I just listened and did everything he told me to do," he added.

Although there were tense moments, the feat demonstrated the outstanding quality of instruction that has created for Maxwell a perfect safety record in his 39 months of employment at Spence. Also taught by Maxwell in the light plane phase, LeTourneau without question had absorbed the fundamentals required of a pilot.

After 424 was finally parked once more, the relieved instructor puffed on a fresh cigarette. He found it difficult to reconcile the fact that his student had failed to look around before taking off. But the whole dramatic episode had ended in storybook fashion, so he just couldn't be too hard on the boy.

"With only three hours and 38 minutes of dual under your belt, consider yourself the first man in Class 55-Q to solo the T-6," Maxwell said wryly. Then he walked off to fill out LeTourneau's grade slip. ■

DZENOWAGIS FAMILY (continued)

different reunion sites across the world, each almost totally different from the previous one in terms of its challenges. Every location means a struggle to find a suitable place for the long-format individual interviews. While the Dzenowagises arrive early at each convention to scout the best location, inevitably it turns out to be their bedroom. Uniformly, the room presents challenges in terms of physical space, type of background wallpaper or drapes, and room-next-door and hallway noise.

One thing the Dzenowagises have learned is that the unexpected is the reality, and their patience, improvisational skills, and physical strength will be challenged at every turn. Like the time the power went out in their Shreveport hotel room, or hauling around heavy, cumbersome and temperamental equipment — about 250 pounds of it — in and out of airports, on and off planes, vans, shuttles, buses, hotel rooms and to social events.

Getting to Europe has its own life. Trying to get to Detroit Metro Airport for the 1987 Norwich reunion started off with a bang, literally, when Victor's Bronco, jammed to the roof with ten suitcases, metal suitcases, carry-ons and people blew a tire on the way there. Yes, they made the overseas flight. Just.

The reality is toting 60-70 videotapes for hand inspection by security who, if they don't open and inspect every tape, are compelled to pass them all through. The ultimate overkill was in Frankfurt when security took apart Joe's \$50,000 camera in a conscientious search for (drugs, diamonds, atom bombs?) while Joe prayed he could get it back together.

Learning fast is a requisite, as Joan and Joe demonstrated in Norwich when they leaped into a rented wagon and beat the Americans arriving by train to Thorpe Station in time to capture their historic arrival. They had forgotten that in England they drive on the "wrong" side of the road.

There was the big bang in Norwich at the Maidshead when a battery charger was damaged by a Hotel Maidshead power surge that meant a midnight trip to East Anglia TV to have batteries charged for the next morning departure to Germany. In London, a bigger bang when they found out that British Air allowed only one check-in suitcase per passenger, which meant ditching six suitcases if they wanted to continue to Frankfurt.

The MVHP has been an unusual experience for the whole family, no less for Joseph who has interviewed many veterans who flew

on the same missions with him, lived on the same base and in the same quonset hut. For all of them, despite any perceived inconvenience, they can think of no more rewarding interest. Their work continues on several documentaries, including the September 27, 1944 mission to Kassel, Germany during which the 445th BG suffered the worst bomb group loss in 8th Air Force history. They are also working on two additional documentaries from the VE Week 50 year celebration in May 1995, which together with PARADE, will be a complete overview of that never-to-be-forgotten occasion.

An archival video collection like the Dzenowagis' requires a tremendous amount of time and effort beyond the original production of the material to ensure care and long-term preservation of over 700 pieces of original videotape. Beyond the physical storage and maintenance of this large amount of videotape, it also involves the commitment to take advantage of technological advances to preserve the sounds and images of the archival tapes. Equally important to the Dzenowagis family is the ongoing promotion of the collection and access to it by the public, scholars, and historians. ■

Whatever they were called — Lightnings, P-38s, Little Friends, or the German term: "the forked tailed devils," these fighter planes wrote a wide swath of history during WWII.

Joe Kuhn, editor of the P-38 National Association's magazine, *Lightning Strikes*, wrote as follows:

"The P-38 had many 'firsts' in WWII: First U.S. fighter to down a German plane; first fighter with two engines and turbo-superchargers; first to use tricycle gear; first 400-mph fighter; first to concentrate all guns in the nose; first to hit compressibility and use dive flaps; first to use the piggyback training method; first to fly the Atlantic nonstop; first U.S. plane over Berlin; first to provide air support for convoys on D-Day as well as convoys between the Pacific Islands; first teardrop drop tanks; first to carry heavy rocket and bomb loads; first recon over Tokyo; and first Allied plane to land on Leyte, Luzon and Iwo Jima."

Associate historian Steve Blake published a summary of the P-38's European roles for a P-38 National Association Reunion booklet:

EUROPEAN THEATER ENGLAND — 8AF (STRATEGIC)

The first P-38s to actually see action in Europe were those in the 1FG and 14FG, while based in England prior to joining the 12AF in North Africa. Both units flew a few missions in the fall of 1942, but no aerial opposition was met. However, a P-38 of the 1FG scored the Lightning's first victory in Europe while based temporarily in Iceland enroute to Britain. On August 14, 1942, **Lt. Elza Shahan** shared a FW-200 four-engined reconnaissance bomber with a P-39 pilot.

It wasn't until the summer of 1943 that other P-38 units joined the 8AF, with the arrival of the 55FG and 20FG. Their pilots began flying combat missions during October and November respectively, and the first four victories were scored by the 55th on November 3. However, the going was extremely rough for the 8th's P-38 pilots throughout the winter of 1943/44. The Lightning H model was not adequate for the mission to which it was assigned, very high altitudes in sub-zero temperatures. Engine failure was common, and its powerplants became popularly known as "Allison time-bombs." Too, the cockpit heating was inadequate. Thus, initially, losses were high, morale low, and successes infrequent.

Nonetheless, victories did accumulate gradually. On February 8, 1944, **Lt. Jim Morris**, 77FS, 20FG, downed two FW-190s and two ME-109s on one mission — the first quadruple victory for an 8AF fighter pilot! Three days later he shot down another 109 to become the 8th's first Lightning ace. Morris added one more victory with a P-38 and another while flying a Mustang before he was shot down and made POW. With 6.33 victories, he was the highest-scoring Lightning pilot in the ETO. On February 20, **Capt. Lyndol Graham** of the 79FS,

Our Little Friends: The Forked Tailed Devils!

BY RAY PYTEL (445TH)

20FG scored his fifth kill in two missions; he had a total of 5.5 when he was KIA on March 18.

The 364FG entered combat with its P-38s in early March, 1944. During April, two 55FG pilots became aces — **Capt. Jerry Brown**, 38FS, on the 15th and **Capt. Bob Buttke**, 343FS on the 22nd.

The fortunes of the 8th's P-38 pilots improved tremendously with the arrival of spring and warmer weather. They had been re-equipped with the much-improved "J" model. The survivors now had plenty of experience behind them and they were flying more comfortable low-level missions. In fact, the Lightning was proving to be a great fighter-bomber/strafer. The 20FG's pilots, in particular, gained a great reputation as "loco busters." The 8th's last P-38 unit, the 479FG, entered combat in late May.

Despite the Lightning's new-found success, it had already been decided to re-equip all the 8AF fighter groups with P-51s. The 20th, 55th and 364th converted during July. The 479th began its conversion in September, but flew two very successful missions with both P-38s and Mustangs on the 26th and 28th. On the former, the 479FG P-38s claimed 19 "kills," of which the 434FS scored 17 — a record single-day tally for any Lightning squadron in the ETO. On the 28th, the 436FS claimed nine e/a, the last for both the 479FG and the 8AF. The 479th flew its and the 8th's final P-38 mission on October 2.

The 8AF's fifth and last P-38 ace was **Capt. Robin Olds** of the 434FS, who downed two FW-190s on August 14 and three ME-109s on the 25th. The 8th's P-38 groups claimed 280 victories; the 55FG was tops with 102.

