

Volume 36 Number 3

Fall 1997

Evening News **28p**

NORWICH, TUESDAY, JUNE 17, 1997

TONIGHT'S TV - PAGE 16 AND 25

IT'S YES TO NEW LIBRARY

THE TIMETABLE

- 1997: Preparatory work as architects work up details of the building.
- 1998: Detailed designs submitted for planning permission. Archaeological dig.
- 1999/2000: Construction.
- December 2000: Library complex opens.

BY ANDY RIVETT-CARNAC • REPRINTED WITH PERMISSION

Norwich will boast Europe's most advanced library by December 2000 after the city's biggest National Lottery cash grant got the thumbs up today.

A grant to rebuild the Bethel Street library site, believed to be in the region of £32 million, has been awarded to the city by the Millennium Commission.

The horseshoe-shaped complex will boast 110,000 books, 10,000 recordings, the Norfolk Studies Library, and the Second Air Division Memorial Library.

Charles Clarke, MP for Norwich South, said: "I very much welcome this decision. We have worked hard for it and the new library will bring strength and vitality to the city centre."

Today's grant, twice the annual budget of Norwich City Council, will fund a state-of-the-art complex to replace the central library destroyed by fire in 1994.

Beneath a multi-media auditorium, a hi-tech heritage attraction will tell the story of Norwich during the last 1000 years.

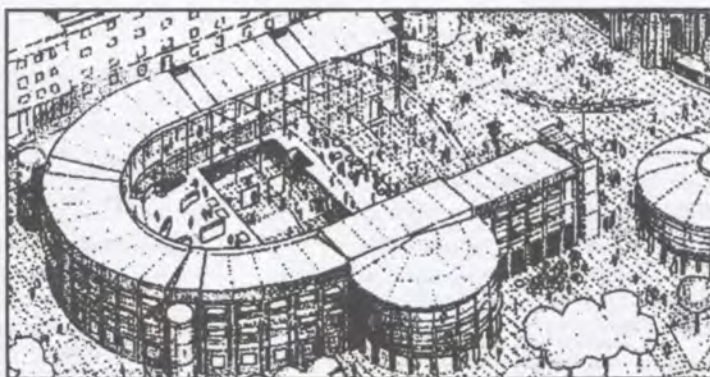
An underground car park, tourist information centre and cafes are also part of the blueprint.

Building work, which should create up to 300 jobs, is due to start in 1999.

Sheila Kefford, spokeswoman for the Norwich Society, said the development would kick-start the regeneration of Norwich.

"It really is first class news. This is what we've been waiting for, and it will help affirm our position as the regional capital," she said.

Top architect Sir Michael Hopkins has been appointed to design the project, but the scheme's backers can expect plans to be closely scrutinised given the library's historic setting. ■



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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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President's Message

BY OAK MACKEY (392ND)

IMPORTANT! PLEASE NOTE!

THE PROPOSED B-24 BRONZE STATUE FOR THE AIR FORCE ACADEMY:

(1) Your Executive Committee has NOT reviewed this project in detail, and thus has made no decision as to its viability as yet. The committee will not do so until their mid-term meeting in October 1997.

(2) At a price tag of \$175,000, prudence calls for careful review of financial risks (and remedies) involved. The Executive Committee has not done this yet. (For instance, what would happen to the moneys advanced (and the project) if this work-alone sculptor becomes physically incapacitated, or bankrupt during this lengthy two-year+ project?)

(3) When and if finished, will the USAF accept the statue, and keep it permanently on display, or will it sooner or later end up in basement storage?

(4) Should the Association, with its commitment to the Memorial Library in Norwich and to the Heritage Museum in Savannah, be involved in sponsoring yet another new and costly project?

(5) Until the Executive Committee makes a decision, no action on the bronze B-24 project (with its offshoot, the wooden model) will be made.

2ADA 50TH ANNUAL CONVENTION AT IRVINE, CALIFORNIA:

The Second Air Division Association is unique. When we meet at our annual convention, there is harmony, good fellowship, and friendly faces. There seldom is heard a disparaging word. It is more like a party at a friend's house, for that is what we are — friends — and we all like a good party. At the 50th annual convention in Irvine, CA this past May, some very special friends from England came to our party. They were: Tom and Robin Eaton, Paul and Hester King, David and Jean Hastings, Hilary and Jill Hammond, Tony and Marlene Kerrison, and Pat and Agnes Ramm. For many years Tom Eaton was Chairman of the Board of Governors of the Memorial Trust, and he has been a frequent visitor to many 2ADA conventions. We wish Tom all the best in his retirement. Paul King is the new Chairman of the Board of Governors. Paul is a prominent Norwich businessman, and has actively supported the Memorial Trust and the Memorial Library for a long time. A few days after the convention in May I received a nice letter from Paul, and this is a quote from that letter: "It is always good to meet up with old friends from the Association, and this convention was, I thought, particularly outstanding. We all seem to be speaking the same language, determined that the Memorial should go from strength to strength. It is without parallel anywhere else in the world, and I feel so honoured and privileged to be Chairman of the Trust." With Paul's guidance and attention, the Memorial Trust and the Memorial Library will be in good hands for many years, for he is a young man.

David Hastings is the Vice Chairman of the Board of Governors, and his support of the Memorial Trust and the Memorial Library is well known. When the Confederate Air Force flew their B-24 "Diamond Lil" to England a few years ago, David rode along as an observer, and actually took the controls for part of the way, as he is a licensed pilot.

Hilary Hammond is the Director of Arts and Libraries for Norfolk County. He came to our convention seeking some fun and relaxation, for he has hardly had a day off since the Norwich library burned on August 1, 1994. He briefed us at the Executive Committee meeting, and again at the general membership business meeting, on the advanced plans for the new Norwich library. It will be a three-floor horseshoe-shaped building at the location of the old library. The open end of the horseshoe will face St. Peter Mancroft Church across the street. There will be underground parking, allowing plenty of space for the new building. The Second Air Division Memorial Library will occupy a prominent location on the ground floor, and will be 2100 square feet in area, or roughly twice the area of the former library. Construction will begin in the winter or early spring of 1998, with completion scheduled for sometime in 2001.

Tony Kerrison is the base contact at Halesworth, former home of the 489th BG, and Pat Ramm is the base contact at Old Buckingham from whence the 453rd BG once flew. To these twelve English folk who helped make our 50th convention a success, we say, "Thank you for coming; we enjoyed having you, and you are all invited again."

It has been customary in the 2ADA to elect a new president at each annual convention. Usually, the Executive VP of the previous term is nominated by the Nominating Committee, and is voted in as president at the general membership business meeting. Well, now it's my "turn in the barrel." Neal Sorensen has done such a terrific job during his term that all the tough problems are solved. Therefore, my term should be a piece of cake; however, sometimes the calm precedes the storm. Whatever comes my way, I will address to the best of my ability. Earl Wassom, former group VP of the 466th BG, is your new Executive Vice President. He is a good friend and we will work well together. Also, there is an entire Executive Committee that Earl and I can lean on for advice — there are many old timers in there, and they won't let us go astray.

Speaking of the Executive Committee, at the general membership business meeting at the convention in May, the bylaws were changed to include the Honorary President and all the group



SECOND AIR DIVISION ASSOCIATION



JOURNAL



THE 2ND 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 2nd 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 2nd 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 2nd 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. If you don't get your *Journal* by the next deadline, contact Evelyn Cohen immediately. ■

vice presidents as voting members of the 2ADA Executive Committee. If you want to know the names of those on the committee, turn to page 2. At the left edge, starting at the top with the Honorary President down through the editor of the *Journal*, all are listed there except the three past presidents, who are also on the committee. They are Neal Sorensen, Geoff Gregory, and Chuck Walker. So, there is a total of 27 members on the Executive Committee now. This presents a new challenge and obligation at your group business meetings when you elect a new group vice president. Remember, not only will he be your new VP, he will also be a voting member of the Executive Committee; therefore you will want to elect someone who will be effective.

The next 2ADA convention will be at Oakbrook, Illinois, May 22-25, 1998. That's near Chicago's O'Hare Airport, easy to fly to. Plan to come and have a good time! ■

The Editor's Comments

BY RAY PYTEL



ROUNDUP: A "horse and a half" ride the range on the Vincent Ranch, near Rushville in north-west Nebraska.

THE PICTURE ONSLAUGHT

This must be the "Summer of Photography," since at least half a dozen of the group VPs sent in three or four pictures hoping they'll be included with their articles. We will try to accommodate their requests; however, we don't want to convert the *Journal* into a *Life Magazine* picture-type publication, or I will be out of a job . . . and after all, the pay is good!

"BOY, WERE THE FISH BITING LAST WEEK — YOU SHOULD HAVE BEEN HERE!"

One problem we have been consistently encountering is announcements of various events that arrive too late for the current issue and will be out of date by the next deadline. We have at least three examples: On May 29th we received a big Casper Air Base program scheduled for July 7, 8 & 9, inviting all WWII Air Force crews who trained there. In late April we received an invitation to a "British Salute" to the U.S. Air Force on July 19-20 at the Royal Air Tattoo at RAF Fairford, Gloucestershire; and last winter I received the Florida mini-reunion notice almost a month late!

Another example of this "short notice" is practiced by the Mighty 8th AF Heritage Museum, which continually sends me duplicate announcements of programs about a month after the publication deadline, much to the consternation of our 2ADA members who become aware of such things only after the fact. The deadline for the Summer issue was March 15th, with the *Journal* being mailed out the first week in May (which I hope most of you received by June 1st). The next deadline was June 15th, for mailing the first week of August. When did you get this *Journal*? You need at least three months' "lead" and you must do it

with the deadline in mind, otherwise the "lead" stretches to six months!

It is impractical to cut down the 45-day preparation period without drastically rearranging the printer's schedule with the resultant increase in cost. We had been informing the regular submitters about the need to send in their announcements in time, and before a deadline. In fact it is better to send all articles and announcements well in advance, so that we can fit the story in properly and to obtain a proper article mix to make an interesting and widely-read periodical. Last-minute entries almost always must replace a previously chosen story if it is to be considered at all. (We do reserve a space for each group report and for the regular messages from the 2ADA officers — everything else starts a day after the current closing, for the next issue!)

PRELIMINARY SURVEY RESULTS

We had a tremendous response to the use of color in our last (Summer) issue. At this time we are investigating the possibility of usually having four pages in color, which would accommodate some color pictures as well. Cost may be the deciding factor, and would it result in keeping more of our readers? We know that most of our 2ADA members have no other contact with the organization, and to top it off, we have an increasing readership by widows and descendants of original members, as well as an increasing interest by our contemporaries and their descendants in Europe. They look to our publication for contacts and a broad understanding of who we were and what we were doing while in Europe during WWII.

THE EDITOR'S MAIL GETS MANY FOREIGN INQUIRIES

Some just want the names of the crews that happened to get "shot down" near their homes; others want to renew friendships with those they helped escape capture; some want to know why their little town was the target in WWII. Sometimes the American airmen became "heroes" to the children and grandchildren of our WWII contemporaries who were recalling their tales and adventures with us, so long ago. They're our friends in Europe; our contemporaries, and even youngsters, who research WWII incidents, bombings, and patriotic underground activities in their countries and communities, which were affected by the 8AF or its crews and planes. Many a crash site is becoming a "memorial" to us for just "being there" when their own going was tough. But, they want to know something about the airmen who died there, their names and families, and, of course, to invite our descendants to visit with them. Our own *Journal* becomes the "starting point" for contacts that create better understanding and friendship between nations . . . and leave something to remember us by in the future. And that's what we want, isn't it?

THE FUTURE SOURCE OF INFORMATION FOR OUR OWN DESCENDANTS

This brings up another point: The *Journal* will be one of the sources for future research by our descendants — children and grandchildren — when they get interested, and they will do so sooner or later just as their European counterparts are doing now. It must be as accurate as possible, it must be readable, and it must be presented in an interesting setting, broad enough to convey an understanding of what we were trying to accomplish during WWII. More than just bombing and killing, more than driving the enemy "out" from somewhere, more than just beating the hell out of a maniac or "bad guy," we had a broader purpose for our WWII "tourism through a gun-sight," and each one of us WWII veterans should be able to convey the reasons in our own way, our own words . . . so someone in the future can say, "It was my uncle who said that . . ."

TRIVIA AND MISCELLANEOUS STUFF

To those of you who are interested in squadron patches, both the 5" leather chest and the 3" shoulder patches, as well as the rank insignias from WWII: J.F. Farley, P.O. Box 10032, Akron, Ohio 44310, is the place for 8th AF stuff. Their latest catalog is \$2 and they also do custom work.

If you bought lots of merchandise in Europe, and need help in obtaining a VAT Tax Refund to which you may be entitled, contact "The Europe Tax-Free Shopping Service" (ETS for short). This is a U.S. based "Value Added Tax" (VAT) tax refund network with locations throughout Europe. Call ETS at (800) 566-9828.

"Distant Fires" is a 58-minute videotape (described on page 30 of the Summer *Journal*) which records much of the week-long VE Day anniversary celebration in England beginning with our arrival on May 5, 1995. It is available for \$49.50 plus \$3.50 shipping and handling. Order from: Joseph Dzenowagis, 4397 South Okemos Rd., Okemos, Michigan 48864, or call (517) 349-3246.

For information on the location of any aircraft in a United States or Canadian museum, on display or field, send \$8.50 (postpaid) to Mike A. Blaugher, 124 E. Foster Parkway, Fort Wayne, IN 46806-1730 for a 130-plus page book listing over 800 museums and the location of over 7,000 aircraft, including some 15 Liberators and Privateers. This is a must for airplane enthusiasts!

SURVEY RESULTS, HAWAIIAN FLAG QUIZ, AND YOUR GUN KNOWLEDGE

We will be printing the results of last summer's *Journal* reader preference survey in a future issue, as the "wishes" are still coming in. Also, no one has made a stab at the Hawaiian flag question on page 43 of the Summer *Journal*. I thought for sure that at least one of our members, especially someone living in Hawaii, would write an article on it — how about it?

Finally, let's have a good old fashioned gun quiz. Each one of these guns has some connection with a war, not necessarily World War II, but some war that we have been involved in: The Gatling Gun, The Pentagon, The Browning Gun, The Octagon, The Burp Gun, The Son of a Gun, and The Bren Gun. ■

Executive Vice President's Observations

BY EARL WASSOM (466TH)

Prior to Pearl Harbor in 1941, Uncle Sam issued a nationwide mandate that he needed men, a very special breed of red-blooded Americans to help keep the world free from aggression. Some were drafted; others volunteered. Our particular group was with the then Army Air Corps. We were given orders to report for duty to bases all over the United States to learn mechanics, navigation, flying, gunnery, and how to take and give orders. We were naive and unskilled in the "art of warfare," but we learned, and learned well. Weapons were designed and produced and we were among those chosen to use them. Movies and recruitment efforts glamorized flying, and everyone looked up to the "wonderful young men and their flying machines." The phrase "They Live In Fame" was very glamorous; our eyes sparkled and our patriotism soared. We had not yet realized the flip side, "OR Go Down In Flame." That phase of our commitment would come later, as part of the Army Air Forces.

Scores, then hundreds, and then thousands of "wonderful young men and their flying machines" called B-24 Liberators began arriving and appearing over the skies of England and soon after, over Nazi-occupied Europe. The Second Bomb Wing of the 8th Air Force began flying missions on November 7, 1942 and continued until the end of the war in May, 1945. This bomb wing, later called the Second Air Division, had at peak strength 9,000 officers and 45,000 enlisted men. Due to the rotation of crews and replacements for casualties, the total number of military personnel assigned to the division was nearly 150,000 during its stay in England. The 94,441 sorties flown, the 200,000 tons of bombs delivered, the briefings and interrogations for more than 400 missions, the communications personnel, the clerks, the cooks, the drivers, the base defense, and the weather and medical corps all attest to the dedication of these "wonderful young men." When all warfare ended, 6,800 young men had made the supreme sacrifice.

When the final treaty was signed, air crews of ten along with ten ground crew members flew their final mission in a B-24 back to the United States. Others came home on the Queen Mary, the Isle de France, and other naval transports. These veterans thought this was the end of it all. But wait . . .

In 1946, seven members of the Second Air Division Headquarters met in Chicago to relive their experiences in England during the war. From their own writings and conversations, those who were at that first meeting and those get-togethers which followed in 1947 and 1948, thought this would be nothing more than a small gathering for the sole purpose of fraternization and socializing. But that was not the case. The popularity and growth which came from this small beginning was beyond anything this handful of veterans could have imagined!

We have just completed our 50th annual convention in Irvine, California. Over 600 people were in attendance and the membership roll stands between 6,800-7,000.