Four photo recon squadrons of the 7PRG — "The Eyes of the Eighth" — operated F-5s (P-38s) and provided many particularly important recon photos prior to D-Day.

MEDITERRANEAN/ NORTH AFRICAN THEATER NORTH AFRICA — 12AF

The P-38s of the 1FG and 14FG flew from England to Northwest Africa in mid-November, 1942 — a week after the Allied landings there — and the 82FG followed six weeks later. These units had a tough time of it during the next four months. They were inexperienced and usually under strength and outnumbered. Nevertheless, their successes gradually overshadowed their initial heavy losses. On Decem-

ber 12, **Lt. Virgil Smith** (48FS, 14FG) became the first P-38 ace; on the 30th he was KIA.

By March of 1943, the pendulum had swung in favor of the P-38 units, due to decreased enemy air strength and an inflow of replacement aircraft and pilots combined with their hard-won combat experience. Early in April, the 1FG and 82FG were tremendously successful in intercepting and nearly annihilating several large formations of Axis transport aircraft attempting to supply German and Italian troops in Tunisia. These missions helped greatly to bring the North African campaign to its successful conclusion.

After North Africa was secured, P-38s were concentrated against the enemy-held island of the Mediterranean, most especially Sicily, which was invaded early in July. It was also during July that **Lt. "Dixie" Sloan** (96FS, 82FG) became — with 12 victories — the top USAAF ace in the theater. On August 25, 1943, the 1FG and 82FG participated in a daring, low-level strafing mission against enemy airfields in and around Foggia, Italy, in preparation for the invasion of that country. Total destroyed or damaged tally: 143 Axis aircraft. Both groups were subsequently awarded Distinguished Unit Citations (DUC) for this feat.

Just five days later the 1st earned another DUC while escorting bombers over Italy. During a tremendous air battle, 13 Lightnings were lost against claims for only eight e/a, but the bombers were unmolested. The 82nd won its second DUC in a similar manner near Naples just three days later, claiming 23 Axis fighters destroyed and losing ten P-38s. Once again, no bombers were lost.

The 82nd moved to Italy in October, 1943, and commenced operations over the Balkans and other Axis targets which were now in range of its P-38s. On October 9, pilots of the 37FS, 14FG caught a formation of JU-87 dive bombers near the island of Rhodes and decimated it. The C.O., **Maj. Bill Leverette**, claimed seven kills and **Lt. Harry Hanna** claimed five. Leverette eventually had eleven victories to his credit.

During the summer of 1943, the 81FG and 350FG also operated a few Lightnings. Eight 12AF squadrons and one attached French AF squadron did sterling reconnaissance work with the F-4/5s throughout the war. Most of them were assigned to the 3PRG.

ITALY — 15 AF

On November 1, 1943, a new, strategic air force — the 15th — was formed in the MTO and to it were assigned the 1FG, 14FG, and 82FG. By the end of that year all three units were based in Italy and flying long-range bomber escort missions to enemy targets in southern and eastern Europe. This would be their main task through the remainder of the war.

These three Lightning groups were extremely successful during the spring and summer

(continued on page 34)

Folded Wings

HQ

Marilyn Fritz Hughes
Benjamin F. Nolan

44th

William S. Aldridge
Edward M. Burtsavage
O.K. Hill
Thomas D. McKenna (AM)

93rd

Charles P. Conley
Clarence R. Gross
George V. Halapy
Robert G. Roten
Truet B. Thompson

389th

Clark S. Smith

392nd

Robert E. Boney
Arthur Crafton
John J. Frey
Andrew K. Kunstler

445th

Robert M. Libby

446th

James O. Hey
James E. Riedel
James Shannon (HQ)

448th

Richard T. Looms
Russell I. Minick
Robert J. Rentschler
LTC Alexander J. Shogan
Hanover Weaver

453rd

Willard E. Adler
Frank T. Gottman
Harry E. MacDermid
Eugene F. McDowell
Paul R. Stovey

458th

Rex L. Brudos
Francis P. Meaney
Robert C. Shea
John Sipos
Elmer J. Sutters, Jr.
Samuel E. Warren

466th

Lloyd A. Goodale
Howard J. Hartley
Julius M. Klinkbeil (389th)
G.C. Merket
Eugene A. Saltarelli
Leslie M. Thompson

467th

John H. Cosgriff
Craig W. Harrington
Edward F. Mahoney
Guenter H. Staedicke
John C. Witherspoon

489th

Fremont A. Betts
John J. Brody
John P. Russell, Sr.
Robert E. Schuler

491st

Kenneth W. Kleinfehn
Kenneth R. Neitzke

492nd

Patrick F. Blanco
James L. Bowman (467th)

JOHN "KILLER" KANE, 88

John Riley "Killer" Kane, 88, a bomber pilot who earned the Medal of Honor for leading a daring attack on the Ploesti oil fields in southern Romania in World War II, died in his sleep at the Veterans Medical Center in Coatesville.

Col. Kane, who served 25 years in the military, completed 43 combat missions in the Middle East, where he saw 250 hours of combat that earned him the nation's highest military award and other honors.

During one 1943 mission in the Balkans, his B-24 Liberator bomber was separated from other aircraft in the formation, but survived a machine-gun attack by a pursuing Nazi fighter plane. The bomber's tail and top turret guns were disabled, but Col. Kane was able to outmaneuver the enemy fighter and flew his aircraft home safely.

He earned the Silver Star for that exploit.

Later in 1943, Col. Kane participated in a low-altitude bombing assault on the oil fields in Ploesti, which at the time was virtually the only oil supply for German forces.

On the way to the oil refineries—a 2,400 mile round trip from Benghazi, Libya, without fighter escort protection, the three bomber groups on this mission were beset with problems.

The lead navigator plane crashed into the Mediterranean, and the backup navigator plane had to turn back because of mechanical problems. Visibility was poor, and some bombers in the group were separated from the main formation and headed south for Bucharest, about 80 miles off course.

Col. Kane guided his group on course at treetop level to avoid radar detection. When the planes arrived at the target, Col. Kane saw that another bomber group had missed its target and had bombed the area assigned to his 98th Bomb Group.

Although the well-warned enemy now had anti-aircraft batteries and fighters at the ready, Col. Kane's formation went in and destroyed the target, and in the process his aircraft lost two of its four engines and was forced to land in Cyprus.

Of the 164 aircraft that took off, 53 did not return.

In addition to the Medal of Honor for his leadership, flying skill and courage, Col. Kane also earned the Distinguished Flying Cross and the Legion of Merit.

✈ ✈ ✈ ✈
Ed. Note: Unlike the 44th, 93rd, and 389th Bomb Groups, who on detached service to the 9th AF also participated in the August 1, 1943 Ploesti raid, Kane's 98th BG was with the 9th AF, was never a part of the 8th AF, and ended up with the 15th AF in Italy. ■

IT'S ALL IN YOUR MIND — MENTAL CONSTIPATION! (continued from page 24)

(3) Accepts relativity — the notion that, mostly, the "truth" varies in relation to the perspective of the observer.

(4) Embraces learning, curiosity and a deep fascination with life.

(5) Doesn't get angry, sarcastic or defensive when debating different points of view.

Why do so few people display these characteristics? Research suggests that most core attitudes and opinions form early in life and then harden to mental concrete by adulthood. This rigidity happens because so many of us get very ego-invested in our points of view ("I am my opinions").

As Gautama Buddha said, "You are what you think, having become what you thought."

This may explain our odd tendency to argue endlessly with each other over political, moral and "What is the truth here?" issues, despite having little hope of budging anyone else's equally petrified opinions. We aren't debating ideas so much as we are waging contests for pride and dominance.

Which is why many of us heed only writers, talk show hosts and public speakers who see things pretty much our way. It is both comforting and affirming to have so many people and experts echoing one's version of reality.

Open-minded folks are the exception, like my politically liberal friend who regularly listens to Rush Limbaugh and reads Cal Thomas.

"I like to consider contrary points of view. Just one gets monotonous, even if it's my own," he explains. "Besides, I'm just one person. How much can I know for sure?"

But even if you avoid hardening of the attitudes and mistaking your sense of self for your opinions, open-mindedness remains a challenge. It requires that you tolerate uncertainty, the nagging sense that you could be wrong and that, from another perspective, you probably are.

The overall attitude of the open-minded person is typified by a story of an Inuit (Eskimo) summoned to a courtroom to testify after witnessing a crime.

"Do you swear to tell the truth, the whole truth and nothing but the truth?" he was asked. After a moment of contemplation, the Inuit replied:

"I will tell you what I know."

Which is the fundamental message and rarity of an open-minded soul — she or he doesn't pretend to have a monopoly on the truth.

Editor's Note: Think ExLax! ■

Attendees at 2ADA 49th Annual Convention • Milwaukee, WI • June 13-16, 1996

44th Bomb Group

Appar, George and Beryl
Browning, Al and Doris
Butler, Dick and Ardith
Dubowsky, Bob and Irma
Duxbury, Blaine
Henry, Pete, Bill, Cathy, Mike and Bre
Johnson, Bob and Bert
Lawson, Bob and Ruthie
Mastradone, Tony and Cathy
Mercer, Chuck and Gladys
Murrack, Mel and Marilyn
Schwarm, Ed and Erla

93rd Bomb Group

Adams, Jim and Dot
Albright, Harry & Mary & Sally McGuire
Asch, Al and Naomi
Bargamian, Sam and Josephine
Bradley, Joe and Peggy
Brown, Bill and Lee
Conley, Jim and Alice
Davidson, Cal
DeCoster, Art
Dessert, K.O.
Doerner, Bill and Joe
Ferraro, Bill and Nina
Gerard, Paul and Carol
Gozonsky, Mo and Eileen
Harwood, Paul and Norar
Hernandez, Tommy and Cathy
Hontz, Mark and Barbara
Hurd, Jack and Pat
Johnson, C.D. and Simone
Johnson, George
Kerner, Jack and Midge
Lenhart, Burt and Carol
Logan, Ed and Helen
McKeever, Bob and Madeleine
McNulty, George
Mabee, Floyd and Dot
Meyers, Paul and Janet
Mikolajczyk, Mike and Dot
Morrison, Don
Nykamp, Henry and Bea
Orient, Bill
Rhoades, Ray and Mary
Ryan, Richard
Schwarzgruber, Joe
Secor, Harold and Erma
Spencer, Don and Mary Lou
Steichen, Paul and Marie
Stewart, Cal and Peggy O'Mara
Strombom, Fred and Inez
Sullivan, John and Bee
Swalm, Red
Trousdale, Dick and Jon
Veneck, Bob and Jean

389th Bomb Group

Borrok, Marty
Boudreaux, Oscar and Edith
Brooks, John and Jane
Brunner, Joe
Clark, Gaynell
Denton, Helene, Don & Bill and Marguerite Payne
Dexter, Al and Pat
Driscoll, Barney, Emme & Jennifer
Gebhard, Geb & Betty and Karen & Larry Hunt
Hallett, Allan and Jean
Helbling, Bill
Howell, Rudy and Myrtis
Kane, John and Lorraine

Kinard, Don and Shirley
Koorndyk, Bud
Leeton, Felix and Marjorie
Makin, George, Mike, Robert & Bea
Morgan, John and Mary Detweiler
Renner, Robert
Smith, Louis and Doris
Stout, Bob and Jeannie

392nd Bomb Group

Affinito, Lou and Kay
Bailey, Don and Marlyce
Bonanno, Joe and Anne
Conrad, John and Wanda
Dovey, Arnold and Cleome
Dye, Charley and Helen
Egan, Teddy
Gilbert, Gil and Marjie
Goar, Jim and Virginia George
Hollien, Fred and Lorraine
Jensen, Arthur, David & Virginia
Keilman, Myron and Blanche
Mackey, Oak and Maxine
Marsteller, Jim
Mateski, Matt and Marge
Peterson, Cliff and Mary
Popek, Ed and Erma
Rosenberg, John & Marie Mueller
and Irene & Roy Davis
Rothrock, Rocky and Mary
Singleton, Bill and Thelma
Thomas, Fred
Vasconcellos, Harry and Edythe

445th Bomb Group

Bason, Maurice and Hilda
Bertapelle, Tony and Lois
Bowen, Doc
Boyadowsky, Bill and Dorothy
Bruck, Earl
Dale, Fred and Marjorie
DiMola, Frank and Elizabeth
Goldsmith, Ed and Anita
Haley, Andy and Virginia
Harris, Lowell
Janulis, Ray
Knizeski, John and Elsie
Lemons, Ray and Jean
Long, Eldon and Eileen
Luckenbach, Guenther & Bobby Jean
and Fred & Carol Olivi
Marsteller, Glen, Jean & Barbara and Scott & Susan Marsteller Spangler
Miller, Sam and Pate
Pytel, Ray & Twyla Kieffer;
Jeff & Ann Pytel
Rambo, Carl
Rolloff, Ed, Sue and Randi
Schmidt, Jack, Susan and Jay
Suckow, Bob and Shirley
Walker, Chuck
Weinstein, Ira
Wimbiscus, Don and Iva
Zobac, Ed & Rosalie and Gregory & Jessica Zobac

446th Bomb Group

Maslyn, Harold and Lillian
Risley, Aud and Fern

448th Bomb Group

Allen, Sidney and Mary
Beyerl, Paul and Lucille
Holst, Dewey and Lillie Mae

Kennedy, Dick and Bobbie
Longo, Joe and Phyllis
McBride, Charlie and Agnes
McDaniel, Jack, Lorraine, Tom & Yvonne
Murphy, Tom
Nichols, Milt & Ruth and Carl & June Leifert
Osborn, John and Gayle
Paeschke, Irene
Riley, Hugh

453rd Bomb Group

Alonso, Hap and Gladys
Barker, Hank
Berg, Leroy and Gloria
Bertagnoli, Cliff
Bieck, Bob
Biel, Bert & Claire and Irene Hurner
Conneely, Walt and Pat
Croxford, Buck and Scott
Crumrin, Lyman and Geneva
Dyke, Jim and Dorothy
English, Dick and Clara
Ford, Ralph and Phyllis
Golen, Bob and Lil
Hamlin, Dave and Harriett
Hanzalik, Frank and Helen Marie
Harriman, Russ
Hoar, Bob and Lois
Jeffries, Jay and Anna Jane
Kinsell, Carl
Kotapish, Jim
Lane, Grace
Leavenworth, Dick and Jane
McGough, John and Teresa
Madison, Burt and Maggie
Meyer, Walt and Betty
Middleton, Dot
Nelson, Lloyd and Nathalie
Nieland, Ralph and Virgie
Pace, Win and Bee
Parsons, Phil and Barbara
Reinders, Herb and Berenice
Samuelson, Ken and Jay
Speer, Harold
Stites, Wilbur & Jeanne and Larry & Linda Stites Bennett
Stokes, Milt & Lucille and Ginger Stokes Brubaker
Thomas, Frank and Jackie
Thompson, Russ and Edna
Vercler, John and Josephine
Vernier, Warren and Thelma
Victor, Bob and Isabelle
White, John & Dorothy and Jean White Volmer
Wilens, Abe and Janet
Williamson, Allen and Dorothy
Wilson, Willie and Mary Jean
Zilm, Marge Sallee