EARL WASSOM: THE "MOST FEARLESS" '43 PILOT CADET

What are we all about? Good question. We have our unique library in Norwich, a living memorial to all of our Second Air Division comrades who fell in battle. How did this memorial come into being? It is a gift from you, the members of the 2ADA. Without your consistent and faithful support, there would be no library; no Memorial. I was privileged to visit the library before the tragic fire occurred, and I was present for the dedication of the second library now located in temporary quarters. During the convention in Irvine, we were given a preview of the proposed plans for the new facility which will expand the floor space by 100 percent. And although the library is not yet under construction, and is still located in its temporary quarters, progress toward improvement is constantly underway. Our relationship with the Fulbright Foundation is excellent; our 2ADA Fulbright librarian, Linda Berube, is doing a fine job and is a candidate for a one-year extension. The "Special Endowment Fund" established for the purpose of buying books for the library stands at £71,350 with a goal of £100,000. These funds will remain in perpetuity, the interest of which will be used for the purchase of books for the Memorial. The Roll of Honor, which was lost in the fire, is being replaced. The calligrapher is completing his work, and the Roll will soon be bound in fine leather and placed on display in the Memorial Library. A web page has been developed for the Internet which will give tremendous exposure of the library to a worldwide audience. We were privileged to have present with us in Irvine our friends from England who are involved in the governance of our library. Paul King, Chairman of the Board of Governors of the Memorial Trust; David Hastings, Vice Chairman; Tom Eaton, Honorary President; and Hilary Hammond, Director of Arts and Libraries, all made presentations. And with E. Bud Koorndyk, our own 2ADA Governor, the library is in good hands. We of the 2ADA can be justly proud of "our library."

There are other memorials in England in which we have interests and that are support-

ed by the fourteen bomb groups. And back in the United States, we strongly support the Mighty Eighth Heritage Museum in Savannah, Georgia, a memorial dedicated on May 13, 1996 to all men and women who served and who are now serving in the Eighth Air Force. This past May, the museum celebrated its first birthday. I was present in Savannah just a few days before the "party," and we can be proud that the Second Air Division and the B-24 aircraft called the Liberator is well represented in the exhibits. Also, the collection of documents and memorabilia about the men who flew and serviced her is rapidly expanding.

The Second Air Division Association also has duties and other responsibilities which are not always obvious. Membership rolls must be maintained and kept up-to-date, which is no small administrative matter. Each bomb group vice president is aggressively recruiting new members. There are five permanent committees who report to the Executive Committee, and in addition, there are other temporary committees who serve until their assignments are completed. One major task is for us to be in touch with one another. We exist for comradeship and fellowship. Without that, we lose the cutting edge of our existence. To accomplish this, internal communications must be maintained. Our very capable *Journal* editor, Ray Pytel, carefully weaves our "happenings" into 40-44 pages of useful information. He repeatedly asks for your experiences and opinions. The 2ADA *Journal* is distributed quarterly to our membership and to all of our friends abroad. It informs us of what we have done (minutes, treasurer's, and other reports), where we are, and where we are going (schedules, conferences, projects).

Prior to my involvement, I casually wondered about all of the "administrative machinery" necessary for such a well-run organization. I now know that the Executive Committee meets mid-year and also immediately preceding the annual convention. The Executive Committee consists of the Honorary President; the seven elected officers of the 2nd Air Division Association (those whom you voted on during the convention at Irvine); the 2nd Air Division Association representative on the Board of Governors of the 2nd Air Division Memorial Trust, USAAF; the three immediate past presidents; and each group vice president representing the fourteen bomb groups of the 2nd Air Division. The Executive Committee is very democratic, and there is a built-in stability which has sustained the Association over the years.

You might like to know a little more about the membership of this governing body. My own curiosity motivated me to do a simple profile of the Executive Committee members present at Irvine. When I requested information, 28 members kindly responded. They did not know how I would be using these facts, but I am assuming that what I tell you meets with their approval. The oldest member was born in 1915 (82 years of age), and the youngest

(continued on page 6)

A Look Back . . . and Forward

BY NEAL SORESENSEN, 2ADA PAST PRESIDENT

In reviewing the past year, in which you gave me the privilege of serving as your president, there still remain a number of issues which are not completed. Some of these will fall to the care of our new president, Oak Mackey, while some will require additional help from others.

While discussing the three projects touched upon during our Irvine meetings, comments were made to me which seemed to place the demands of the three in perspective. They are: (1) Continuing support for the 2AD Memorial Library in Norwich; (2) Improving the presence of the B-24 and the 2nd Air Division at Savannah; and (3) The absence of our beloved B-24 from the Honor Court of the Air Force Academy.

At the Executive Committee meeting, retiring Chairman of the Board of Governors, Tom Eaton, stated that he was confident that the "Town Close" of Norwich would donate £100,000 toward the amount of £125,000 required to expand the 2nd Air Division Memorial. This differed somewhat from ensuing statements by others, but with Tom's forty years of service, it seems doubtful that he would have made that statement without being privy to information not possessed by others.

Mr. Hilary Hammond, Director of Arts and Libraries, presented a two-fold plan for rebuilding the Norwich Central Library (and our Memorial). One was based upon receipt of the Millennium Commission Award (which has been tantalizing us for more than two years); the second was based upon rebuilding with the insurance settlement plus additional money from the County. The sobering concluding statement of a target completion date of April, 2001, left many of us wondering: (A) Would we be alive for the occasion? and (B) If alive, healthy enough to travel to England for the dedication? Tom Eaton's statement about the £100,000 gift from the "Town Close" coupled with the 2001 target date indicates that there will be less pressure for funds until we see real progress in rebuilding. . . targets are sometimes missed!

John Conrad reported that the displays of B-24s and the presence of the 2nd Air Division at the Heritage Museum have been much enhanced in recent months. Funds in the form of grants have been received by the museum recently. John reported that we have an overture from the 8th Air Force Historical Society to donate a sum of \$75,000 (toward a total cost of \$150,000) to build and furnish a chapel at the Heritage Museum. The report was tabled for possible action at the October, 1997 meeting of the 2ADA Executive Committee.

Perhaps it was the date of 2001 and the improved outlook at the Heritage Museum at

Savannah, but more and more enthusiasm seemed to be generated for our membership to look closely at funding (at least partially) the \$175,000 required to place a bronze 1/6th size replica of the B-24 at Colorado Springs, with the combat painted wooden model to hang in the Rotunda at Savannah (see page 43).

There was no formal action taken, but the sculptor of the five other famous warbirds in the Honor Court, the P-38, P-40, P-47, P-51, and the B-17 (to be dedicated August 22, 1997), Mr. Robert Henderson, has volunteered to have a miniature model of the proposed B-24 for our consideration in October, 1997 when the Executive Committee meets to plan the 1998 2ADA convention.

J. Fred Thomas, VP of the 392nd Bomb Group, suggested that I contact all group VPs requesting that they identify likely donors. It was pointed out that some groups have more members who do not belong to the 2ADA than those who do. Therefore, it seems that with 7,000 2ADA members, the group's membership may total close to 20,000, many of whom would be happy to honor the plane that carried us through countless missions. Expanding beyond our 2ADA group members, contacts will be made with the 15th Air Force and Pacific Theater B-24 units. The potential is there waiting to be tapped. Our job is to do it!

Strong indications of support came from five groups who responded to our questionnaire. Walt Mundy of the 467th BG said that their group had secured three bids for a wooden replica (only) at a cost of \$25,000. They have already raised \$5,000, and plan to carry the entire \$25,000 if the bronze replica does not go through.

Jay Jeffries, VP of the 453rd Bomb Group, indicated immediate support of \$10,000, with more as the drive for funds shifts into gear.

Ray Pytel, outgoing VP of the 445th Bomb Group, advises that the group dinner attendees indicated with a show of hands that \$5,000 would be donated toward the \$40,000 needed to get the "ball rolling," with more funds available later.

Ray Strong, VP Headquarters, indicated a potential of \$3,000, a great showing considering their limited membership.

With nearly 700 members, the 489th Bomb Group (2ADA membership of about 200), believes an initial target of \$5,000 is attainable, with more support from remaining group members as the word is more widely spread.

Looking at the numbers, and considering that Mr. Henderson would *complete* the bronze replica in 1998 for the Honor Court, wouldn't it be nice to have a project whose outcome WE WOULD CONTROL?

LET'S DO IT!!! ■

EXECUTIVE VP (continued from page 5)

in 1925 (72 years old). The average age is 76+. When asked how many years they have been members of the 2ADA, the range was from two to fifty years. Those present had a total number of 615 years as 2ADA members, an average of 30 years. They reported that they had served collectively 175 years on the Executive Committee. For some this was their first year; others had been on the board for 15 years. Regarding our military rank, we have members who held the rank of S/Sgt. through the lofty rank of Colonel, and there are three of them. The duties performed during their stints in England included those of members of the flight crew, i.e. gunner, radio operator, engineer, pilot, co-pilot, navigator, and bombardier. Some were with Headquarters, and one was with the medics. Most of us were ranked captain and below, and those were the ones whose service numbered five years or less. Some were full-time military and retired as such, and four spent from 14 to 19 years in the reserves. When nominated and elected to the Executive Committee, rank, education and experience are not considered. However, we have a great mix of talent, sufficient to intelligently carry out the mission of the 2ADA. On the Executive Committee, we have by profession engineers, managers, marketing specialists, educators, administrators, librarians, retired military personnel, business owners (CEOs), accountants, and those involved with medicine, transportation, and construction.

The Executive Committee is like the greyhound chasing the rabbit of permanent solutions. In the few years I have served on the committee, each incoming president of the organization has worked toward the goal of getting everything "fixed" during his tenure of office. But, by the time the guard is changed and a new president is elected, something new comes up that needs "fixing." These areas of need are where opportunities lie. A good organization will always have interesting opportunities. A bad organization has boring ones. Good management is the art of making problems so interesting and their solutions so challenging that everyone wants to get in on the act and deal with them. At his first meeting with the new Executive Committee, our newly elected president was presented with a challenge (administering the Internet in our 2AD Memorial Library) which will undoubtedly be on our agenda this fall.

If you were not in Irvine for the 50th annual convention, you will notice elsewhere in this issue of the *Journal* that we have a new 2ADA president. Oak Mackey of the 392nd BG is now in the left-hand pilot's seat. I am your new executive vice president, sitting in the right hand seat of our B-24 organization, and will be watching closely as Oak leads our formation of 7,000 safely through this mission. Oak, you have a great team with a lot of talent, and we look forward to working with you as we approach the 50th anniversary of our great 2ADA in Chicago. ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

50TH CONVENTION - IRVINE

Thirty members of the 492nd Bomb Group attended the 50th annual 2ADA convention in Irvine, California, May 23-26. Not everyone was able to attend all of the scheduled events, but we had a terrific time meeting and greeting each other once again. Harry Orthman cajoled William Caplinger to come to the hotel for a visit in the hospitality room. It was great to meet him at last. Hopefully we will see more of Bill at future reunions.

Participants in the golf tournament were Jack Lyons and fellow crew member Harry Orthman, also in charge of the tournament, Bob Cash, Sam Miceli, and Bill Sparks. No award winners this year from the 492nd. Dedicated members Jim McCrory came from Baton Rouge, LA and Bernie and Rae Murtaugh came from Woodbury, NJ. Bob and Pat Mattson were looking fit and trim. It was great to have them with us again. Bob has recovered nicely from his heart problems of a year ago.

The group dinner is always a fun evening. Before dinner the invocation was given by Sam Miceli, followed by the Pledge of Allegiance led by Craig Beasley. Bob and Dorothy Cash absolutely outdid themselves by making bird houses resembling the Blue Lion Pub at North Pickenham. They were in detail down to the sign, the flags, the brick entryway, and flowers. Four very lucky recipients took home one of these beautiful "Blue Lion Pubs." We have ours in a place of honor. Nut cups bearing the 2nd Air Division logo with the number 50 were at every plate. All attendees were given royal blue tote bags with the 492nd BG tail fin in silver with the black diagonal stripe and squadron numbers in silver letters. Prizes for the auction included golf balls, a San Francisco trolley filled with Ghiardellie chocolate, and books.

Bill Sparks and Gene Gossett of the nominating committee put my name in nomination for re-election as group vice president for another year. I am humbled by the unanimous vote of confidence by the group.

Nostalgia always prevails at our reunions, but this time especially for first-timers Robertson Scott and Robert Bradley, fellow crew members who met for the first time in over fifty years. Mike and Barbara Jacobs, associate members, were able to meet with Norman and Vera Burns. Mike is the namesake for Douglas Pierce, who was a friend of Mike's father. Douglas Pierce was a member of the same crew as Norman Burns. Mike has done a great job of documenting his father's military history as well as that of the 492nd BG as it relates to Douglas Pierce. Another first-timer, Nancy Brown, accompanied her father, Gene Gossett, to the group dinner.

Prior to the banquet on Sunday night, Tom Nelson and Harry Orthman were participants in the solemn candlelighting ceremony which recognizes each of the battles in which 2nd Air Division personnel took part. Craig Beasley, president of the Heritage League, and Ed Zobac, treasurer, assisted all of the participants to the stage.

Carl Taylor, navigator on Velarde's crew, had registered but somehow his plans went awry and Carl wasn't able to join us. I have talked with him and he says he is planning to be in Oak Brook, Illinois next May, 1998. Carl has been trying to get in touch with the bombardier on his crew, Richard Wesson, who has resided in Salt Lake City, Utah for many years. Upon his return home, Carl called only to discover from Mrs. Wesson (Diana) that Richard had passed away two weeks previously while we were in Irvine for the reunion.

Tom and Mary Anne Nelson will be heading for a railroad adventure that will ultimately bring them to Salt Lake City for a convention in June. Dick and Lorraine Bastien stayed on in California to visit their daughter and other relatives in Sacramento.

MEMORIAL DAY

On May 26, 1997, Memorial Day was observed in the United States and Great Britain. A wreath was laid at the American Battle Monuments Cemetery and Memorial, Cambridge-shire, England, in memory of the 492nd BG by Iris Thomas on this day. It was difficult for many of the British friends to make this year's ceremony because of Memorial Day falling on a work day. We are very appreciative of Iris's willingness to extend this courtesy for our group.

NEW GRANDBABY

Keith and Iris Thomas are the proud grandparents of a new grandson . . . Ryan Leigh. His father is Brett Thomas, youngest son of Keith and Iris. Congratulations!!!

VISITS WITH 492ND MEMBERS

Wesley Williams, 859th BS, of Hampton, Virginia recently visited in Denver. Norma and I had the pleasure of having lunch with him. Wes has joined the 2ADA. Glad to have him aboard, and hope he can make the next reunion.

We were in Minneapolis during the first week of May to visit our children. While there, it was a pleasure to meet with Dick and Lorraine Bastien for dinner and an evening of great conversation.

B-24 AT THE AIR FORCE ACADEMY

I am sure you have read, in this and previous issues of the *Journal*, that there is a

movement toward raising \$175,000 for commissioning an artist to make a bronze replica of a B-24 for the Honor Court at the Air Force Academy (see page 43). A B-17 bronze replica will be dedicated on August 22 of this year. We are planning to attend the ceremony. It is close to home and will afford an opportunity to take a close look at the artist's work.

B-24s — RARE BIRDS?

Norman Cook of Covington, LA, wrote to me saying that a recent article in *Southern Living*, "Wings and Wars Past," piqued his interest in taking a look at the B-24 "Laden Maiden" now at home at the 8th Air Force Museum at the Barksdale Air Force Base. He tells me it is missing some parts, but it is a B-24!

Douglas Wickwar of Watton, England, writes that his grandson who is in the RAF has visited the RAF Museum at Goforth where they have a Liberator in perfect condition.

The Hill Air Force Base Museum is having a B-24 restored at Kal-Aero in California as I write. Another is located on the Island of Sitka in the Aleutians.

Lackland Air Force Base in San Antonio is home to another B-24. The Wright Patterson Museum has the B-24 "Strawberry Bitch." The Flight of Fantasy in Florida has one, I am told. Of course there are the "All American" and "Diamond Lil" that are flyable. I would like to know how many more B-24s have been located. Where are they?

AIR FORCE REORGANIZES

I read with interest in the Spring edition of the 486th BG newsletter that SAC designation will cease to exist and its nuclear assets on alert will be integrated into a new Strategic Command based at Offutt AFB near Omaha, Nebraska. The Strategic Command will include all nuclear forces under the Department of Defense, the Air Combat Command, and the Air Mobility Command. This action was a part of SAC's reorganization by weapon systems, rather than by geographical location of assets and personnel.

Command will provide aerial firepower when and where needed. Its resources will include bombers, fighters, ICBMs, reconnaissance aircraft, and some transports and tankers. The Air Mobility Command will be responsible for worldwide airlift and tanker support. Its resources will consist of the bulk of airlift assets and a considerable portion of the tanker force.

The bases that now come under the direct command of the 8th Air Force include: 2nd Air Wing at Barksdale; 5th Wing at Minot AFB, ND; 7th Wing at Carswell AFB, TX; 28th Wing at Ellsworth AFB, TX; 42nd Wing at Long AFB, ME; 96th Wing at Wurt Smith AFB, MI; 384th Wing at Connel AFB, KS; 410th Wing at K.I. Sawyer AFB, MI; 416th Wing at Griffiss AFB, NY; Detachment 509 at Whiteman AFB, MO; 7th Air Division at Ramstein Air Base, Germany; 306th Strategic Wing at Mildenhall, England; 34th Strategic Squadron at Zaragoza, Spain; and the 922nd Strategic Squadron at Souda Bay, Greece. Whew!! ■

458th BOMB GROUP



BY RICK ROKICKI



RICK & CEIL ROKICKI AT 2ADA 50TH ANNUAL CONVENTION

The 2ADA's 50th convention in Irvine, CA was attended by over 650 members, wives and children. The 458th had a total of 53 at our banquet, and about the same number attended our group dinner. Dick and Betty Pulse had seven, Larry Van Kuran had his son and daughter, and we had our daughter and son-in-law attending. All members received a 6" plate with the new 2ADA emblem plus all 14 group and HQ tail colors.

The 458th took its "lumps" as all bomb groups did after the second dues notices were sent out by Evelyn Cohen earlier this year. After I sent the third notice to all 35 who didn't reply, I received 20 who renewed, three who had either passed on or who were seriously ill, and the remaining 12 failed to respond. My records show that the majority who didn't respond had been members since 1979 to 1985. So, the most obvious must be assumed.

ENDOWMENT FUND UPDATE

I received a letter from Derek Hills, Trust Librarian, regarding the 458th Special Endowment Fund. He advises that there will be a short delay in informing us of the books purchased on our behalf. This has been occasioned by the changeover in staffing arrangements and not committing to funds without a more firm understanding in stock requirements. Books, of course, are purchased with the interest earned on our \$3,000 endowment corpus.

458TH HISTORY IV

I have purchased the last ten books from George Reynolds. In the past, I reserved these for new members who hadn't any idea that such a history book existed. Anyone who hasn't as yet purchased any of the books (I thru IV), can do so at this time. The cost is \$29.95 and includes postage. These are the last of the published 500, and when these are gone, there will be no more. Make your check out to me. The telephone number and address are in the Directory on page 2.

CITY OF NORWICH MUSEUM

In the Summer *Journal* I showed a sketch of the proposed enhancement to the memorial cherry tree planted on VE Day, May 8, 1995, on our last visit to England. Now, thanks to Les Willis, SM of Norwich, we have the first photo of the actual paved B-24 vertical fin and rudder, done in red and white with the call letter "H" in the white vertical stripe, and the tree and engraved memorial plaque in the background. Many thanks, Les!



HOOKEM COW

As reported in the Spring 1997 *Journal*, "Hookem Cow Will Fly Again," I received a letter from Howard J. Mondry, who identified himself as the nephew of deceased Capt. John L. Ollom, pilot of that aircraft. He advises that the name came from a bar located on Concord Boulevard in South Saint Paul, not Chicago as I was previously told. The bar location is adjacent to the Union Stockyards. Howard is a winter resident of Scottsdale, Arizona. His next-door neighbor was a pilot in the 445th, and that's how he read of this in the *Journal*! We're happy to be corrected.

(continued on page 16)



EDITOR'S NOTE: FINALLY THE NAME MAKES SENSE!

489TH NOTES

BY
JAMES M. DAVIS

The 2ADA reunion in Irvine, California was a really good one, one of the best we have ever had. We were there almost a week, but it only seemed like a day or two. The facilities were excellent, the weather was great, and the association with Second Air Division members was even greater. Evelyn Cohen, as always, did an excellent job of selecting the location and organizing the events.

As usual the 489th Bomb Group had an excellent turnout. Although we are one of the smallest groups, we again had one of the largest number of members to attend. Our group dinner on Saturday night had 56 attending. Among those were several of our friends from England, special guests, and family members. We were honored to have seven members of the Gus Gary crew present for the reunion. I doubt if there is another crew in the Second Air Division that could have seven members attend the reunion.

During the business meeting of the 489th Bomb Group, the members voted to make a donation of \$1,000 to the Memorial Library Special Endowment Fund. The nominating committee, consisting of Morgan Higham, chairman, Dick Stenger, and Ted Maruschak, recommended a group of officers to serve the 489th BG this year. Their recommendations were: James M. Davis, vice president; Charles Freudenthal, assistant vice president; John Lamar, treasurer; and Chuck Harkins, secretary. There were no nominations from the floor, and the members present voted to elect the officers recommended by the nominating committee. After the meeting someone suggested the group is now run by the Texas Mafia, since three of the four are residents of Texas. Otey Berkeley, who had been the group secretary for years, requested that he not be considered for secretary for the coming year. Otey and Ruth have done so much for the group, and we will really miss Ruth. Otey was present at the reunion and will still be available to serve the group in any way he can. Otey, we appreciate all you have done for us over the years, and we thank you.

No doubt you have read in other articles about the possibility of the Second Air Division Association taking the lead in organizing a drive to raise funds to erect a bronze model of a B-24 at the Air Force Academy in Colorado Springs, Colorado (see page 43). It would be 1/6 scale. There is already in place at the academy a P-40, P-38, P-51, and P-47. A bronze B-17 is now being finished and will be erected at the academy later this year. It will cost \$175,000 to have a 1/6 scale bronze B-24 erected at the academy and to have the wood model used in making the bronze B-24 refin-

ished and placed in the 8th Air Force Heritage Museum at Savannah, Georgia. Since there were approximately 19,000 B-24s made during the war, it would be a shame to let the B-17 be the only bomber on the academy grounds, as well as in a prominent place in the Savannah museum. Please let us know what you think about raising enough funds to finance the B-24 project. Write to Neal Sorensen, Charles Freudenthal, or myself. I think all the air forces all over the world that flew B-24s should produce enough interested people that it should not be too much burden on any one group.

I have the opportunity through the many duties I do for the Confederate Air Force to come in contact with a lot of interesting people. I never hesitate to make everyone aware of the Second Air Division and the 489th Bomb Group. I am often asked why they are so special. There are a multitude of reasons. The organizations are made up of very special people that were brought together during World War II and shared a very special event in history, the air war over Europe. We who make up these associations are the surviving members, grateful to have had the experience and even more grateful to have survived. Each of us has a very special story to tell, and yet very few of these stories are ever told. We have a 489th BG member who has a great story, but perhaps only a few people in our group know what an interesting person he is. Jim Pace was a navigator with the 489th and

flew a tour of combat duty with the group. He returned with the group and later trained with the group when it was converted to B-29s to enter the war against Japan in the Pacific. The 489th BG was on its way to Okinawa but was delayed because a typhoon had seriously damaged our base on the island and we had to wait several weeks while repairs were being made. During that delay the atomic bombs were dropped and the war ended. Jim returned to his home and went to work in a bank. He also joined the local Army Reserve unit (National Guard). When the Korean War started, his unit was called to active duty. He spent sixteen months as a commanding officer of a field artillery unit in the front lines of the Korean War. He returned and became president of a bank. Jim Pace has given so much service to our country. Thanks, Jim. He and his wife Mary have been loyal members of the 2ADA and the 489th BG.

There are many members of the 489th BG who are unable to attend our reunions for several reasons. For their sake we are planning on videotaping some of the activities and events of the 489th BG reunion next year and make it available to members who would like a copy. Any suggestions about how we can improve our reunions will be appreciated.

Thanks again to Otey Berkeley for his years of service as 489th BG secretary, and we appreciate Chuck Harkins' acceptance of the secretary's job. Chuck will be a good one. ■

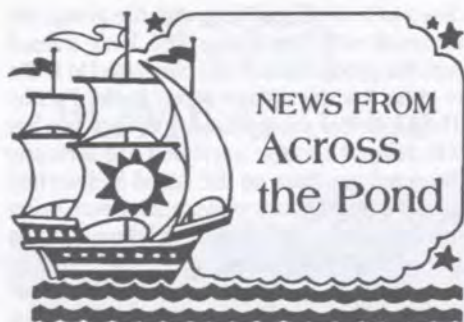
Unique 489th BG Liberator Crew Flies Entire Tour on 2 Engines!

"If the crew only crowded a little bit closer together, they would have been flying in a 70,000 pound glider," says Journal Editor Ray Pytel.



Navigator Joe F. Tarpley (standing, second from right) poses with fellow crew members in front of a two-engine B-25 at Biggs Field near El Paso in this July 1944 photograph. From August-December 1944, the crew flew combat missions out of Halesworth Field in England with the 489th Bomb Group. Tarpley is a retired professor who lives in San Antonio.

COURTESY OF THE SAN ANTONIO EXPRESS NEWS



2ND AIR DIVISION TROPHY PRESENTED TO WYMONDHAM COLLEGE

As part of the ongoing work by the Memorial Trust of the 2nd Air Division USAAF and the unique 2nd Air Division Memorial Library in Norwich to promote closer links with the youngsters of today, a silver airman trophy, named the "2nd Air Division USAAF Trophy," was presented to Wymondham College in Norfolk. The college is already very proud of its wartime links with the 8th Air Force and the 2nd Air Division, as it housed the main American 231st Hospital and many of the original buildings, including the chapel, still remain in use today.

The trophy was given for an Inter-House competition based on the total performance of each house in all aspects of college life.

In awarding the trophy for the first time, to the New House winners, the Vice Chairman of the 2nd Air Division Memorial Trust, Mr. David Hastings, reminded the 1,000 students present at the end-of-term prize giving of the great debt that Great Britain and especially



At presentation of 2nd Air Division Trophy at Wymondham College (L to R): Principal John Hayden; Members of New House (winners); David Hastings, Vice Chairman of the Memorial Trust; Linda Berube, 2AD Fulbright Librarian; and Mrs. Jean Hastings.

Norfolk will always owe to not only those 6,800 young Americans of the 2nd Air Division who gave their lives for the freedom enjoyed today, but also to the survivors and the unique friendship that exists between Norfolk and the 2nd Air Division as commemorated by their living Memorial Library in Norwich.

Also present at the ceremony were Mrs. Jean Hastings and Linda Berube, the 2nd Air Division Fulbright Librarian.

Wymondham College also hopes to build an American Memorial Garden in late 1997 as a further tribute and reminder of the bravery of the 2nd Air Division. ■

"DIAMOND LIL" LINKED WITH NORFOLK ONCE AGAIN

The famous B-24 Liberator "Diamond Lil" of the Confederate Air Force, which aroused so much interest, friendship and emo-

tion when she visited Norfolk in 1992, has once again been working with the county.

For quite some time the Confederate Air

Force has been searching worldwide for a top turret, and at last one has been found in the U.K. at Bath. The Memorial Trust of the 2nd Air Division USAAF, which is responsible for the unique 2nd Air Division Memorial Library in Norwich, was asked to help with the finalizing of the deal and the transportation of three top turrets from Bath to Norwich, ready for them to be air-freighted to the USA.

David Hastings, Vice Chairman of the Memorial Trust and one of the original crew members who flew "Diamond Lil" to Norwich in 1992, commented today, "We are delighted to help the Confederate Air Force in this exciting project, especially after all the wonderful support they gave to the Memorial Library, the 2nd Air Division Association, and Norfolk in 1992. The installation of the top turret is all part of the long-term aim of the B-29/B-24 Squadron CAF to restore "Diamond Lil" to her wartime configuration, and we know she will look superb when it is finished."

This grand old B-24, which was built in 1941 and was the 18th off the production line of over 18,000 built, has just received a major overhaul by the Lockheed Aircraft Corporation in the United States, including a complete repaint, to be in top condition for the 1997 USA Air Show program. Perhaps one day she might even return to the Norfolk skies. ■



Top turrets for B-24 "Diamond Lil" arriving at the 467th marker at Rackheath

Hap Arnold: America's First Airman!

PART 2 OF 2: OUR ARMY AIR FORCE IN WWII AND ITS AFTERMATH

BY JACK STANKRAUFF, HISTORIAN OF THE YANKEE AIR FORCE • REPRINTED WITH PERMISSION FROM YANKEE WINGS, JULY-SEPTEMBER 1995

On June 20, 1941, the U.S. Army Air Forces officially came into being (replacing the Army Air Corps). Hap Arnold began organizing and staffing an organization which now was much closer to his vision and to those of air power advocates. (Arnold's title was changed to Commanding General six months later, with an added star.)

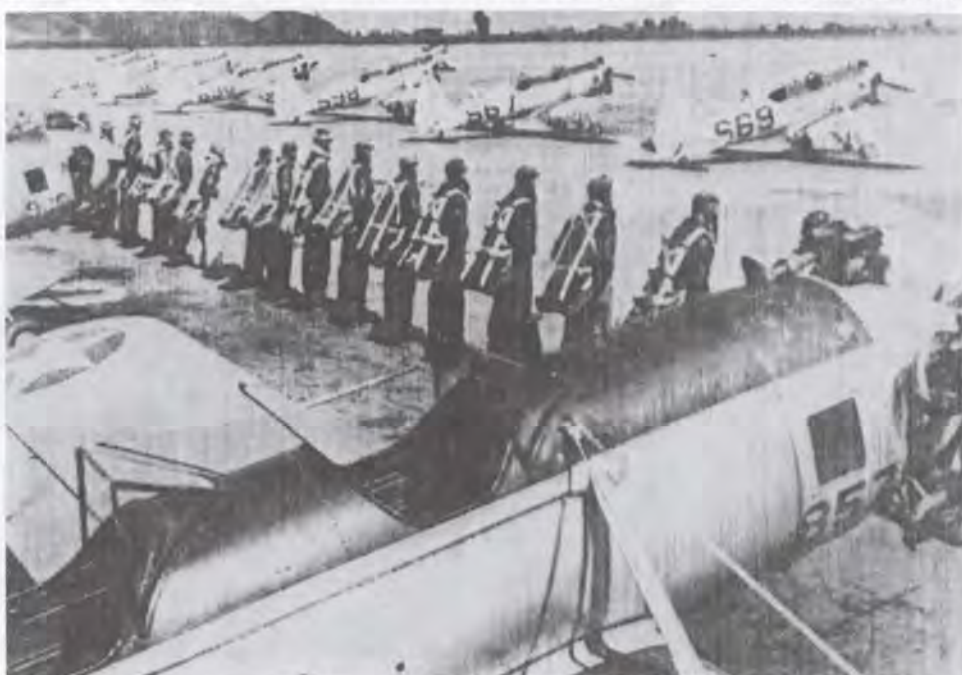
DECEMBER 7, 1941 — WAR!

Arnold inspected two B-17 squadrons at Hamilton Field, California prior to their departure for the Philippines on Saturday, December 6, 1941. These same aircraft arrived over Pearl Harbor in the midst of the Japanese Navy's surprise attack. When Arnold learned of the attack, he exclaimed, "How could the Japs be so stupid?"

As America entered the war, one of Arnold's first major objectives was to bring the AAF up to strength in aircraft, facilities, and doctrine. This job was made easier by the reorganization of the War Department, which he and Spaatz had proposed long ago. Pearl Harbor was the catalyst for this reform. Under the reform completed in March of 1942, the War Department was split into the air forces, ground forces, and supply. Now the AAF was not only equal with the Army ground forces, but was also one step closer to independence.

In the days following Pearl Harbor, Arnold spent many hours poring over world maps. He painstakingly noted small details of islands, mountains and peninsulas which would be vital and strategic in the coming war years.

Arnold tried to follow an established office routine during the war. A typical Arnold duty day was described by Geoffrey Perret: "He would arrive for work around 7:30 each morning and tackle the stack of cables that had come in overnight. There would be as many as 1,000 messages from around the world. All would have been reviewed; the most important 40 to 50 were on his desk. There would be a pile of plans, studies, and reports to read, but Arnold insisted that the contents of each be reduced to a half-page summary. He'd read the summary. Occasionally, he'd ask for the original document. The hundreds of letters that arrived each day were reduced to a list of one-sentence summaries. He'd scan the list and decide which letters he wanted to read in full. Reading alone would keep Arnold occupied for much of the day. When he had finished with the cables and correspondence, the briefers would come in and offer a 30 to 45 minute rundown on operations in theaters of war throughout the world during the past 24 hours. They'd offer a statistical breakdown on what the AAF had done and its state of readiness. They'd also provide him with the latest top-secret information from spies or code-breaking that affected the air war. The rest of the day was spent mainly talking to people, in person or on the phone. Arnold was blessed, moreover, with an ability to read an official document while holding a conversation. That enabled him to continue reading as documents



Arnold oversaw the greatest build-up of pilots the nation had ever seen. These students stand for inspection in front of their Ryan PT-22 trainers. (USAAAF)

flowed unstoppingly across his desk."