458th Bomb Group

Albert, Lucian and Evelyn
Allen, Jerry
Armbruster, Bob and Mary
Balint, J.
Birmingham, Bob and Marie
Birmingham, Francis & Lucille
Brumby, Birt and Jean
Case, Bill and Barbara
Dyer, Dale and Virginia
Fair, Duane, Mary & Robert
Fick, Larry and Margie
Fraser, Don and Carolyn

Geppelt, Elmo and Betty
Hammell, Stan and Dot
Hartzell, Bud and June
Hebert, B.P. and Georgia
Hicks, Roger
Johnson, O.D. and Penny
Josephson, Frank and Mike
Lamers, Gordon
Metz, Ray and Martha
Nicholson, Bill and Loretta
Piskin, Arnold and Hannah
Pulse, Dick and Betty
Renn, Bob and Marty
Rokicki, Rick and Ceil
Simoneau, U.B. and Opal
Walhay, Ward and Jean
Weakley, Sam and Lita
Wilcox, Wilco and Helma
Zoubek, Frank and Olga

466th Bomb Group

Auman, Jim
Banko, Andy and Evelyn
Baynes, Dick and Margaret
Bostwick, Frank and Louise
Calderalo, Margaret
Dike, Mac
Horan, John and Irene
Jacobowitz, Jack
Kraeger, John and Martha
Lorenz, Jim and Mary
Mohr, Stan and Jo Ann
Nothstein, Bill and Lue
Peterson, Art
Pinzger, George
Russell, Jim and Elinor
Warning, Kurt and Vicki Brooks
Wassom, Earl and Cynthia

467th Bomb Group

Davis, Ralph and Doris
Dzenowagis, Joe, Helen, Joe Jr. & Joan
Gregory, Geoff and Terry
Haug, Carmen
Katz, Sid and Vivian Bernstien
Kirkton, Willis and Eileen
Mundy, Walt and Ruth
Noden, Will and Cecily
Re, Vince and Carolyn
Schutta, Leonard
Weaver, Walt and Mary

489th Bomb Group

Belward, Ralph & Ginny and 15 family members
Berkeley, Otey and Ruth
Blanchard, Ray & Lyn and Carol & T.J. Bachmeyer
Bodine, Frank
Brown, Ivan and Lillian
Brunner, Al
Chamberlain, Bud and Mike
Davis, Jim and Jean
DeCani, John
Dellano, Henry and Alva
Engler, Don and Shirley
Freudenthal, Charlie and Helen
Gabrus, Charlie and Olga
Gasperich, Matt and Grace
Godlewski, Walt and Sophie
Goeltenbott, Carl and Shirley
Heller, Fred, George & Joe
Johnson, Fred and Eleanor

(continued on page 34)

LITTLE FRIENDS (continued from page 31) of 1944. On April 2, during a hotly contested bombing mission to Steyr, Austria, the 14FG earned its only DUC of the war while defending the heavy bombers against swarms of enemy fighters. Eighteen were claimed destroyed, without loss. The 1st was awarded its third DUC for another escort mission on May 18 — the 15AF's first direct attack on the oil refineries at Ploesti, Romania. Coming to the aid of some bombers under attack by approximately 100 highly aggressive enemy fighters, the 1st's pilots claimed eleven destroyed and many more damaged — again without loss.

Without doubt, the most exciting mission of the war by 15 AF P-38s took place on June 10, 1944. The target was again Ploesti, but this time the (dive) bombers were P-38s of the 82FG, escorted by the 1st. Stiff opposition was met over the target — one of the most important and heavily defended in Axis Europe. Although considerable damage was done and 33 enemy aircraft were claimed destroyed, the price was high — fourteen 1st and seven 82nd pilots failed to return. Particularly hard hit was the 1st's 72FS, from which nine pilots were MIA. The 71st had become involved in a low-level dogfight with what were described as FW-190s but which were actually highly maneuverable Romanian IAR-80s. **Lt. Herb Hatch**, one of the very few 71FS pilots to return from this mission, subsequently claimed five FW-190s destroyed, one probable and another damaged. For its accomplishments that day, the 82FG later received its third DUC.

During July and August, **Lt. Mike Brezas** (48FS, 14FG) scored an astounding twelve confirmed kills, tying "**Dixie**" **Sloan** as the top P-38 ace in Africa and Europe. After August, however, enemy aerial opposition became very scarce for the 15AF's Lightning pilots. Thus, they concentrated on other successful pursuits — strafing, dive bombing and level bombing, the latter with the aid of unarmed "droop snoot" P-38s equipped with bombardiers in their noses rather than guns.

The 1FG, 14FG and 82FG were among the most successful P-38 units of WWII, and there were only two other groups which flew the Lightning exclusively in combat. Their totals of confirmed aerial victories were 440, 426 and 547, respectively. (The only P-38 group to outscore — barely — the 82nd was the 475th in the Pacific.) The contribution of these three units to the air war in the MTO was immeasurable.

Six Lightning recon squadrons were also extremely active in the 15AF, most of which were attached to the 5PRG.

NORTHWEST EUROPE — 9AF (TACTICAL)

The 9AF was organized in England in late 1943 to support the Allied ground troops during the upcoming invasion of "Festung Europa." Among the many units assigned to it during

the next few months were three P-38 groups: the 367FG, 370FG, and 474FG. All three entered combat around the first of May, 1944.

Of course, these groups' real work began after D-Day, June 6, and the Lightning soon proved itself to be an excellent fighter/bomber as the 9AF went all out to provide aerial support for the invasion throughout the summer of 1944.

Although the 9th's Lightning groups had comparatively few opportunities to engage in aerial combat, there were dramatic exceptions. On August 22, the 367FG became involved in a huge dogfight in the Laon area of France and was credited with 12 confirmed victories plus many probables and damaged. Only one P-38 was lost. Three days later, while attacking enemy airfields in France, the 367th was jumped by an estimated 50 FW-190s. Its pilots were later credited with 16 victories plus another 13 probables and damaged. It wasn't all one-sided, however, as seven of the P-38s were also shot down. **Lt. Larry Blumer** of the 393FS downed five Focke-Wulfs in this action, becoming an "ace in a day." Blumer added another FW-190 in November to become the 9th's top-scoring P-38 pilot.

Shortly thereafter, two squadrons of the 474FG, engaged in a similar enterprise, also encountered the Luftwaffe in large numbers over France. The 428FS was credited with 12 victories and the 429th with nine — plus a total of 18 probables and damaged. This turned out to be the biggest single-day score for any P-38 group in the ETO. Again, the Germans got in their licks, too; the 474th lost ten P-38s on August 25, which became known as "Black Friday." Among the victors that day was **Lt. Lenton Kirkland** of the 429FS, who shot down two ME-109s. He later scored three more kills to become one of the 9AF's two other P-38 aces. The third was **Lt. Bob Milliken**, also of the 429th; he and Kirkland both got their fifth on December 18.

As was true of the 8AF, the 9th also decided to replace its Lightnings. Thus, in February 1945, the 367FG and the 370FG converted to P-47s and P-51s, respectively. The 474FG kept its Lightnings right up to the end, however, and was the only P-38 group in the ETO as of VE Day. It also scored the last P-38 victories in Europe on that last day of the war, May 8, 1945. In total, the 9th's P-38s were credited with 214 aircraft destroyed in the air. The 474FG was tops with 96. However, these units' main contribution to victory in Europe was in the ground attack role, which they performed most successfully.

The 9AF's five F-5 photo recon squadrons also did excellent work in support of the invasion. All were assigned at one time or another to the 10PRG.