Arnold hated staff meetings, committees, and other military routine. He issued informal directives — typically a quick note scrawled on a single sheet of paper and passed to an officer with orders to expedite it. He possessed a brilliant mind, which enabled him to go straight to the heart of a complex matter. He abhorred the red tape of military bureaucracy, with its myriad of time-consuming paperwork. "Hitler won't wait that long," he said, "and neither will I!"

Arnold impulsively drove himself, and as a result, suffered five heart attacks during the war. One historian wrote, "To many, at the time and later, Arnold was the Army Air Force. He threw himself into his work in a way that was both impressive and deplorable. He didn't delegate anything, unlike Marshall, who had freely delegated to mere majors and lieutenant colonels powers that few generals would ever possess. Every day Arnold got involved in decisions large and small, like a man suffering from deprivation. Instead of having deputies with real authority, he had five aides with fancy titles, but they were little more than messenger boys. Marshall, by way of contrast, chose strong, able and decisive staff officers, such as General Joseph McNarney, whom he made deputy chief of staff. Like Marshall, they believed in the power of well-run organizations to get results and he trusted them to make decisions in his name, often without telling him what they'd done. Arnold couldn't bring himself to do that. The pivot of Arnold's management style was his legendary impulsiveness. He would stop people walking past his door and tell them to drop everything they were doing and go across the country or overseas, and tackle some problem that had just

landed on his desk. On one famous occasion he ordered the chief air surgeon to head for Wright Field and work the bugs out of a troublesome engine. He'd noticed the brigadier general's stars, but not the Medical Corps insignia. The impulsiveness was a form of stress management. A problem was stress, and by dumping it into someone else's lap he'd gotten rid of it for now."

THE "CHART TRICK"

As the war went into 1942, the AAF was threatened by superior fighters — the Zero (code-named *Hap* early in the war until Arnold ordered it changed to *Hamp*) and the Messerschmitt ME 109. The press picked up on this, belittling our airplanes as inferior and causing the deaths of young, brave American pilots.

Determined to set the record straight, Arnold had a chart posted in his office showing the performance of the world's fighter planes, although the planes were not identified. "Then he asked one of the country's most outspoken aviation writers to examine the chart and tell him which aircraft the AAF ought to buy. The writer's first choice turned out to be the P-47; second was the P-38; third was the P-51. His newspaper, *The New York Herald-Tribune*, went overnight from being one of the AAF's fiercest critics to being one of its most reliable friends. When Arnold pulled the chart trick on another hostile aviation writer, the man was so thoroughly converted that he gave up his job and joined the AAF."

"SPECIAL AVIATION PROJECT"

In the first six months after Pearl Harbor the Allies sustained a string of defeats which had a significant adverse effect upon the public's will to win. A bold stroke was needed to

(continued on page 36)



PART ONE

BY RAY PYTEL, OUTGOING GROUP VP

"Anything not worth doing is worth not doing well." So said Elias Schwartz, and that is what I intend to do or "not to do" after I finish my last 445th column, so here it goes . . .

As usual before the new group VP takes over, the "decks must be cleared" of all residual baggage, so that Fred Dale can only be blamed for what he initiates. "Democracy is a process by which the people are free to choose the man who will get the blame," said Laurence Peter. (Never heard of either one of them — but it's their quotes!)

First and foremost, at the Irvine group dinner, those in attendance indicated by a show of hands that \$5,000 could be "almost immediately" raised towards the minimum needed for the 2ADA Executive Committee to commit the Association to start the "ball rolling" on the bronze B-24 at the Air Force Academy in Colorado Springs (see page 43). The 445th would also start a campaign for additional funds if the project is approved at the October 2-6 Executive Committee mid-year meeting near Chicago (Oak Brook Hills Resort), as would all other 2ADA groups.

At the Irvine convention last May, in a presentation to the Executive Committee, and later at our 445th group dinner, sculptor Robert Henderson indicated that he projected the cost to be a total of \$175,000 with at least \$40,000 needed to get this thing off the ground. This includes a bronze B-24 for the Air Force Academy and a wooden one for the Mighty 8th Heritage Museum. On October 2-4, 1997 the Executive Committee will consider whether this will be a 2ADA project or not. However, this project is an all B-24 group drive and will proceed regardless.

Several 445th members approached me with the proposal that we reprint the original Adjutant Birsic's "History of the 445th" and the 1950 supplement. Dick Gelvin indicated that he could include a "reprint" with his vast project of computerizing all historical aspects of the 445th. Members should let their wishes be known to the new group VP and to Dick Gelvin. (See the Summer *Journal*, page 29, for details).

George Collar has informed me of the death of Jim Old, radio operator on John Mainhood's crew. George sent along a poignant letter written by Jim Old which will be published in a future *Journal*. It is all about Jim's "gut feelings" upon first hearing about the Kassel mission disaster, while on the ground at Tibenham.

Otho S. Johnson Jr. notified me that John T. Crehan (navigator), George A. Berry (radio),

and Warren Streater (NG) of the 700th Squadron have folded their wings. Since they were not members of the 2ADA, this is the only way we can get this notice into the *Journal*.

Now that the decks are cleared, I am hereby turning over the VP column to my illustrious successor, Fred Dale. Fred, by the way, probably made more 445th pilots crash than anyone or anything else — he was the "Link Trainer" operator! So here's Fred!

PART TWO

BY FRED A. DALE, NEW GROUP VP

I want to thank the members of the 445th for selecting me as your new vice president to the 2ADA. Those who were unable to travel to Irvine, CA missed an excellent reunion. The weather was great — 80° and sunshine.

For those who don't know me, I was born and raised in a small town in central Illinois, Colfax. After graduating from high school, I enrolled at Illinois State Normal University in 1940. We were on the edge of getting into war with Germany, and I, like many others, enlisted in the "Reserves" and was promised that I would not be called up until the end of a semester — not true. I was called up on March 11, 1942 and assigned to the Army Air Forces, took basic training, etc. and was sent to the 390th Service Squadron that was attached to the 445th. We met the 445th in Pueblo, Colorado and were immediately shipped overseas on the Queen Elizabeth, arriving in Tibenham on August 8, 1942. The RAF still had control of AAF 124 at Tibenham. I was a clerk in the orderly room of the Service Squadron with Carl Rambo as adjutant. After visiting with an old classmate at a B-17 base near Cambridge who was a link trainer operator, I requested to be sent to link training school. Link trainer operators were all trained in England, and my classmate told me that the link trainer building was one of only three on a



FRED A. DALE

base that had steam heat and a good supply of coke (coal). Completing schooling, I was assigned to the 445th when they arrived.

As a link trainer operator, I worked with pilots and co-pilots on takeoff and landing procedures in all kinds of weather. With fourteen B-24 airfields putting up 30-36 planes per mission in the Norwich area, it was necessary to stay in an assigned area to avoid a collision with another B-24 from a neighboring base. It was great working with pilots and co-pilots, and I still have many who are friends.

When the war ended, I was sent back to the States and went to Homestead, Florida and was discharged on October 12, 1945 at Chanute AFB in Rantoul, Illinois. I enrolled back in college and graduated in 1947 and started a teaching career. I taught all business subjects. I later became a Jr-Sr high school principal and in 1962 I was promoted to Superintendent of Schools (K-12) and served in that capacity for 21 years, retiring in 1983. We live in Mahomet, Illinois, and welcome you to visit with us if you are in the area. Marge and I celebrated our 50th wedding anniversary on June 22 this year. We have three children, Dana (a teacher, athletic director and golf coach), Galen (a dentist in Mahomet), and Cindy (an occupational therapist in the Minneapolis area). We are blessed with eight grandchildren.

Now — we are "open for business!" ■



B-24 VETERANS WEB SITE

<http://www.mach3www.com/B24>

2nd Bomb Division: This Was a Different Ball Game!

SUBMITTED BY JOHN E. BACH, SR. (445TH)



THE "BIG RED" SQUAD: STATION 124 – TIBENHAM, 445TH BOMB GROUP, 1944 DIVISION CHAMPIONS

The 2nd Bomb Division Football League of 1944 consisted of Station 124 (445th Bomb Group), Station 118 (392nd Bomb Group), Station 146 (448th Bomb Group), and Station 144 (453rd Bomb Group). Rudolph Birsic wrote in his 1947 book, *History of the 445th*:

"Our field [445th – Tibenham] could boast of a champion football team, and on October 25, 1944 our team gave further proof of its athletic prowess. The field behind the gymnasium had been rented from its British owner, and after a bit of hard work by the Special Services Section, it turned out to be a fine football field. The game that day was played against Old Buckenham, another Wing Group which was based nearby. Our team won by an impressive score of 21-6, and the game was a memorable one because hot dogs were served during the game. It was distinctly a touch of home!"

"November 4, 1944 was the first anniversary of the arrival of the 445th Bomb Group at Tibenham, but the day passed without any particular celebration. But two days later, November 6, our base featured a novel kind of celebration. For want of a better name it was called "Homecoming Day." The day featured a playoff football game between the Wendling team [Station 118] and our champs. Preceding the game there was a parade of floats around the base. Each organization and some sections entered a float in the parade, and a prize was awarded the best float by a group of judges. Then our team proceeded to trim the Wendling team, 12-0, thereby becoming the Division Champions. It was an ideal day for a football game, and practically everyone on the field was at the game, with the exception of a skeleton crew at most section offices. The occasion could best be summed up thusly: a good time was had by all."

Chuck Walker, a 445th pilot, added that later that evening the celebration "spilled over" to Norwich, and an even better time was had by some! ■

Station 124 – Tibenham 1944 Football Team

Lt. George Cherokee, Shadyside, Ohio
Paul Dicaccio, Chicago, Illinois
Sgt. Ernest Brown, Augusta, Maine
Cpl. Sam DeLeo, Philadelphia, Pennsylvania
Lt. J.H. Dickenson, Los Angeles, California
Cpl. Cliff Haack, Washington, DC
1/Sgt. Barney Reynolds, Estherville, Iowa
Sgt. Art Burton, Fremont, Ohio
Pfc. Bob Knitter, Rochester, New York
Cpl. John Bach, Independence, Kentucky
T/Sgt. Leo Krotoszynski, Erie, Pennsylvania
Sgt. John Quinn, Rochester, New York
Pfc. Ted Sitnik, Syracuse, New York
S/Sgt. George Hughes, Baltimore, Maryland
Lt. Joseph E. King, Orono, Maine
Cpl. Joe Scaletta, San Jose, California
Sgt. Dallas Carey, Marysville, California
Cpl. Louis Guidry, Crowley, Louisiana
Cpl. Don Oakley, Fall River, Massachusetts
Lt. E.T. Sullivan, Ravenna, Ohio
Pvt. Don Schrader, Manessa, Pennsylvania
Lt. C.D. Ingraham, Rutherford, New Jersey
Pvt. Jim Wilkinson, Chicago, Illinois
Sgt. Jess Gilbert, Wisner, Louisiana
S/Sgt. Paul Cheverie, Braintree, Massachusetts

Coaching Staff

Head Coach – Lt. C.D. Ingraham
Line Coaches – Lt. Cherokee, Sgt. Krotoszynski
Backfield Coaches – Lt. Sullivan, Lt. King

1944 LEAGUE STANDINGS

(BEFORE THE PLAYOFF GAME OF NOVEMBER 6, 1944)

	P	W	L	T	PCT
Station 124 (445th)	2	2	0	0	1.000
Station 118 (392nd)	2	0	0	2	.500
Station 146 (448th)	2	0	1	1	.250
Station 144 (453rd)	2	0	1	1	.250



NEWS OF THE 453RD FROM FLAME LEAP

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

Each one of you reading this column also reads the 453rd Newsletter. Our February 1997 issue carried a membership appeal. In this report we wish to thank each one of you who responded positively to that appeal, and have joined us. We do need you now as our membership enters the anticipated decline with our maturity, and we will continue to need you in the coming years. Please remember those annual dues. We thank you for joining us!

Our 50th 2ADA convention is now behind us. Your 453rd upheld its long tradition of outstanding support with its comparatively high turnout. A list of our attendees can be found elsewhere in this *Journal*.

During our group business meeting at Irvine, CA in May, all prior officers were re-elected to serve again in this ensuing year. **WILBUR & JEANE STITES** will continue as editors of the 453rd Group Association *Newsletter*. **ALBERT BIEL** will serve as secretary. **FRANK & JACKIE THOMAS** will collect and disperse our group funds as they continue in charge of our treasury. **JULIAN WILSON** will assist our group chairman and 2ADA group vice president **JAY JEFFRIES**, who again presides. All prior appointees will continue to hold their offices as well. We certainly want to thank each person who serves the 453rd as ably as they do.

The future of stand-alone reunions was discussed at the meeting. A new option of adding days to the 2ADA convention period to accommodate group matters was brought to the floor. Members spoke both on behalf of and against the proposal. A motion was made to table the discussion, a motion which carried. This avoided a possible vote on the issue until it can be brought up again this October at our 453rd group reunion in Washington, D.C. With additional time devoted to the matter, we should be able to reach a decision amenable to the majority. Meanwhile, should you wish to convey your thoughts to us about the matter prior to October 3rd, please let Jay or Willie know. Your opinions will be also presented to the membership in attendance when the matter of group stand-alone reunions comes up again under "Old Business."

Because the topic of future reunions had been a carry-over from our last reunion in Jackson, Wyoming last September, 1996, we went ahead with a proposal by **ALEX WALLACE** that we consider his home area of Lake Tahoe as a future reunion site. Alex felt we could possibly get in a day at either the prelims time trials, or a day of races at the annual air races held just north of Reno. A visit to Virginia City, "Queen" of the Comstock lode, was another possibility when, by using buses, we could venture out from Lake Tahoe proper.

Willie read a letter from **FRANCIS KYLE**, who lives in Lexington, Massachusetts. Kyle's letter listed a number of things to see, each of an historic interest involving goings-on during our nation's Revolutionary period.

We will see that each of these proposals, plus any more that may surface by this October, are brought before the attendees again, if we agree we should continue with our own group reunions. You will be kept up to date.

With each convention and reunion it is always a great feeling to be able to see old friends once again, and we always get to make new friends, even now. Congratulations to those of you who attended for the first time. Thank you, members who brought family with you and let us meet them. Thank you to our associate members who attended in memory of a loved one who has passed on. Thank you to the wives, for supporting your "old men" who need these get-togethers where they can roll back the years, even for a short time. We hope we are making your attendance as enjoyable as possible. Thank you to **PAT & AGNES RAMM**, for continuing your interest in and support of us. Thank you to **DON OLDS** for shipping to California for our use all of the picture albums and reams of old military orders that pertain to our wonderful 453rd group. They were in constant use in our hospitality room. Thank you to **JIM DYKE**, the only person who continues to keep us happy with his mobile PX, while also turning a profit for our treasury. We were so sorry when we learned that **DOROTHY** had experienced a health problem at the convention. We hope she tolerated all of the poking, probing, and intrusions by the medical community, and we wish for a speedy recovery. Thank you to **JAY** for devoting his "spare time" and energies to seeing that the hospitality room was "hospitable." Jay and **ANNA JANE** took Pat and Agnes home with them after the convention.

It is always great when the **STOKES** entourage can attend our functions. Each one in his or her own right, as they pursue their own enjoyment, add much to the enjoyment of the rest of us. Outstanding news they brought with them this year was that **MILT** had recently been contacted by his crew's flight engineer/gunner, **JOHN BUTLER**. Just when we had about given up on finding John, he found us! You can be sure we are looking forward to John's appearance at a future 453rd gathering!

It was like "old times" when **WIB & DIANA CLINGAN** and family were present. Thank you to **DOUG LEAVENWORTH** for being instrumental in our getting out three of our most recent mailings to the troops. Thank you to Headquarters for sharing **JORDAN UTTAL** with us. It has been said that most of what we find to our liking is either immoral, illegal, or

fattening. It is feared that a continuation of Jordan's jokes is going to result in he too being added to the list of things that are illicit! Jordan's humor is so consistently good that we fear listening to him will soon be also categorized as the basis of another type of "victimless" crime. Something that good has to be bad! **SWEDE JOHNSON** can give anyone a run for his money when it is joke time, too! His wife **VIRGINIA** finds 'em, and Swede tells 'em. A perfect combination!