Yes, the P-38 did earn its rightful place in WWII history. ■

ATTENDEES (continued from page 33)

489th Bomb Group continued

Jurgens, Bob, Lisa and Karen Jurgens Knight
Lamar, John and Pat
Lapierre, Joe and Germaine
McQuoid, Tom and Betsy
Maruschak, Ted and Gladys
Nemeth, John and John Hornyak
Pontillo, Mel and daughter Judy
Rosendahl, Rosie and Helen
Skeldon, Frank
Sorensen, Neal and Pat
Stenger, Dick and Bev
Surbaugh, Paul and Bambi
Thomas, Bob and Miriam

491st Bomb Group

Adams, Jack and Ruth
Chandler, Hap
Hassell, Larry and Joan
Ivice, Jerry
Leppert, John and Marilyn
Neitzke, Ken and Janet
Rosendahl, Bob and Shirlee
Shahbaz, Cal
Stickney, Norm

492nd Bomb Group

Bastien, Dick and Lorraine
Beasley, Bill, Norma & Craig
Brown, Jim and Bernice
Campbell, Gerald and Freda
Cash, Bob and Dorothy
Edwards, Barney and Hazel
Green, Gil
Johnson, Billy Sheely
Lyons, Jack
McCorry, Jim
Maynard, Jim and Marjorie
Miceli, Sam and Edith
Murtaugh, Bernie and Rae
Orthman, Harry
Seaton, Ellis and Edna
Sparks, Bill and Molly

Headquarters

Cohen, Evelyn and Lillian
Davis, Tommy
Fau, Harriett
Hess, Ray and Kay
Jenkins, Bill
Jones, Livingston and Tina
Krogmann, Dottie
McCormick, Hal and Jeanne
Norris, Dave and Lida B.
Reeves, Jim and Edna
Storms, Eleanor
Strong, Ray and Ruth
Uttal, Jordan
Veynar, Milt, Hathy & Caron
Whittaker, Joe and Marie

Our British Friends

Harris, Evan
Hastings, David and Jean
Kerrison, Tony and Marlene
Ramm, Pat and Agnes
Sleath, Colin and Elizabeth
Thomas, Keith, Iris & Brett

2ADA/Fulbright Librarian

Berube, Linda, and her brother Robert

Turner Publishing

Martin, Bob, Pat and daughter ■

THE PX PAGE

If you have articles or items for sale that pertain to the 2ADA, they belong on the PX Page.

ASH WEDNESDAY '45

BY FRANK R. WESTIE • REVIEWED BY JOHN McCALL (303RD BG)

Ash Wednesday '45 by Frank Robert Westie is the latest novel of the Eighth Air Force. It tells of epic battles, of close friendship in war, and of engrossing love affairs. None of the above is spoken of in future tense, for the only reality is *now*. "Robb" Robertson, the slightly eccentric central figure, is any C.O.'s choice of airplane commander, beloved of his crew and members of the 990th Bombardment Group (Heavy), a leader skilled in the uses of his Fort. On his second tour and a captain, Robb knows the ways of combat at 25,000 feet in the alien blue, including bomb runs through a barrage of 400 anti-aircraft cannon at Merseburg.

Distinguishing this book from others is a description of authentic scenes to give its pages the acrid odor of .50 caliber cordite. We find authoritative detail, a sense of place, atmospherics, color, and the killer UK weather that give credibility as can be conveyed only by a combatant . . . who's a skilled writer with detailed memory recall after fifty years.

Suspense hangs tough on one mission, for example, in a struggle covering some forty pages. Desperate air action is followed by romps in fancy London hotels a scant twelve hours later, settings switching suddenly from terrifying to warm and cozy.

Subordinate characters come to life in the

fast-paced narrative, in the air and on the ground. Robb sees the deaths of best friends and crew members, meanwhile clashing with sundry baddies of various rank known to every G.I. by a henhouse I.D.

The plot is climaxed by an occurrence in which Robb, after returning from a mission, stressed by injuries and combat fatigue, faces a tough dilemma. How he resolves it — an imperative of conscience and ensuing conflict — brings the book to a level beyond its appeal as an action narrative of love and war. That mission took place on February 14, 1945.

Ash Wednesday of 1945 was February 14, the date of the Dresden bombing, since defined as a "fire storm," begun by the RAF hours earlier. Political fallout was immediate, a furor that continues today.

Frank Westie's book comes across as a Maximum Effort. Authenticity derives from his 35 missions with the 487th Group at Lavenham, one of which was the February 15 Dresden raid, the turning point of his novel.

ASH WEDNESDAY '45

by Frank Robert Westie, 476 pp
Ann Arbor, MI 11-95

George Wahr Publishing Co.
\$24.95 hardcover, \$14.95 soft



"LIGHT PERPETUAL"

Light Perpetual, by David Beaty, published in England by AirLife Publishing, is a beautifully illustrated account of all the stained glass church windows made as memorials to air-men who died in the two World Wars. Each section of illustrations has a brief account of the actions involving the men who fell. There is a special section for the 8th Army Air Force. (ISBN 1 85310 588 0). For more information contact American distributor:

SPECIALTY PRESS

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Unique Weather Scouting Force History Now Available

BY E. RICHARD ATKINS

The Scouting Force was a very unusual organization, made up of bomber pilots who had completed their combat missions and had earned the trip home, but chose to volunteer for yet another combat tour. Integrated into the organization were pilots from fighter groups to which the scouts were attached. Together, they flew the P-51 Mustang fighter aircraft and led the bombers through the terrible weather of Central Europe.

Though a small organization, consisting of no more than 36 airplanes and 50 pilots to support the entire 8th Air Force at any given time, the Scouts led every bomber mission to every enemy target in Europe, from September 1944 through the end of the conflict. They flew over 500 combat missions and, though not trained as fighters, they accounted for 22 German fighters destroyed. More important, as a result of scouting activity, not a single

bomber mission was cancelled for lack of en-route or target weather condition information.

The scouts were divided into three units, one Scouting Force for each of the three bomber divisions of the 8th Air Force. The originator of the scouting concept was Colonel Budd J. Peaslee, who commanded the initial experimental unit, known as the Scouting Force (Experimental) and the 1st Scouting Force. Colonel Peaslee died in 1983.

FIGHTING SCOUTS HISTORY FINALLY PUBLISHED!

The most incredible aspect of the Scouting Force is the fact that official U.S. Air Force historical publications do not recognize the existence of the Scouting Force! The technicality of having been a "Provisional" unit, denied the Scouts their rightful role in history.

To correct this glaring oversight and to

give proper recognition to this group of truly "unsung heroes," the originator of the Scouting Force Association, E. Richard Atkins, spent some 14 years researching and writing the Scouts' history, entitled **Fighting Scouts of the 8th Air Force 1944-1945**, which just came "off the presses."

This definitive work of 246 hardbound pages, with over 500 photographs, sells for \$53.00 per copy (check or money order only), postpaid in the U.S., with Texas residents needing to add \$3.72 sales tax.

All profits will go to purchase monuments at former Scout bases. Contact:

E. RICHARD ATKINS
Scouting Force Association
1304 Cochise Drive
Suite 222A
Arlington, Texas 76012



IN RETROSPECT

Editor's Note: After being shot down on his 30th and final mission in a B-24, Col. Appel successfully evaded capture (see the Spring 1996 issue of the Journal, page 15). And now here is Part #2 of his 8AF experience — this time as a fighter pilot.

"A TEXTBOOK ON ESCAPING: PART 2"

by Lt. Col. Edward W. Appel (389th)

Reprinted in part from the June 1982 issue of the 2ADA Journal

I went back to England, and while orders were being cut to send me back to the ZI, I decided that instead of going home, I would stay and try to hook on with a fighter group. I guess I was a little flak happy! I took off for the 56th FG and told Col. Dave Schilling I wanted to fly fighters. He said, "Sure. Come on down."

That was quite a kick, getting out of bombers and into fighters. Like getting out of a truck onto a motorcycle. After checking out in the P-47 I flew sixteen dive bombings, strafing and escort missions. My last, the 16th of April 1945, saw me busily strafing Muldorf Airdrome fifty miles east of Munich.