Take care! Meet with us in Washington, D.C. in October! ■

FOLDED WINGS

HDQ

John Sanders

44th

Adolph J. Hrebar
Albert A. Martin

93rd

Rascoe S. Grisham
Max L. Huffman
Stanley C. Keller
Howard H. Kleiner
Olga J. Mora
W. Donald Reilly
Gomer J. Sneddon

389th

C.E. Fager
Arthur M. Pierce
William M. Selvidge
Robert E. Snyder

392nd

Charles D. Martin

445th

Franklin B. Evans
Gerald J. Kathol
John E. Hessert
Herbert D. Myers
James M. Stewart (453rd)

453rd

Leonard Apter

458th

Allen L. Blum
John F. Carter, Jr.
George H. Clark
Henry J. Coyle
Casimir J. Kolezynski
Darrell W. Latch
Herbert E. Perry (HQ)
John L. Weber

466th

James F. Boylan
Raul C. Goltara
Oliver P. Whittington

467th

Fred J. Enck
Joseph G. Mulheran

491st

Walter J. Michon

REFLECTIONS ON TONOPAH LIGHTS AND DELIGHTS

BY GEORGE A. REYNOLDS (458TH)

Tonopah, Nevada, a small town near the California border, population 1600, was a training base for the 458th Bomb Group from about September 1943 to early January 1944. Based on clippings sent to me by historian Allen Metscher, it's apparent that the troops left this area — rich in history — to make some of their own with the Mighty Eighth thousands of miles away. A cartoon included in the clippings shows a milepost with distances to other places from the TAAF, and it tells quite a story itself. It reads: Ely 176, Tonopah 7, Reno 240, Las Vegas 210, and Hell 0.

Perhaps the last reading alludes in part to Metscher's research of the area since 1986. He has documented at least 26 crashes of B-24s and 110 deaths, and from the crash sites he still retrieves dog tags, engines, bombs, machine guns, gauges, wheels, and the like. He and other volunteers for the Central Nevada Museum have erected 12 markers at the crash sites, and they will complete work on the remainder as time allows. Surviving air crews labeled the base as decidedly jinxed!

There are, however, *some* pleasant memories relating to TAAF for those who served there, albeit living in tent cities while tussling with Army life at the time. Wong's Cafe, featuring American/Chinese dishes, was a popular pit stop for the troops. Check these menu prices, with the trimmings: T-bone steak \$1.50, sirloin \$1.20, coffee or tea 10¢, chow mein \$1.00, and chop suey 75¢.

The base opened in July, 1942, and pilots were training to fly the Bell P-39 Aircobra. But there were so many crashes that the fighter

jocks moved out, and then came the Libs. It continued as a training field until closing in August '45. The airport still serves Tonopah-Goldfield, but little remains of TAAF.

The most prominent landmark in Tonopah was the five-story Mizpah Hotel. It's now 90 years old, and has hosted many celebrities over the years. Jack Dempsey was a barkeep and bouncer there before he found his niche in the boxing ring. Lawman-gunslinger Wyatt Earp stayed there quite regularly while chasing claim jumpers in nearby Goldfield. Howard Hughes married actress Jean Peters at the Mizpah. Kay Kyser, his band and gawgus Georgia Carroll were guests while entertaining the TAAF troops. Finally, it is said that a lady of the evening was decapitated inside during the '40s and her ghost still haunts the facility.

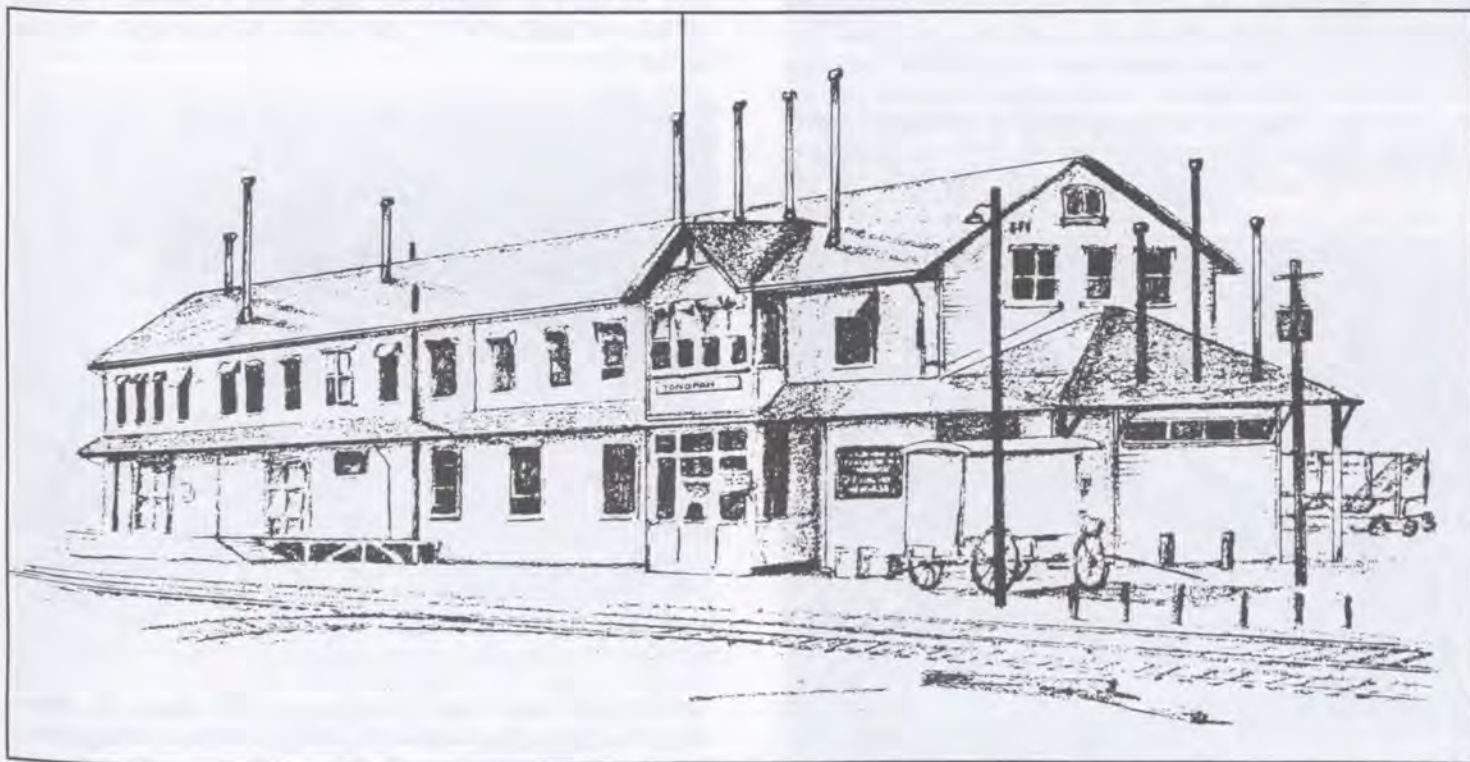
The name Mizpah itself is rather intriguing. This Hebrew word, in an area known mostly for Indian folklore, was taken from the Bible's Old Testament in asking God to keep watch over travelers. Perhaps this is why Col. Valin R. Woodward chose it as a nickname for his B-24 when he left TAAF and joined the 458th at Horsham St. Faith. History confirms that it was a wise choice. Col. Woodward completed 25 missions, then was reassigned to HQ and eventually rotated to the States. Later he returned to the 458th and flew 35 more missions as C.O. of the 755th lead crew squadron until the war's end. "Mizpah," under the expert care of M/Sgt. John Miligan, completed 70 missions without ever failing to be ready when called upon, and then returned to the ZI in June, '45.

One of the local prodigies was Taxscine

Orncas, the owner of a bar frequented by TAAF airmen, and she became endeared to all of her customers. It was said that she never refused anyone in financial need and regularly collected small donations from the patrons in a "kitty" jug placed on the bar. These funds were used for various causes such as aiding the school in buying a badly needed bus, the cancer society, the Red Cross, et al. She also included the TAAF stockade, and the tenants said of "The Little Desert Mother," "If everyone had the kind of heart you do, this would be a different world to live in."

Taxscine died in 1954 at age 54 of a hemorrhage, but some say it was more likely a broken heart. A lady of the evening, her friend and a fixture in the bar, was murdered and the killer never apprehended. Authorities then closed Taxscine's bar and wouldn't allow it to reopen. She went into seclusion thereafter and died all alone.

Col. Woodward flew back to Tonopah in December '96. The flight was a birthday gift from his brother, and it would be interesting to have a recap of his memories after 50+ years. From several others who were stationed there, the comments are usually, "Most of us don't want to remember Tonopah — the cold, heat, isolation and wind. But there is one thing for sure — if you were there in 1943, you can't ever forget it!" The Central Nevada Historical Society is trying very hard to ensure that very thing. They continue to build their museum with artifacts from the war years as well as marking crash and historical sites, mostly with individuals' own time, efforts and funds. ■



The Tonopah Railroad Terminal. The 458th Bomb Group's ground echelon departed from here on 1 January 1944 enroute to the ETO.



BY WALTER J. MUNDY

At the 2ADA's 50th convention, held at Irvine, CA, May 23-26, 1997, the Executive Committee and 2ADA membership in attendance at the general business meeting overwhelmingly approved a change in the bylaws which provides all group vice presidents, past presidents, and the Honorary President with a vote at Executive Committee meetings. This was a long overdue change, and will go a long way toward improving group relations.

I was very disappointed at the 467th attendance, there being only 18 members and associates. There is no doubt in my mind that several factors come into play that affect attendance. One is that some groups have very well-attended stand-alone conventions. Secondly, the 2ADA regional reunions in Southern California, Florida, Texas, etc. continue to attract a lot of members who cannot or choose not to travel far. Thirdly, economics and health factors limit an increasing number of members to travel, especially long distances.

As 467th 2ADA group vice president I will continue to urge our veterans to join and to pay their dues to the 2ADA.

David Hastings reported that the 467th markers, plaques, and bench at Rackheath are being maintained, and he informed me that all was in order financially.

The 1998 convention site for the 467th will be announced by the group vice president who has a committee working on the location options. Future convention venues, particularly 1999 and 2000, are shaping up to be in Norwich, and I hope that the 2ADA convention will return to England one or the other of those years. I, for one, intend to visit Rackheath and our Memorial Library again.

458TH BOMB GROUP (continued from page 8)

Now to the one-sixth scale model of "Hookem Cow," nearly completed by builder John Deacon, who recently became a 2ADA subscribing member. This photo comes from the *Eastern Daily Press* and shows John with the 18 foot 4 inch radio-controlled model. Still to be done are the engine installations, engine nacelle completion, gun turrets and painting. Most of the electronics have been installed and operationally checked. I was hoping to get a better photo, but this was all that was available to me in June. This project has taken the better part of 18 months, and we wish John Deacon every success with completion and first flight.



Model builder John Deacon with his remote-controlled B-24

Our Internet activities are expanding at great speed, and I was delighted to hear from our English friend Andy Wilkinson, who reminded me to surf the B-24 Liberator Veterans web site. I was surprised to see the hundreds of guest book messages. I also left a message about the 467th convention in Ellenville, New York this year.

Following is the text of the letter I received in June from Andy Wilkinson:

"Am in receipt of the latest 2ADA *Journal* and always look forward to the 467th column including input from others in the group. What caught my eye was your mention of Philippe Canonne and his research of the Blois mission. I have been corresponding with Philippe for over two years on this subject, and in particular, the 467th BG involvement. I also understand Phil Day has provided further information to Philippe. To put you in the picture, I have sent Philippe the entire official 467th mission records (including individual crew debriefing records) that are available in the Washington D.C. Archives. He received these last year. The 44th BG involvement stems from the formation plan for the mission that suggests this unit was providing a pathfinder aircraft in the deputy lead position. Among the 467th records for this mission there is no further reference to a 44th BG pathfinder aircraft or crew. I guess if a debrief (or interrogation notes) were completed by this crew, they would be held among 44th BG records.

"Thought I'd let you know all this to save any wasted effort on duplication, etc.

"As you are on-line, I wonder if you are aware of the many 8th AF and WWII web sites that are in existence. There are some terrific sites with a lot of useful information that can be accessed. Perhaps the most lively and interesting site for 467th folks is the B-24 Veterans web site. I visit it on a daily basis and have come across a number of "new" 467th people and relatives of veterans making enquiries. In your capacity within the 2ADA, you may wish to leave a message on the site. Go to: <http://www.mach3www.com/B24/>

"We are looking forward to the forthcoming group convention in Ellenville and meeting with all our many special friends and acquaintances. Do hope we have an excellent turnout; I'm sure we'll all have a ball!

"Best wishes, Andy Wilkinson" (andy.j.wilkinson@dial.pipex.com) ■

As for the other B-24 reported on in my last *Journal* column: George Reynolds came up with this photo of the crew and aircraft of "Dear Mom" #41-29277, the subject of the "Spanish Sahara Mystery." The photo was taken in Trinidad in 1944 and includes the two civilians who did the artwork. ■



The Crew of "Dear Mom." Standing (L to R): Nuber (G), Weisberg (G), Higdon (N), Nedrow (P), and two civilians who painted the artwork. Kneeling (L to R): Gibson (R), Baker (G), Johnson (G), Wilson (CP), Sutters (E). Not shown: Singer (B).

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



In early May more than two hundred 446ers and families gathered in San Antonio, Texas for the annual reunion and business meeting. Only four in the group were attending a 446th BG group meeting for the first time. The event was a big success, with only Friday's rain dampening spirits for a short time.

John and Mignon White of Fort Worth excelled in their planning, and the facilities of the historic Menger Hotel made it a memorable visit to Texas, at least for your reporter and spouse.

Our visit to Lackland Air Force Base's Museum of Flight and the Air Police Museum filled the morning (the scheduled parade was cancelled due to heavy rain) and then we lunched at the Officers Club and returned to San Antonio. A brief business meeting on Saturday preceded the gala dinner highlighted by Mexican folk dancers and musicians. If you missed it, don't miss the next one in Savannah, Georgia, in May 1998. 446ers know how to have a good time.

After a few days at home I flew off to Irvine, California for the 2nd Air Division Association's annual convention, which was preceded by two days of Executive Committee meetings. There were seven 446ers attending — Bob & Mary Alexander of San Diego, CA; Andy Hay of Prescott, AZ and his friend Shirley Wagner; Al Krassman of Sierra, CA; and Clarence Cornelius of El Toro, CA. Due to our small number, we dined with the 445th Bomb Group, which had nine tables of members. It is our hope that our next 2ADA convention in Oakbrook, Illinois, a lovely resort just outside of Chicago, will have as many tables of 446ers as other groups.

This past week I received an aerial photograph of Station 125, Bungay, Norfolk, England, which I had asked Fred Breuninger to send me. It is a 16" x 20" print that shows hardstands, taxiways, and runways, and I am having it framed. Fred asked me to send him \$26.50 for the print and postage, and to me it is worth thousands. If you write him at 5021 Lake Harbor Road, Muskegon, MI 49441, or call him at (616) 798-3602, you can have the same thrill when you receive your print.

From President Marv Speidel comes word of complaints he received in San Antonio concerning 446ers who actively campaign against 2ADA membership. Marv stated, "I consider the 2ADA to be a viable organization worthy of support. After all," he continues, "in the '40s it was 8th Air Force to 2nd Air Division to 20th Combat Wing to 446th BG." This supports the oft-said quote, "We started as a unit . . . let us hope we can soon become one again." Your comments and support are appreciated.

Marv also reports that the 446th BG has a membership of more than 1,000. With those numbers on the roster, and as 446th vice president to the 2ADA, Marv has advised me that I will also serve on the 446th board with the goal of improved coordination and communication between these two large organizations.

Recent communications from Freeman Army Airfield, now known as Seymour Municipal Airport, where some of you may have trained as I did in 1944, indicate that the Freeman Field Museum is in the process of being established and will be housed in one of the Link Trainer buildings. They are seeking memorabilia from that era . . . anything from pictures to uniforms. They will attempt to cover the pilot training period and also when it was an evaluation center for captured enemy aircraft. More information is available from Ted Jordan, Airport Manager, P.O. Box 702, Seymour, IND 47274, or call (812) 522-2031, or you may give me a call. (Two years ago, fifty or more pilots who trained at Freeman in AT-10s gathered for a first-time reunion sponsored by the City of Seymour. It was a great gathering of those of us who started out there, and I, personally, was thrilled to return fifty-plus years later.)