I came in on the deck and was shooting into ME-109s sitting on the field when I picked up a lot of ground flak and remember seeing holes appear in the wings. Then the engine started running rough and losing power. I started to pull up, which I shouldn't have done over an enemy airfield, and then they really started to get in the hits.

I was soon out of range, but at full throttle I still wasn't getting any power and the airspeed continued to fall off. I tried to get over one

Turning around, I saw two civilians with axes raised coming towards me. I pulled my .45 and drew down on them, hollering "HALT!" One finally stopped but the other kept coming. Now he was only a few feet away and still would not stop. I was already aiming between his eyes and starting to squeeze the trigger before he split my skull . . .

last hill before bellying in, but as I started to clear the hill the right wing stalled and went under. The plane cartwheeled across the countryside and I thought school was out again. The wings broke off along with the tail, but by some miracle it came down right side up. I cut my knee and elbow a little bouncing around in the cockpit. At first I thought I was all bloody, but it was just hot engine oil from the ruptured oil tank.

I left the Mae West and parachute in the seat and crawled out. Some farmers were watching but they didn't do anything, so I took off running. I ran into some trees and beyond there was a little village strung along a road. I had to get past the village as German soldiers were coming from the airfield I had just strafed and were behind me shooting.

As I came to the village two German soldiers came out and drew their guns hollering "HALT!" With all the shooting going on behind me I thought I'd pretend I was a German running away from the Americans. I yelled back, "NICHT HALT, AMERICAN COMEN." They turned and looked back where I came from with wide, startled eyes, and I kept going. Then they swung back towards me again, pointing their guns and yelling, "HALT!"

I stopped and waved an arm back towards the woods and yelled, "NAY, NAY NICHT HALT, AMERICANS COMEN!" They again turned around and watched the other woods for the Americans they thought were coming, and I made tracks. I ran into the woods and actually sat down and laughed, thinking how they would catch hell when the German soldiers came and found out that they had let me get away.

I couldn't find a good place to hide in the woods as the underbrush was all cleaned out, so I climbed to the top of a big tree and just sat there. The Germans soon came a line abreast again, hunting around under the trees with rifles, but they kept right on going. I stayed in the tree until dark, then climbed down and took off northwest toward the front lines.

I walked at night and hid in the daytime, as I had done before. I had a couple of escape kits along with compasses, maps, hacksaw blades

and concentrated rations in them. I also had my .45, which was a big consolation even if I didn't fire it.

I came to the Danube River at night and used the hacksaw blade to saw a chain that moored a boat. The boat was on a cable to a pulley on another cable across the river. I jumped in and used the tiller to get across because of the terrific current coming down out of the Alps. I came to another river and did the same thing to get across. I came to what I thought was a third river and gave a repeat performance, only to find out that I was in the middle of a lake. I could have walked around it. I felt like a sitting duck out there on the lake, but nobody saw me. So far I was home free.

I came to someplace in the mountains that looked like a big hotel or hospital. I didn't see anybody around, and on a closer look saw that one end was a barn with a horse in it. The rest of it was an inn or hotel and between the two was a driveway. I walked into the driveway and opened a door in the barn part. I took the blanket from the horse and filled my pockets with some potatoes and started back out. Just then some German soldiers came out and walked right past the door where I was hiding. After they left I ran as fast as I could for the woods.

Another time I was just sitting in the woods in the daylight waiting for night when I heard a noise behind me. Turning around I saw two civilians with axes raised coming towards me. I pulled my .45 and drew down on them, hollering "HALT!" They would not stop, and I hollered some more. One finally did stop but the other kept coming. Now he was only a few feet away and would not stop. I was already aiming between his eyes and starting to squeeze the trigger before he split my skull. The other one said something to him and he finally stopped. The first one left and the other stayed there to watch me. I supposed he was going to get more help. I didn't want to kill anybody if I didn't

have to because if I did I would be in big trouble if they caught me.

I took off running with the guy behind me hollering "HALT!" I outran him and kept on going. After that I would go up to a house right after dark and knock on the door. Usually the man would come to the door and I would tell him straight out that I was an American flyer and that I needed food. Many times they would have me come in and sit at the table and give me bread, meat and coffee. I wouldn't let anybody leave the house while I was there. I would lay my gun on the table and keep everybody at a distance. Then I would leave and make many miles that night so they wouldn't catch me. Actually some families would give me some food to take along.

I finally got up near the front lines where there was a lot of shooting. I hid under some small, thick evergreens in a hollowed-out spot. Looked like an old WWI foxhole, and probably was.

One night the German army moved over me and then for two days I was between the two lines that were shooting at each other using mostly artillery. The shells that hit the trees would really blast things around there.

One night the shooting went to the east, so the next morning I crept out to the edge of the woods and watched the roads. Finally I spotted weapon carriers and tanks that were definitely ours. I came out of the woods with my hands held high, as I didn't want to get shot by our own army.

I went back through an artillery outfit that was the same outfit I came through the first time. The same officers, the same colonel. The colonel was a little suspicious of me by this time and thought maybe I was spying for the other side. HOME FREE AGAIN!

By the time I got back to Paris the war was over, so I rode an LST across the ocean along with a whole load of ex-POWs.

I was home on R&R helping my dad harvest in the summer of '45 when over the hill came Capt. Paul Anderson. They had just freed him from a POW camp. His first words were, "You son of a gun! You take me on a trip over Germany and you dump me out." ■



To the Second Air Division Association:

As we leave the United States on the long haul back home, can Jean and I say a very sincere "thank you" to all of you for all of your wonderful kindness, hospitality and friendship at Milwaukee.

You are a truly great family, and it was so good to meet with you again, as well as to bring the news from England on the rebuilding of your unique and living memorial, the only one of its kind in the world.

There is no doubt in my mind that the friendship formed in the '40s between the 2nd Air Division USAAF and the people of East Anglia grows even stronger as the years go by.

We now start on the detailed work for the new Central Library in Norwich, and look forward to welcoming you back in the year 2000 to open your new, larger, and better 2nd Air Division Memorial, which will tell the story of your bravery, sacrifice and friendship for generations to come.

David and Jean Hastings
Norwich, Norfolk



To the editor:

I was hoping maybe some of your readers would be able to help me locate a relative of mine who served in World War II. His name is Charles (Charlie) Calhoun. I do not know his rank or unit, but in February or March 1946 he was at Camp Atterbury in Indiana.

I would appreciate hearing from anyone who might have been there at that time who might have known him, or who would know anything about him.

Shirley Gaskin
3434 S. Harding Street
Indianapolis, IN 48217



To the editor:

I am trying to gather the true facts concerning the origin of "Asbestos Alice." The memories of some say it was the insignia of the 700th Squadron, 445th Bomb Group; however, in my mind the original artwork was a talented effort of Archie Corrigan, copilot of B-24J aircraft, Displease B-Baker. Steve Teiber was pilot of this radar equipped lead aircraft, I was the first navigator, Clyde Dodgen was bombardier, Don Myers was radio operator,

Ed Dalton was pilotage navigator, and the rest of the crew were Fitzhugh, Moler, Robertson, Cox, and Hand. "Asbestos Alice" was made the name of our aircraft and was added as nose art around the 1st of October, 1944.

When Teiber and crew completed their missions on November 21st "Alice" was passed on to Ed Wanner, and later it became the legacy of Bill Wilkinson.

Any correction of memory, additional dates by other crew members, and/or the shedding of more light, will be greatly appreciated.

Dick Gelvin (445th)
2302 East Elmwood Street
Mesa, AZ 85213
Tel. (602) 844-2797



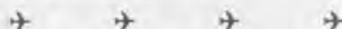
To the editor:

I enjoy the *Journal* very much. There are a variety of articles about "I was there," "We survived," "We joked about," and about the reunions and memorials.

Of course most stories relate to the great B-24. But another plane — the B-32 Dominator — was "in plans" for many 2AD airmen headed for the Pacific until the atom bomb came along. Do any of our readers have any knowledge or experience with that plane?