Let's have your news for this column. We also welcome comments. Contact Aud Risley, 682 Slade Ave., Elgin, IL 60120, fax (847) 622-3076. ■

446TH REUNION SNAPSHOTS



Getting together for the first time in 50 years with lead crew pilot John Berry (center) of Chattanooga, TN, are Walter Toronjo, flight engineer, Orange, TX; and Aud Risley, copilot, Elgin, Illinois.



Old friends meet in San Antonio. Seated (left to right): Nancy Longstretch, Indianapolis, IN; first-timers Joyce and Alan Senior of Houston, Texas; and Jim Longstretch. Standing: Aud Risley, Elgin, IL; Helen and Robert Young, Indianapolis.



Four friends enjoy the fellowship: Nettie and Mitch Reno, Toms River, New Jersey; Jane and Jack Cox, Seminole, Florida.



491st BOMB GROUP
POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY HAP CHANDLER

The following is a recent exchange of letters between Hap Chandler and C.W. "Bill" Getz:

Dear Hap:

Just returned from our crew reunion in Savannah. A beautiful city. We made two visits to the 8th AF Heritage Museum, and although General Schuler was out of town, which we knew beforehand, we were well received by Derrell Westbury, Curator; Rusty Bloxom, Librarian; and Mary Barnard, Director of History and Archives. They have done a remarkable job, and all of us were duly impressed.

They were very pleased to receive copies of my song books, Volume I containing the signature of General Doolittle, and a rare copy of Lowell Thomas' biography of Doolittle that I had the General sign. In addition, I brought samples of the nearly 200 artifacts that General Doolittle had given to me for the Western Aerospace Museum, but I have retrieved them as many are not displayed, and those that are displayed are copies of the originals. It is my intent to give the originals of appropriate material to the Heritage Museum. I also brought the rarest of rare Doolittle artifacts (even the General's son, John Doolittle, has not seen it); a photo album of the General's family showing him when he was a small child and baby, his parents and family members, with pictures in Alameda, Alaska, and Los Angeles in the early part of the century and last part of the 1800s. This album was given to me for donation by Bob Hitchcock from Benecia (near here), whose mother was a first cousin of the General's (the General's father and Bob's mother's father were brothers). Before giving it to the museum, I intend to make copies of the pictures, and to meet with John Doolittle to identify about half of the pictures that my friend Bob does not know. The Heritage Museum staff was ecstatic at the idea of getting the artifacts, as they want to build a Doolittle display.

On a very personal note, I gave the museum our B-24 crew banner for display. It is a large, first-class job, about 5' x 3', with our crew insignia. The copy enclosed does not do it justice. It will be displayed on the wall next to the 491st BG cabinet, my old outfit. We had the banner at our meeting, and it was also at crew members Chuck Voyles' and Harry Picariello's funerals last year. You can't see it in the repro-

duction, but by each departed crew member there is a gold star (five of them now).

The display of my old BG, the 491st, is excellent. The Scouting Force display next to it is also good, but lacks the "pizazz" of other displays. As a result I have come to what for me is a big decision, and that is to put on permanent loan a number of my personal items that are either unique, or in such mint condition to make them attractive for display. My A-2 is unique in that it is not only in excellent condition, but on the front has both the insignia of my B-24 crew and the 2nd AD Scouting Force, while on the back there are 31 bombs (one marked "D"), plus paintings of both my B-24 and P-51. My Colt .45 is in almost-new condition, well-oiled (as am I at times . . . just kidding), original holster and web belt, and has clear Plexiglas handle grips I made from

"Donating my memorabilia and artifacts to the Mighty 8th Air Force Heritage Museum seems like a better solution than attempting to second-guess what my very young grandchildren would do with these items when they reach adulthood. The family can always retrieve the items if they desire, but in the meantime, the items will be preserved and enjoyed by others . . . If we are going to do 'it', we had better do 'it' now!"

the Plexiglas that kept getting shot out on my B-24. Behind the grips, I placed a picture of my girlfriend at the time. I also have a B-9, made by Eddie Bauer, that looks like it just came out of the original box. Wore it all the time at Steeple Morden during the extreme winter of 1944-45. I have a complete "pinks" uniform, with the jacket being original and the other parts purchased a few years ago from the uniform company that outfits the AF Band. I also have small items that may be of interest: a piece of flak that almost took our B-24 out and landed at my feet; a sterling silver cigarette case, engraved, that I carried throughout combat; a handmade knife that I wore strapped to my leg during combat; escape compasses and pictures; items used during my P-51 tour; and many other small items that may be of interest. These items may enhance the 491st and Scouting Force displays. I will offer to get mannequins for the uniforms and jackets.

This seems like a better solution than attempting to second-guess what my very young grandchildren would do with these items when they reach adulthood. The family can always retrieve the items if they desire. In the meantime, the items will be preserved and perhaps enjoyed by others. I am telling you all of this because we need to get other guys to consider supporting the museum. Even if they do not have artifacts, I am certain the museum always needs money (I am sending them a sizeable

check). Hope that General Miller and other 491st troops have considered donating their memorabilia. I intend to make an effort to convince some friends to follow my lead.

As I may have told you, I have a busy schedule this year, and time is running out for a lot of us old guys. If we are going to do "it," we had better do "it" now! So, Hap, do it! Vicki sends her best, and her best is great.

C.W. "Bill" Getz

→ → → →

Dear Bill:

Thank you for your newsy and welcome letter of May 30th.

Your enthusiasm and support of the museum comes at a most opportune time. I am sorry that you did not meet Buck Shuler, as he has done a magnificent job of getting our museum

out of the ground after almost fifteen years of false starts. So many have remarked that we should have started this effort 25 years ago. Well, we didn't, and now we must!

Thank you for your kind remarks concerning the group display. It is outstanding, and that's against some stiff opposition, i.e. 93rd BG and 56th FG, etc. We are pleased that you have left your crew banner, most original and unusual. John Crowe's original is in place at the group exhibit, I hope with an appropriate explanation (it had not been installed the first week of May when I attended the first anniversary celebration).

What would you think of a Scouting Force seminar at the next 2ADA reunion? Certainly there is enough talent around for an entertaining hour or two. If you think this worthwhile I will be glad to join with you and the Scouts in approaching the 2ADA management.

Your contribution is a great help in attaining our goal of \$40,000 for the museum. We currently are just past \$22,000. I understand that this puts the 491st in second place among group contributors.

Your suggestion regarding memorabilia is also timely. Why not drop General Miller a note, and also the Ringmasters Log?

Had beautiful sunshiny weather while in England, for which I took full credit.

Hap Chandler ■



Open Letter To the 93rd

BY ALFRED ASCH

Our 2ADA convention in Irvine, California was a big success. Again, we had more members present than any other group, a total of 47, with many having their wives, family members, and friends as guests. I got to know many of the members better as I helped run the hospitality room in the absence of Floyd Mabee. George Johnson and Paul Steichen helped out. We all missed Floyd and Dottie Mabee, who could not attend because of Floyd's health. Everyone expected to see Dottie when checking in as in previous years. Although we were disappointed in her absence, Evelyn Cohen had Ardith Butler and Irma Dubowsky of the 44th do the checking in. They did a great job — thank you, ladies. Floyd, get well! We all wish you the best, and will see you and Dottie next May at the Chicago convention.

I was re-elected as vice president of the 2ADA to represent our group. I asked that someone else have the job, but no one of the 93rd would accept. Paul Steichen has promised to form a nominating committee to find candidates to serve after this year. Paul agreed to serve as our president and treasurer for another year, and all the members agreed that Floyd Mabee should continue as vice president, membership. Calvin Davidson will stay on as editor of the BOF. It has indeed been a pleasure to work with this team over the past year.

CONVENTION TOPICS

Much time was spent by the 2ADA Executive Committee discussing the need for funds for ongoing and new projects. Of course, more funds are always needed for our Memorial Library operation, and undoubtedly an infusion of money will be needed to help rebuild the Memorial. Two other projects that were discussed: a monumental bronze B-24 Liberator at 1/6 scale to be installed at the Air Force Academy (see page 43), and a project to participate with the 8th AFHS to build a chapel at the Mighty Eighth Air Force Heritage Museum. Decisions were deferred until the next Executive Committee meeting, to be held in early October in Chicago.

We received promising reports from our English friends about the progress of rebuilding the library at Norwich. Ground-breaking ceremonies are being planned for this fall or early next spring.

During our 93rd business meeting, we approved giving the Memorial Trust \$1,000 as an endowment for the purchase of books. This means that the income from that money will be used for new purchases. A memorial plate will be in each book, showing the donor as the 93rd BG. This is something we should have done some time ago.

MEMORIAL DEDICATION AT ARLINGTON NATIONAL CEMETERY

All the information about this event, to be held at 10:00 AM on 10 October, has been published in our *Ball of Fire* news journal, including the description of the program, registration forms, and complete directions to get to

our hotel at the Walter Reed Army Medical Center. This is a new 200-room hotel which just opened. Double rooms will cost \$58.00 per night with no tax. The staff will take good care of us for food as well as lodging.

8TH AIR FORCE HERITAGE MUSEUM

I have been informed that our display case at the museum has been substantially completed and is now on the floor for the visitors to enjoy. Darrell Westberry, the curator, told me that he was able to show all our items in the display case. I believe some captions are still needed to tell our story. If any of you visit the museum, I would appreciate hearing your impressions of our display and what else you think needs to be done.

PLOESTI SEMINAR

One evening after dinner at the convention, an informal seminar was held to reminisce about the famous raid against oil refineries at Ploesti on 1 August 1943. The groups that participated in the raid were represented. Lew Brown of the 93rd gave a good account of his experiences and our group activity.

Cal Stewart announced that he has arranged for a reprinting of the book *Ploesti, The Great Ground-Air Battle of 1 August 1943*, that he and James Dugan wrote and published some years ago. Anyone interested in receiving a copy should write to: Breassey's Inc., Customer Service/Order Fulfillment, P.O. Box 960, Herndon, VA 22071, or call toll-free 1-800-775-2518. The price is about \$20.00 for this paperback. It is worth reading.

I look forward to seeing many of you this October. ■



389th Green Dragon Flares

BY FELIX B. LEETON

The 50th annual convention of the 2ADA was an enjoyable and memorable few days. The overall impression I came away with was that *everybody seemed to be smiling!* I hope you all had as much fun as I did.

I particularly thank our British guests for adding so much by attending our group dinner. Robin and Tom Eaton are friends of long standing. Tom's service to our cause is legendary. He has just retired as Chairman of the Board of Governors of the Memorial Trust. This was our first meeting with Matthew Martin, Clerk of the Memorial Trust; hopefully there will be many more.

War stories are, by definition, important to any participant in a veterans gathering. We hear that we should get all our recollections recorded into some medium where they will be preserved for the amusement and edification of future generations. I have always agreed. I remember my Uncle Elmer, a participant in World War I (117th Inf Reg 30th Div), and a charter member of the American Legion. He had a complete collection of the *Stars & Stripes*, and would answer my questions candidly, but refused to discuss the subject with outsiders. I vowed to be different if ever in such a position.

Then it happened to me! I returned to the Zone of the Interior in October, 1944. Back in Springfield, Tennessee, population approximately 5500, I was invited to go to the Kiwanis Club meeting with Walter Bentley where, with the 8th AF patch and my three ribbons, I was introduced and honored. All went well until the after-lunch informal stand-around discussion session. The topic turned to current events, which included recent incidents reported from the Pacific Theater where enemy troops were removed from difficult positions by means not always understood by civilians, and about which I knew nothing, but when asked, I gave my candid opinion. I recall the look of horror on the face of my host, and in a flash, knew the reason for my uncle's reticence! The general public will never be able to understand reactions of the recent participant.

I have always been an interested observer of history. Having read the tales by Julius Caesar in Latin II, I recognize that it would be nice to have war stories preserved. We have many ways to do this, including tapes to the Norwich Memorial Room, History Book sketches, Dzenowagis documentaries, Dick Peterson's videos, diaries, etc. I have a friend who started typing a few words about his experiences and ended up with an autobiography of a couple hundred pages. I won't mention his name, in case he wants to publish for sale. Then were was, in Irvine, the Confederate Air Force delegation of taping ladies!

I was hooked. I talked into their machine for approximately 45 minutes, was smiled at, and given a taped copy of my comments. Uncle Elmer was right! It was "corn off the cob." To me, I over-used words, sounded insincere, stuttered, stammered, hesitated, and was generally displeased with my performance. However, I promise to do better the next time!!! ■

50 Years and Still Counting: A Golden Convention of the 2nd Air Division Association

BY GENE HARTLEY (389TH), 2ADA VICE PRESIDENT COMMUNICATIONS

MAY 22-26, 1997, THE HYATT REGENCY HOTEL, IRVINE, CA — In beautiful Southern California weather, our 2nd Air Division Association met again, for the GOLDEN 50th annual convention. From that small 1948 gathering in Chicago of a few friends who had served together (1943-1945) at Ketteringham Hall, Headquarters of the 2nd Air Division of the Eighth Air Force, to a peak in 1992, at the Riviera in Las Vegas, of over 1600 men and women from the fourteen bomb groups and the five fighter groups that constituted the fighting force of which we were all a part.

On Thursday the "early birds" arrived, with check-in at the Hyatt; an exploratory walk; locating meeting rooms, drinking rooms and group hospitality rooms; sitting in the comfortable lobby/foyer watching other early birds checking in, and for several, a first meeting since last year with an old buddy.

The first waves of remembrance wash over you — nostalgia, if you will. Seldom used terminology, locked away in the recesses of your mind, springs to your tongue, becoming a part of normal vocabulary to be put on annual display. The wonderful phenomenon that is the Second Air Division Association is again activating itself.

Some played golf on Friday as other hundreds continued to arrive. Many merely sat, thankful to again be a part, relaxing in the various group meeting rooms hosted by individual group vice presidents. Then we had our first view of nearly everyone at the division buffet in the Hyatt Grand Ballroom, enjoying the total strength of the greater Second Division while sharing camaraderie at the tables reserved for the individual groups.

There was an overwhelming sense of belonging, and the knowledge that you could approach *any one* of the several hundred in attendance and be received as a friend — here in the midst of hundreds of friends — most of whom cannot be called by name.

On Saturday, many took advantage of the tour options. Loaded buses headed for the Richard M. Nixon Library and Birthplace in Whittier; the multi-million dollar waterfront homes and yachts of the harbor at Newport Beach; or a remembrance of early California on a visit to Father Serra's Chapel after a ride down the coast to San Juan Capistrano. Others shopped at Fashion Square or the South Coast Plaza. The group rooms were alive, as were the pool and tennis amenities of the Hyatt.

That evening we attended the smaller, more intimate group dinners. Could there be a warmer feeling? One wonders where the years have gone.

At the group business meetings, we discussed directions to be determined, and the 2ADA Executive Committee wants your input. Three differing approaches are available for consideration.



(1) There is the desire of some to perpetuate the Memorial Library in England as the primary (if not only) focus of our membership. It is the ultimate living memorial to our fallen comrades. Group and individual endowments added to the capital sum engineered by the Association over the past fifty years have made our Memorial a source of pride not only to our membership, but to the entire Norfolk/Suffolk area as well. As the library rebuilds from the disastrous fire of August 1, 1994, our 2ADA will be asked to further expand its help.

(2) There is a desire of many to increase Division as well as individual effort on behalf of the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. Although visible museum recognition of the B-24's role in the ETO has improved, many continue to be concerned with a seeming disparity when comparing our airplane to the B-17.

(Note: For many years, your 2ADA dues notice included an opportunity for you to send a contribution to the Memorial Library. Thousands of dollars have been raised in this manner. In 1993, the dues notice was redesigned to provide an opportunity for you to send a contribution to the Heritage Museum as well as the Memorial Library. Including a \$25,000 gift from the 2ADA treasury, over \$105,000 has been given to the Heritage Museum since that date.)

(3) A B-17 bronze sculpture will be dedicated at the United States Air Force Academy on Friday, August 22, 1997. The 19-foot replica will join four other WWII warbirds, the P-38, the P-40, the P-47, and the P-51. Your 2ADA Executive Committee has been quoted a figure of \$175,000 to prepare a 1/6th scale B-24 in bronze. The bronze would join the other five warbirds in the Court of Honor at the Air Force Academy. The refurbished wooden pattern model could be placed in the Heritage Museum. Several of our people feel that this opportunity to place a permanent remembrance of our airplane in the Academy Court of Honor is one that we cannot afford to ignore (see page 43).