Robert H. Muller (445th)
46 Alina Street
Fairport, NY 14450-2845

Ed. Note: The book "Liberator - Global Bomber" states that 117 were manufactured, and the VFW Magazine (August 1995) reported: "In what is considered the last dog-fight in Japanese air space, two B-32 reconnaissance planes flying over Tokyo were attacked by 14 enemy fighters on August 18 — three days after the cease-fire. Though three of the Japanese planes were shot down, one of the B-32s was strafed, killing Sgt. Anthony Marchione and wounding Staff Sgt. Joseph Lacherite of the 20th Combat Mapping Squadron, 6th Photo Group. Wait for the new book called "B-32 Dominator," to be reviewed soon.



To the editor:

Please let me express my deep appreciation to all of your readers who responded to my request for information regarding 2/Lt. Edward (Eddie) Eberhardt, Jr. His loss during WWII brought home to those who knew him the terrible cost of the air war in Europe. Two years ago, as the 50th anniversary of his April 1, 1944 death approached, I began attempting to obtain details of his final flight. Due to war-time conditions we were never told of the circumstances surrounding his death.

Charles Morgan was my first contact. Charles was a member of the 445th Bomb Group's 703rd Squadron (Eddie was in the 702nd). Although their paths never crossed, Charles was able to furnish information on the mission target on April 1 (Ludwigshaven) as well as many details of life at Tibenham. His accounts of his experiences were vivid and immensely interesting. Through him I was

able to contact others. Ray Pytel was a big help, furnishing leads and helpful suggestions. Buddy Cross responded from Texas. From him I received the first hard news of Eddie's death. I learned that he was killed when the aircraft on which he was copilot, crashed while making an engine out approach to Tibenham. Buddy furnished additional information about duty in the 445th BG, to the extent that I gained an appreciation of what crew members went through during that time. George DuPont called from Florida with the suggestion that I contact Charles McBride, who was a bombardier in the lead group on the Ludwigshaven mission. Col. McBride sent me a copy of a book he had written detailing events of the Ludwigshaven mission and his subsequent experiences evading capture when he was forced to parachute into occupied France during the return flight from the target. Anyone reading this book will realize that the young men who flew during WWII had the "right stuff." George Leininger of the 700th Squadron also supplied important information. George survived the April 1, 1944 flight and finished his missions later that month.

I have shared the information I received with many who knew Eddie, and all were impressed with the bravery and sacrifice of the men who flew. Again let me express my appreciation to the many who responded, and best wishes to your fine organization.

Richard S. Murray
12441 N. Pine Cone Road
Parker, CO 80134



Once In A Lifetime



Paul I. Anderson of Caldwell, Idaho celebrated his 80th birthday (May 27, 1996) by making a tandem skydiving parachute jump at the Caldwell Airport on May 29th.

While serving as a bombardier in the U.S. Army Air Force (389th BG, 567th SQ), Anderson had worn a parachute many, many times, but had never been forced to use one.

He stated that you only become 80 once in your lifetime — and one sky dive is enough.



To the editor:

I just received my copy of the Summer 1996 *Journal*. My attention was immediately drawn to the article on the back page, "The Last Crew of Lassie Come Home."

In June '44 our crew staged at Lincoln, Nebraska. We were assigned a brand new B-24. We named our ship "Lassie Come Home" and paid an artist \$15.00 to paint that name and a picture of Lassie on the front part of the fuselage. We left Lincoln on July 3, 1944 and after stops at New Hampshire, Labrador and Iceland, we arrived at Valley, Wales. Our plane was immediately taken away from us, and we never saw it again.

We were assigned to the 492nd BG, which was subsequently disbanded and we were reassigned to the 467th BG at Rackheath. We were a great crew, and through the skill of our pilot, Capt. Billy Williams, we were named lead crew. I was flight engineer. We finished our missions and returned home.

Our only wartime casualty was F/O John Smith, our original bombardier. Since then, Lt. Allan Prescott, copilot; Lt. Robert Wycoff, radar navigator; and T/Sgt. Bill Nill, radio operator, have passed away . . . May they rest in peace.

Roger C. Giblin (467th)
33096 Tradewind Ct.
San Juan Capistrano, CA 92675

Ed. Note: \$15? You robbed the painter! Our crew paid \$75 to have "Briney Marlin" painted, and Rokicki (458th) ended up with her — free!

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To the editor:

On July 29, 1993, fifty years after Ploesti, the B-24 crew of Captain Amos Alley rendezvoused at Dayton, Ohio. It was a meeting of the now defunct 44th Heritage Memorial Group (recently reorganized as the 44th Bomb Group Veterans Association) to honor the valiant B-24 crews who flew the Ploesti Mission. It was the first time since our crew was demobilized that we were together. Seven of the nine original members were present. One couldn't make it and one was deceased.

We left photos of our group with someone there for placement in the *44th Logbook* or the *Journal*. Photos were also taken at the Dayton banquet, but nothing ever appeared. No matter, I guess it wasn't meant to be.

It is with sadness that I now notify the *Journal* of the passing of two of Capt. Alley's crew members following that meeting. Radio man Milton J. Krueger died 7/16/95 and is survived by his wife, Shirley, at 43 Mt. H Drive, Livingston, NJ 07039. Engineer Harry W. Jenkins died 1/21/96 and is survived by two children and a grandchild. Address of his daughter and son-in-law is: Mr. & Mrs. Adam Plauger, 416 Highland Ave., Winchester, VA 22601.

James A. Richardson (44th)

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Crew 80, 467th BG. Standing (l-r): Lt. Joe Pepino, pilotage navigator; Capt. Billy Williams, pilot; Lt. Sam Conrow, bombardier; Lt. Robert Wycoff, radar navigator; Lt. James Peters, D.R. navigator. Kneeling (l-r): T/Sgt. Roger Giblin, flight engineer; T/Sgt. Bill Nill, radio operator; S/Sgt. Al Traicoff, tail gunner; S/Sgt. George Gerber, asst. flight engineer; S/Sgt. Jack Berner, armorer.

To the editor:

My friend's brother, Staff Sgt. Ardell F. Krueger, was a top turret gunner on the B-24 Liberator #42-50344 which was based at Seething with the 448th Bomb Group. He was reported missing on June 27, 1944. The target was a buzz bomb launching site in France. Two bodies were recovered and identified, but there was no further information about the rest of the crew.

I have enclosed a picture (below) of the crew with the names of each. Can anyone help me?

James Straub
213 Walters Lane #1A
Itasca, IL 60143-1495



Standing (L-R): Lt. John Stennes, bombardier; Lt. Seymore Jarol, pilot; Lt. Jerome C. Fay, copilot; and Lt. Russell F. Schroeder, navigator. Kneeling (L-R): Sgt. Floyd D. Carr, RW; Sgt. Toivo A. Wasara, TG; Sgt. Joseph M. Zemba, LW; S/Sgt. Virgil V. Prior, RO; S/Sgt. Enrico Savo, BT; and S/Sgt. Ardell F. Krueger, TT.

Dear Friends, Survivors and Comrades:

Brace yourselves and read on: John "Jack" Cosgriff, age 81, has folded his wings.

"... and then there were three," not little Indians, but good buddies who 51 years ago first met thought the luck of the draw, eager and with a determination to annihilate the scourge of Naziism, Hitler style. We came together at Westover Field, Massachusetts, each trained for a combat specialty to form Flight Crew 10. Ten young heroic volunteers about to put our mark on victory. We fulfilled our charge bravely, without hesitation, flying 35 combat missions over enemy occupied Europe without an abort.