The three approaches mentioned above were the continuing subjects of much of the group and individual discussions. No final decisions were reached. The Executive Commit-

tee will be reconsidering a Second Air Division Association position at its semi-annual meeting on October 3, 1997. Hopefully, a conclusion can be reached that will satisfy most, if not all, of our people. Your view, expressed either to your group vice president; to Neal Sorensen, immediate past president of the 2ADA; or to current President Oak Mackey, will play an important role in the October discussions.

Back to the convention. Our time together continued over the three days, with a renewal of the bonds that become stronger with each passing year. Simultaneously, we welcomed the first-timers — not really new, just out of touch for too many years. How did they hear of us? Their presence constitutes proof that we must continue to pursue the never-ending job of spreading the word about our 2ADA.

At the general business meeting we addressed our finest objective, perpetuating the memories of those we lost, visibly remembered through our Norwich Library Memorial Room. We heard reports on the rebuilding; the work of our Fulbright Librarian; the dedication of the Governors of the Trust; the competence of the professional library staff; the contributions of our friends, both in England and the United States; and a brief review of the direction(s) the future holds for us. And as always, the recurring bond of fellowship and remembrance.

At our annual banquet we observed the traditional lighting of the candles as the various battles in which we participated are recognized. The terrible magnitude of that all-consuming war is brought very close to us once more. The band plays the music of those years, and for a moment, they come alive again. We don't move quite as well as we once did! The spirit is willing, but the flesh is weak.

Group "stand-alone" reunions have a very real merit. I've been to several. Some say there is an intimacy that is missing at a 2ADA convention. But the "stand-alone" misses the big picture — the power of fourteen bomb groups dedicated to a single objective, yet returning to the sanctity of the home base. In England, I enjoyed living on my base. But I would not have wanted to fly without the visible and compelling support of other groups; other squadrons. A similar rationale perpetuates the offering of the 2ADA convention. Hopefully, some of you who haven't made it to a 2ADA convention in recent years will find the time to include Chicago (next May) in your plans. We need you!

It's that time again. We begin to disperse, heading home. As we travel to the far reaches of our wonderful country, we remain tied together by that gossamer thread of an experience we shared, an experience we wouldn't want to live again, one that we can't replace, one that we cherish, as we remember. It was a great week in California. Hope to see you in Chicago. ■

FACES AT THE 50TH



Members of the Confederate Air Force were present to record interviews with 2ADA members. From left to right: Dave Patterson (445th BG), Lois Harrington (CAF), Col. Jackie Buck (CAF), and Pete Henry (44th BG).



Tom Eaton receives American Eagle Award from Bud Koorndyk and Neal Sorensen in appreciation of his years of service as Chairman of the 2AD USAAF Memorial Trust.



Some of the hardworking ladies of the Information, Registration, and Sales Desk (L-R): Norma Beasley, Lucille Nothstein, Lillian Cohen, Mike Chamberlain, Edna Reeves, Ceil Rokicki, Cindy Wassom, Wanda Conrad, Maxine Mackey, and Ardith Butler.



Awards Chairman Chuck Walker (445th), right, presents outgoing President's Award to Neal Sorensen (489th).



(L-R): Paul King, Chairman of the Memorial Trust; Craig Beasley, President of the 2AD Heritage League; and Earl Wassom (466th), 2ADA Liaison to the Heritage League.



2ADA Honorary President Jordan Uttal (HQ), left, and Charles Hughes, 44th BG Squadron Commander, pose with Charles' daughter, Sandra Symanovich.

£30 MILLION APPROVED FOR 2AD LIBRARY!

BY HILARY HAMMOND, HONORARY CHIEF EXECUTIVE, 2ND AIR DIVISION MEMORIAL TRUST,
DIRECTOR OF ARTS AND LIBRARIES, NORFOLK COUNTY COUNCIL
19 JUNE 1997

The Millennium Commission has agreed to give a grant of £30 million towards the £60 million project to replace the library in the centre of Norwich, which will include the 2nd Air Division Memorial Library. The Memorial Library is planned to be on the first floor, and will twice as large as the previous Memorial Library in the burnt out Central Library building. The site is the old Central Library building and the car parking lot between the building and the adjacent church, St. Peter Mancroft. (This is the area where the parades started for the 50th celebration of VE Day in 1995.)

The timetable is for the detailed planning of the whole building to begin immediately. This will take about a year, and will be followed by the English process of obtaining planning permission. This latter process cannot begin until the detailed plans are completed. Individuals and organisations can object to the detailed design at that stage. Norwich City Council has the responsibility of giving planning permission, and must follow due process, or the whole question can be transferred to the Government to decide.

In July next year the archaeologists will move onto the site and will uncover evidence of earlier settlements in this area. We have carried out trial digs, and know that there is some evidence of earlier buildings. The main building contract will start in late 1998 or early 1999. The building should be completed by Christmas 2000.

Speaking personally, I would like to thank members of the 2ADA for their support and patience while we have been working to obtain this grant. We will have the best Memorial Library which it will be possible to achieve as a result. ■



THE 2ND AIR DIVISION MEMORIAL LIBRARY TEAM. Left to right: Paul King, Chairman of the Board of Governors of the Memorial Trust; Lesley Fleetwood, Library Enquiry Assistant; David Hastings, Vice Chairman of the Board of Governors; Linda Berube, Fulbright Scholar; Derek Hills, Trust Librarian; and Christine Snowden, Library Enquiry Assistant.

"The prospect of having our Memorial Library housed in what will be the finest library in Great Britain and in a superb new civic complex designed by the firm of one of our greatest living architects, Sir Michael Hopkins, excites me. The long wait has proved to have been worthwhile . . . Our two great countries can now be assured of a fitting memorial to the sacrifices of your fallen comrades in World War II, for now and in perpetuity."

— Paul R. King, Chairman of the Board of Governors

"The Last Mission is now underway!"

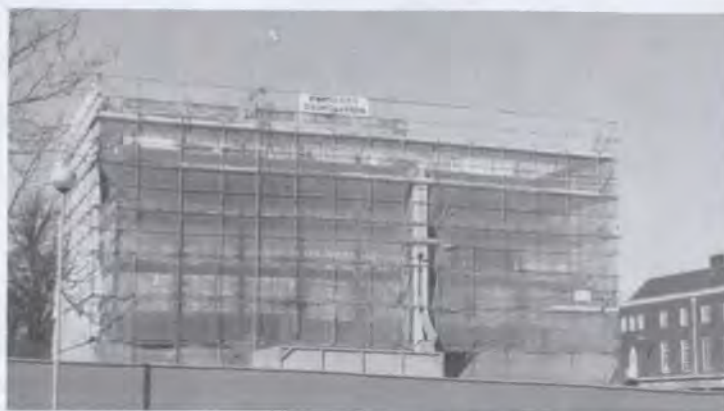
— David Hastings, Vice Chairman of the Board of Governors

Historic location sets the stage for archaeological dig

There was an interesting article in the *Norwich Evening News* on Friday, June 20th, 1997 concerning the archaeological dig which will take place on the historic library site. Brian Ayers, principal field archaeologist with Norfolk County Council, said:

"It's an unbelievably exciting prospect. This was the French Borough of Norwich which they built on a "greenfield" site. It has never been touched before.

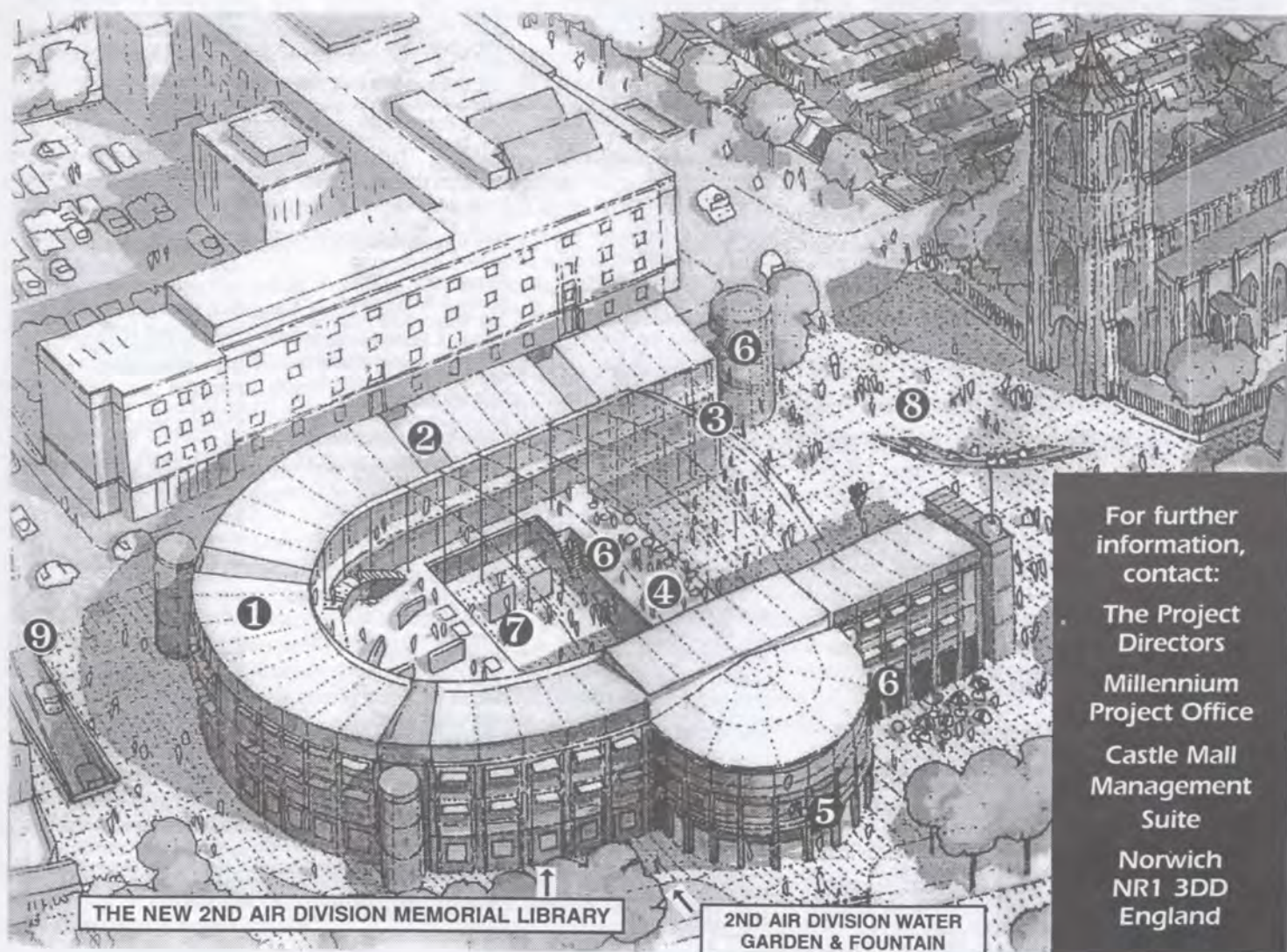
"William the Conqueror only built two 'new towns' — Nottingham and Norwich — after the 1066 invasion. By the end of the 13th century every goldsmith in the city was living in the well-to-do quarter, which even had an unusual stone house. These were affluent people. The site is locally important but of national and international significance as well. It's a tremendous opportunity to find out about one of the most important parts of Norwich's history." ■



SITE OF NORWICH LIBRARY DEMOLITION

THE NEW MILLENNIUM LIBRARY OF NORWICH

The heart of an information and learning network



For further information, contact:

The Project Directors

Millennium Project Office

Castle Mall Management Suite

Norwich NR1 3DD England

PLACES FOR PEOPLE . . .

- 1 The **Millennium Library** will provide all the "traditional" Central Library services, but Millennium Commission funding will enable it to be of much higher quality, and considerably better equipped. This will enable it to realize fully the opportunity for a library to be at the core of providing information of all kinds to the community. It will include:
 - 110,000 books and 10,000 recordings
 - Seven subject departments (including business)
 - The 2nd Air Division Memorial Library
 - The Norfolk Studies Library
- 2 The **Business and Learning Centre** will be the focus for business in the region. Working together, the Chamber of Commerce, the Training and Enterprise Council, Business Link, the County and City Councils, City College and the University of East Anglia will create a centre to help business grow and thrive.
- 3 The Centre will include **The Learning Shop** to be run by a consortium led by Norwich City College and the University of East Anglia. It will offer people of all ages advice on career moves, skills development, training and educational opportunities.
- 4 The Visitor Centre will include a **Heritage Attraction** presenting the story of the City region of Norwich over the last millennium, using the technology of the next millennium.
- 5 A **Multi-Media Auditorium** will provide a versatile venue for a wide variety of events and entertainment. The state-of-the-art facilities will cater for public meetings and lectures, training, conferences and video-conferences, films and live performances, and small concerts.
- 6 **Cafes and Restaurants** will not only meet the needs of visitors to the Library, the Visitor Centre, and the other elements of the project, but will attract people in their own right.
- 7 **The Forum** will be the main entrance to the Centre. It will provide opportunities for people to meet and for exhibitions to be staged.
- 8 **The Public Square** in front of the Centre will enhance the setting of St. Peter Mancroft Church and provide an attractive public open space.
- 9 More than 200 places for **Parking** will be provided in an underground car park, entered from Bethel Street.

Attendees at 2ADA 50th Convention, Irvine, CA, May 23-26, 1997

44th Bomb Group

Dick & Ardith Butler, Dan & Theresa Butler, Emily Butler
Shazo, Frank & Kay Butler Drake
Bill & Henri Cameron
Pat & Ginny Colucci
Mert Derr
Bob & Irma Dubowsky
Julian & Paula Ertz
Mike & Kaye Fusano
Bill Hawkins
Pete Henry
Charles Hughes & Sandra Hughes Symanovich
Bob Knablen
Stan Lipczynski
Tony & Cathy Mastradone
Norman Tillner
James Whittle

93rd Bomb Group

Al Asch
George & Barbara Bailey
Carroll Berner
Henry Betz, Mary Betz,
Henry Saito, Irv Williams
Lew Brown & Conrad Standish
Bill & Lee Brown
Harold Burks
Bill & Lillie Carpenter
Betty Conley
Cal Davidson
K.O. Dessert
Ellis & Hildred Fullwiler
Mo & Ei Gozonsky
Earl & Gini Heffner
Tommy & Catalina Hernandez
Mark & Barbara Hontz
Paul & Martha Hood
Walt & Violet Hughes
Kent Jaquith
C.D. & Simone Johnson
George Johnson
Harry & Louise Kelleher
Jack & Midge Kerler
Burt & Carol Lenhart
Bob & Mike McKeever
George McNulty
Paul & Janet Meyers
Mike & Dot Mikolajczyk
Henry & Bea Nykamp
Bill Orient
Sharon Pace
Russ Philpott, Lorraine,
Dennis & Jeff
Anita Rosacker
Joe Schwarzgruber
Scotty & Letha Scott, Adrian & Mollie Scott Acosta
George Shaw
John Sherman
Slip & Jennie Slider
Don & Mary Lou Spencer
Paul Steichen
Cal & Peg Stewart
Fred & Inez Strombom
Vernon Swaim
Dick & Patsy Trousdale
Hearol & Maxine Veteto
Dusty & Connie Worthen

389th Bomb Group

Duffy Borland & David, Jr.
Marty Borrok
Coo & Edith Boudreaux
John & Jane Brooks
Gaynell Clark
Helene Denton
Barney, Emme & Jennifer Driscoll
Geb & Betty Gebhard
Milton Genes
Allan & Jean Hallett
George & Marie Hammond,
Andrew & Joanna Hammond,

Nellie Hammond Mathes
Dick & Nancy Hartley,
Dick & Betts Mead
Bill Heibling
Rudy & Myrtis Howell
Stan & Sylvia Katz
Bud Koorndyk
Art & Bette Larrance
Felix & Marjorie Leeton
Vince & Carroll Lozowicki
Fred McConnell
Bill & Elsie Meyers
Ray & Ruth Nathe
Fielder & Marge Newton
Skip & Zona Pease
Pete Rice & Suzanne Rice
Paul & Herschell Rochette
Bob Ruiz
Ken Smith
Bob & Jeannie Stout
Haig & Hermine Tashjian
Bob & Dottie Woofler