Scared at times, sphincter bite holes in our shorts — many of them. Yes, doo-doo happens at 20,000 feet up in the atmosphere. Oxygen masks icing up, freezing in our electric suits, perhaps one engine feathered, or smoking, losing oil, we each silently sweated out the sight of the white cliffs of Dover. Then it was oxygen masks off at 10,000 feet, light up a smoke, and head for welcome home at our field in Rackheath in East Anglia. Play it again, Sam — 35 times!

With the cessation of hostilities, most of us returned to our old haunts and resumed civilian activities. A few of us kept in touch during the intervening years, touching base at Christmas with cards and phone calls. We never made it to a reunion. I was so fortunate to have John and Ruth, his dear companion, attend my wife's and my 50th anniversary last June 30 in Milwaukee. The last time I talked with John was last Christmas — the usual stuff, aches and pains attendant with declining years. And now, our commanding officer in the sky has posted the mission list for whom the bell tolls, and John, our unforgettable tail gunner, has answered the call.

John suffered a heart attack while snow-blowing. He was rushed to the hospital in response to Ruth's call to 911. Doctors revived him, he opened his eyes, then closed them forever. John passed away on April 6, 1996. Burial was April 9, 1996 in Duluth.

John and Ruth had just returned from Brownsville, Texas where they had spent the winter. They were very close and cared very much for each other. John, being the perfect gentleman, never left the house without a kiss and telling Ruth how much he cared. We offer our condolences and wish her strength to carry on.

Those of us who knew John will never forget him and will treasure memories until each of our names appear on the C.O.'s mission schedule.

Hang in there until we meet again, John — that's an order!

Roscoe Pease (467th & 492nd)
2573 Pecor Point Road
Oconto, WI 54153

To the editor:

Enclosed is a picture of Major Daniel C. Minnick and Lt. R.W. Robinson. The picture was taken at Ketteringham Hall (Division HQ) in April 1944.

I have Major Minnick's address, but can anyone send me the address of Lt. R.W. Robinson? Your help would be greatly appreciated.

James H. Reeves (HQ)
P.O. Box 98
Moultrie, GA 31776

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Major Daniel C. Minnick (left) and Lt. R.W. Robinson, Ketteringham Hall, April 1944.

To the editor:

I found this picture of the 93rd BG's "Joisey Bounce" and three other B-24s many years ago in upstate New York where WWII planes are exhibited.

My last bomb group was the 93rd, arriving there in February 1944 from Italy (376th BG, 15th AF). I joined the 376th (9th USAAF in Middle East) at Benghazi, Libya in September '43 and began missions there. We moved to Tunisia to Enfidaville and the 12th AF. When the 15th was formed on November 1, 1943 we flew with the 15th, moving to Italy in late November '43. I flew 23 in Med. 18 with 93rd being caught by D-Day for my "last," June 8th. Had to fly again on 12 June for my "final" one. So you see, my crew did some traveling.

Joseph Taddonio, Jr.
9 Broadway, Apt. 211
Saugus, MA 01906



The "Joisey Bounce" and three other B-24s, 93rd Bomb Group at Hardwick, 1943.

Letters to the Editor Policy

Please keep letters within the limit of approximately 350 words and limit the topic to one subject per letter. Write an article if you need more space! We reserve the right to edit all letters and remove redundant and not pertinent statements. This includes the right to reject letters of offensive nature. Letters must be signed, and should include the writer's group or unit, and address and phone number. The writer may ask that his name be withheld.

Do not send letters or other material for the Journal to Box 627, Ipswich, MA, since this address is being phased out and forwarding will cause considerable delay. Send to:

Ray Pytel
P.O. Box 484
Elkhorn WI 53121-0484
Tel. (414) 723-6381
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It's always a wonderful life at the Jimmy Stewart Museum

BY BILL SYKEN (KNIGHT-RIDDER NEWSPAPERS) • REPRINTED FROM THE MILWAUKEE JOURNAL SENTINEL, DECEMBER 24, 1995

INDIANA, PA — In the movie theater, each of the eight rows is lettered "J."

The movies shown there all feature a man known to locals simply as "Jimmy."

Hundreds of likenesses of him adorn the walls, from childhood photos outside his father's hardware store to newspaper stories about visits to the town after he became famous.

The Jimmy Stewart Museum, which opened in 1995, is a shrine to a local hero.

It's also a tribute to an actor who, through characters such as George Bailey in "It's a Wonderful Life," portrayed decency and intelligence like no one in the history of American film.

The museum displays photos and posters from each of Stewart's 83 films, and charts his life and military career.

The small movie theater shows interviews, career overviews and a full-length movie daily.

About the only thing missing from the museum so far has been a visit from Stewart himself. His daughters attended the opening ceremonies, but Stewart, 87, sent only videotaped greetings from his home in California.

"I really do not expect we will ever see Jimmy here, barring a miracle," said Ellen Van Karajan, director of the museum.

The museum occupies the upper floor of the three-story Indiana public library. A long hallway with stills and posters from each of the films spells out the breadth of Stewart's career — both his astounding collection of classics and his surprising assortment of clunkers.

His imposing filmography also includes "Rear Window," "The Man Who Knew Too Much," "The Spirit of St. Louis," "Vertigo," "Rope," "Mr. Smith Goes to Washington," "Harvey," "The Man Who Shot Liberty Valance," "The Philadelphia Story," and "Anatomy of a Murder."

More informative to Stewart fans are the posters for those films that don't show up on

American Movie Classics. Looking at those, you'd never guess he was a great actor.

He is pictured standing face to face with Shemp Howard of the Three Stooges in a still from the 1934 short film "Art Trouble." In a poster for the 1948 comedy "You Gotta Stay Happy," a surprised Stewart is being kissed on a cheek by each of his co-stars — Joan Fontaine and a chimpanzee.

One of the more remarkable photos shows Stewart wearing his Army Air Force uniform and leaning against the door of his father's hardware store in downtown Indiana . . .

He looks more exasperated in the poster for "Take Her, She's Mine," a 1963 film with Sandra Dee. Dee, playing his daughter, wears a polka dot bikini while Stewart, in a suit, clutches his hat. The poster warns, "Once they're big enough to wear bikinis . . . It's bye, bye daddy and hello, boys!"

In addition to his films, the museum charts Stewart's life from boy to man to legend.

Judging from the childhood-youth section of the exhibit, Stewart's younger years seem to have been as ordinary as anyone's, with pictures of him around the house, learning the piano and playing accordion in the band at Princeton.

By high school, his features have composed themselves into the form recognizable to film-goers.

One of the more remarkable photos from the early adult section was taken in 1943, when Stewart had almost 30 films to his credit.

He is wearing his Army Air Force uniform and leaning against the doorway of his father's hardware store in downtown Indiana. With his confidence and down-home air, he looks like a melding of George Bailey and his war-hero brother from "It's a Wonderful Life."

The legend phase of Stewart's career is chronicled in full-page newspaper stories proclaiming "Jimmy's Back in Town." His 1974 visit to receive an honorary degree from Indiana University of Pennsylvania merited such coverage, as did another appearance in 1983 which includes a photo of him being toasted by then-governor Dick Thornburgh.

Much of the material on display is on loan

from private collections. Some of it was donated by Stewart himself, including an airplane propeller from "The Flight of the Phoenix," his 70th film.

About 5,000 people have visited the museum, and about 40% of the visitors are from out of state.

Indiana has several other Stewart landmarks, but none are open to the public.

Stewart's birthplace is marked by little more than a commemorative stone (the original building is gone). What used to be Stewart's hardware store is now a bank which bears a plaque reading, "You are now in Bedford Falls," the fictional setting of "It's a Wonderful Life."

The museum staff looks forward to the day when it will have rotating exhibits to display just Stewart's westerns, his comedies or his war films.

The day when there's enough material to make that kind of rotation will come only after a dark day for those who worship Jimmy, said museum executive director Tony Lenzi.

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Editor's Note: Stewart served with the 445th and 453rd Bomb Groups in WWII. ■

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