392nd Bomb Group

Anthony & Edna Albino
Laurin Austin
Don & Marlyce Bailey
Gilbert & Martha Bambauer
Ernie Barber
Bill Barry
Vern Baumgart
Luke Beddingfield
Hazel Berthiaume
Joe & Anne Bonanno
Bill Cetin
Carroll & Mabel Cheek
Michael & Monica Connery
John & Wanda Conrad
Arnold & Cleome Dovey
Allen & Elizabeth Duff
Teddy Egan
Richard & Shirley Griffin
Walt Hebron
Bill & Renella Jurczyn,
Dan & Pat O'Donoghue
Harry & Ricky Kallionzes
Myron & Blanche Keilman
Ray & Norma Jean Kopecky
Oak & Maxine Mackey, Randy & Susan Mackey, Terry & Susan Mackey Bason, Anne Mackey & Don Kang
Willis & Dorothy Miller
Cliff & Mary Peterson
Keith & Patricia Roberts
Rocky & Mary Rothrock
Roland Sabourin
Bill & Thelma Singleton
Fred & Elva Thomas
Henriette Thomason
Harry & Edythe Vasconcellos
Len & Rosie Waldo

445th Bomb Group

Pete & Ginny Abell
Maurice & Hilda Bason
Bob Berberian
Tony & Lois Bertapelle
Dick & Val Boucher,
Ted & Jean Severen
Doc Bowen
Hoby & Jean Bowlby
Bill & Dorothy Boyanowski
Fred & Ginny Bromm
Earl Bruck
Clarkie Clark
Fred & Marjorie Dale
Frank & Elizabeth DiMola
El & Jeanne Fischer
Dick & Jane Gelvin
Karl & Barbara Goff
Lowell Harris, Louise & David & Sharon Seabrook
Ted Kaye
Ray & Jean Lemons

Dick & Marge Littlefield
Jack & Peggy Magee
Glen, Jean & Barbara Marsteller
Bob & Patricia Mead
Ron & Rita Parrott
Dave & Joan Patterson
Jack & Bette Peltton
Ray Pytel & Twyla Kieffer
Al & Dot Querbach, John Eckert
Carl Rambo
Dick & Viola Ramp
John Rohal
Ed, Sue & Randy Roloff
Marv & Mary Sawyer
Cliff & Shirley Simonson
Jerry & Pat Steinhauer
Bob & Shirley Ann Suckow
Bill & Anne Tierney
Chuck Walker & Charles, Jr.
Joe Weckesser, Ann, Greg,
Paul, Tom & Linda & Joanne Weckesser Jay
Jim & Mary Wilgus
Don & Iva Wimbiscus
Ed & Rose Zobac

446th Bomb Group

Bob & Mary Alexander
Clarence Cornelius
Andy Hay & Shirley Wagner
Al Krassman
Aud Risley

448th Bomb Group

Ron & Gloria Berryhill
Ben & Charlotte Everett
Frank & Lorraine Gibson
Frank Grew & Maria Gunnarsson
Lou & Libby Ladas
Charles & Agnes McBride
Jim & Daphne Pruitt
King & Paula Schultz

453rd Bomb Group

Bus & Ruth Badgett
Walt & Wanda Bala
Wes Bartelt
Bob Bieck
Bert & Claire Biel
Dewey & Doris Bishop
Wib & Diana Clingan, Jeff & Carolyn Clingan, Phil & Pamela Clingan Bowers
Ava & Rob Collins,
Judy Collins Keaton
Andy & Lourene Cumming
Frank Davidson, Carl, Mary Louise Davidson, Jim & Pauline Boxell
Jim & Dorothy Dyke
Harry Godges
Russ Harriman
John & Aida Hildebran
Jay & Anna Jane Jeffries
Wendell & Gretta Jeske
Swede & Virginia Johnson
Jim Kotapish
Doug & Jane Leavenworth
O.K. & Lovey Long
Burton Madison & Maggie Strecker
Walt & Betty Meyer
Dot Middleton
Mo & Ludie Morris
Phil Parsons
Frank & Bonnie Pickett
John & Marie Roth
Leo Ryan & Geraldine Suskin
Wilbur & Jeane Stiles
Milt & Lucille Stokes, Rhonda Stokes Vinson
Frank & Jackie Thomas
Alex & Tootie Wallace
Ed & Francine Werner
Willie & Dorothy Williamson
Willie & Mary Jean Wilson

458th Bomb Group

Jerry Allen
Dick Bateman
Birt & Ann Brumby
Dick & Edith Butler
Bill & Barb Case
Dale & Virginia Dyer
Larry & Marge Fick
Elmo & Betty Geppelt
John Glagola
Kim Greene
Stan & Dot Hammell
Bud & June Hartzell
B.P. & Georgia Hebert
Peter & Evelyn Kowal
Bernie & Jean Newmark
Santos Ortega
Herman & Bertie Peacher
Dick, Betty & Diane Pulse; Tom,
Ashley & Tommy Cannovino;
Sue, Rich & Doug Armstrong
Rick & Ceil Rokicki, Steve & Michele Rokicki Sterrett
Ed & Pat Roettele,
John & Amy Roettele
U.B. & Opal Simoneau
Joe & Monica Sirotnak
John & Laura Smith
Larry, Robert & Elizabeth
Van Kuran

466th Bomb Group

Elmer, Barbara & Trudye Anderson
Dick & Margaret Baynes
Frank, Louise & Neal Bostwick
Margaret Calderalo
Glenn Dietz
Rual Gollara
John & Irene Horan
Perry, Joyce, Penny,
Pam & Jay Kerr
Nick Kuklish
Sarge Lewis
Jim & Mary Lorenz,
Carol Lorenz Kendrick
Stan & Jo Ann Mohr
Bill & Lue Nothstein
Jim & Elinor Russell
Kurt Warning & Vicki Brooks
Warning
Earl & Cynthia Wassom

467th Bomb Group

Joe & Helen Dzenowagis & Joe Jr.
Ralph & Yvonne Elliott
Joe & Jean Hodge
Glenn Kenagy, Duane & Sue Kenagy
Bob & Ruth McEwen
Walt & Ruth Mundy
Al & Char Shower
Jack & Lucille Stevens

489th Bomb Group

Lee & Ron Baker,
Pam Baker McNutt
Olie Berkeley
Robert Bowles
Bud & Mike Chamberlain
Don & Peter Champagne
Jim & Jean Davis
Henry & Alva Dellano
Don & Shirley Engler
John & Rainie Foster
Charlie & Helen Freudenthal
Gus & Edith Gary
Bill Gully
Bob Haley
Chuck & Flo Harkins
Morgan & Ella Deane Higham
Jim Kiernan & Sharon Vance
Kiernan
Bob & Jean Kirby
John & Pat Lamar

Jean McGrath
Ted & Gladys Maruschak
John Nemeth, Bill & John Jr.,
Charles & Kathy Nemeth
Constanza
Jim & Mary Pace
Chuck Reeves
Gaylon & Barbara Royer
Frank Skeldon
Neal & Pat Sorensen
Dick & Bev Stenger
Chuck Taylor
Bob & Miriam Thomas
Rip & Helen Van Winkle

491st Bomb Group

Hugh Bennett & Jean Bennett
Hap Chandler
Bill & Patricia Ducey
Mike & Connie Fagen
Lawrence & Joan Hassell
John & Joan McGery
John Paller
Cal Shahbaz
Norman Stickney

492nd Bomb Group

Dick & Lorraine Bastien
Bill, Norma & Craig Beasley
Robert Bradley
Norman & Vera Burns
Gene Gossett & Nancy Gossett Brown
Mike & Barbara Jacobs
Jack Lyons
Jim McCrory
Bob & Pat Mattson
Sam & Edith Miceli
Bernie & Rae Murtaugh
Tom & Mary Anne Nelson
Harry & Sally Orthman
Bob Scott
W.D. & Molly Sparks
Carl Taylor

Headquarters

Evelyn & Lillian Cohen,
Neil & Justin Wolf
Harriet Fau
Bill Jenkins
Livingston & Tina Jones
Dottie Krogmann
Hal & Jeanne McCormick
Dave & Lida B. Norris
Jim & Edna Reeves
Eleanor Storms
Ray & Ruth Strong
Jordan Utall, Steven & John Bandler
Milt, Hathy & Caron Veynar
Joe & Marie Whittaker

Our British Friends

Tom & Robin Eaton
Hilary & Jill Hammond
David & Jean Hastings
Tony & Marlene Kerrison
Paul & Hester King
Matthew Martin
Judith Rabsey
Pat & Agnes Ramm
Christine Armes & Helen Anderson

From Belgium

Luc Dewez
Michel Vyncke

Confederate Air Force

Jacqueline Buck
Lois Harrington

Fulbright

Anne Symington

Ploesti Program

Peter Frizell
Roy Newton



Address to Members of the 2nd Air Division Association Irvine, California, Sunday, May 25, 1997 Given By Paul R. King, Chairman of the Memorial Trust



When Jordan Uttal wrote to me recently and asked me to speak for five minutes at this banquet, I wondered how one could encapsulate fifty years of history, fifty years of achievement, into five minutes. Well, one simply cannot, but I will endeavour at least to be as succinct as possible, more so perhaps than Gill, the Manchester American, we gentlemen listened to after lunch today.

First, however, may I on behalf of our Honorary President, Tom Eaton; my Vice Chairman, David Hastings; our Honorary Chief Executive, Hilary Hammond; our clerk, Matthew Martin; and our wives, thank you, Mr. President, and members of the Association for the generosity and warmth of the welcome which you have accorded to us and our fellow countrymen at Irvine this weekend. It has been marvellous.

In January of this year, I succeeded Tom Eaton as Chairman of the Memorial Trust. Tom has been the driving force and the inspiration behind the expansion and development of our library in his capacity as chairman for the past 22 years and as a Governor for nearly 40 years.

Tom Eaton is a man of vision, courage, determination, kindness, and great generosity. All of us here tonight owe him and his wife Robin a tremendous debt of gratitude. I know just how honoured he felt and how moved he was this morning when he received your President's Award, only the fourth time such an award has been made, and the first time to an Englishman. He has been further delighted by your presentations to him tonight.

I felt both honoured and privileged when I was elected Trust Chairman. Tom will be a very hard act to follow, but I will try my best, ably supported as I am by excellent Governors and advisors.

When confronted by Jordan's challenge to speak briefly tonight, just three words sprang to mind which epitomise your Association. These are taken from St. Paul's First Letter to the Corinthians, written almost 2,000 years ago. In one famous passage St. Paul writes that without charity, without love in the Biblical sense, one is nothing, and he concludes the 13th Chapter with the words "And now abideth faith, hope, charity, these three: but the greatest of these is charity."

I should like to express my sincerely held belief that your noble Association has dutifully upheld the teachings of St. Paul. It has been your faith, your love and dedication, over fifty exciting years which finds your organisation in such splendid shape. I congratulate you all upon reaching this amazing milestone, which we have celebrated so joyfully this weekend.

Early in 1945, General William E. Kepner, your great commander, gave his active support to establish a memorial to commemorate 6,700

of your comrades who gave their lives so that we might live in freedom. This memorial, it was said, "must be a spiritually living thing." The aspirations ran deeper, with the wish that "the deep and sacred feeling giving birth to this memorial, our comrades' spirit of youth, hope and desire for a world of decency, freedom and peace must live on; must imbue this memorial with that same sacred spirit dedicated to ongoing generations whose way of life they died to protect."

"The friends thou hast, and their adoption tried, grapple them to thy soul with hoops of steel." Those words of Shakespeare in Hamlet do ring so true and apposite in relation to Anglo-American relations.

From those early idealistic beginnings at the end of the war, it was not until the 13th of June 1963 that the Memorial Library itself was opened and dedicated. There must have been moments of despair when you, patient members of the 2nd Air Division, wondered whether anything more than a stone plaque would be erected in memory of your fallen comrades. But on both sides of the Atlantic, faith was kept in your ideals to create a library unparalleled anywhere else in the world.

President John F. Kennedy, in his message delivered on that June day, prayed that the sacrifice made by his fellow Americans might continue to strengthen the bonds of friendship between our two great nations, allies past and present, against tyranny. He hoped that it might inspire us to pursue with energy and patience the opportunities for securing peace with justice preserved for us by those whose memorial was being dedicated that day.

How remarkable it is that within 34 years, many of those hopes of which John Kennedy spoke have been realised. For we live now in an era when the Cold War is a thing of the past, when we and the former USSR and the Eastern Bloc countries are allies, no longer enemies.

For me one of the greatest joys of being associated with the library as a Governor since 1978 has been the friendships which Hester and I have forged with so many of you dear Americans, through meetings at conventions here and in no less than nine held in Norwich since 1972.

"The friends thou hast, and their adoption tried, grapple them to thy soul with hoops of steel." Those words of Shakespeare in Hamlet do ring so true and apposite in relation to Anglo-American relations.

There has been for many years a constant link provided with our Trust and the Association through your representatives on the Board of Governors. Jordan Uttal, followed by Bud Koorndyk, have worked tirelessly on your be-

half. Both have seldom missed Governors' meetings, putting to shame many of us living locally in Norfolk who do not have such excellent attendance records as theirs, who have had to make transatlantic journeys from Dallas, Texas and Grand Rapids, Michigan to be with us.

This afternoon I learned, with sadness, that Bud Koorndyk will be retiring as American Representative on the Board of Governors after our annual meeting in July.

Bud is a giant amongst men. He is the finest

representative of your great nation whom it has been my privilege and good fortune to have known. His wisdom and his understanding of human nature and how we think and operate has been of unestimable benefit to the Trust. Hester is Dutch. She spent a war occupied by a foreign power. I love, admire and respect the integrity and sharpness of the Dutch. Bud has inherited all their qualities as well as a deep faith ever strengthened by his membership in the Dutch Reformed Church. That faith, and the stolid support of his dear wife June, have enabled him and his family to overcome and surmount obstacles and tragedies in life, which to us lesser mortals would have been insurmountable. Bud, thank you for being a marvellous Governor, for being you, and for your great friendship, which Hester and I treasure. I know that all our fellow Governors and British friends salute you.

To return now to our Trust. Your Association's generosity over the years has been staggering, with our Trust endowment now worth nearly \$900,000. Your love and your charity have known no bounds. Only today, this endowment has been increased by a further substantial gift of \$25,000 to the Special Endowment Fund and by a donation of \$1,000 to the Headquarters Endowment Fund.

Tom persuaded you in 1985, following the success of a four-month visit to the library by an American librarian, Sue Vision, to raise \$500,000. Her presence had shown the potential of having an American in post. Not only did you raise \$500,000, but you exceeded the target by \$100,000, enabling us now to have a full-time Fulbright librarian with all the cachet attached to a Fulbright scholar.

There is no doubt that the present incumbent, Linda Berube, has great qualities, so much so that she has been asked by the Fulbright Commission to extend her stay by a further year to concentrate her work on developing links between the library and local schools.

(continued on page 28)

Report on the Memorial Trust

BY E. BUD KOORNDYK

The Spring issue of the 2ADA *Journal* carried the entire text of the new Scheme of the Charity Commission under whose jurisdiction the 2nd Air Division (USAAF) Memorial trust is administered. The explanation from Matthew Martin, clerk of the Memorial Trust, clearly spelled out the reason for its being shared with our entire membership.

This new scheme is now in effect, and in the rundown of members serving and their terms of office, I had agreed to serve as the 2ADA representative on the Board of Governors for a period of one year from when the new Scheme went into effect.

Consequently, I attended my last meeting of the Board of Governors on July 23. This meeting will now and in the future be considered the annual financial meeting. The fiscal year ends in the month of April and reports of the finances for the previous year and the budget for the upcoming year will be presented for approval by the Governors. The Governors have scheduled four meetings each fiscal year, but our representative should only be required to attend the July meeting. This arrangement has been approved by Paul King, Chairman of the Board of Governors.

At the annual convention of the 2ADA held in Irvine, California the last week in May, we had the privilege of having with us Tom Eaton, Honorary Chairman of the Board of Governors; Paul King, Chairman of the Board of Governors; David Hastings, Vice Chairman of the Board of Governors; and Matthew Martin, Clerk of the Memorial Trust. Hilary Hammond, Honorary Chief Executive of the Board and Director of Arts and Libraries, Norfolk, shared a preview of what the future library would look like. Complete details by reporters for the convention activities are given elsewhere in this *Journal*.

The opportunity of having so many notable guests from England for this convention is, in my humble opinion, a once-in-a-lifetime happening.

I will be meeting with Phyllis DuBois to receive a full report of her work on the archives. Her contract to do this work was for a period of six months, and we should know if the work was completed and whether during the next few years additional donations of memorabilia would require additional help. Work of this nature should be done by someone who has an intimate background knowledge of the 2ADA.

One of the projects that has been close to my heart, and which I have shared with you on numerous occasions, has been the building up of the Special Endowment Fund of the Memorial Trust. A number of individuals, as well as bomb groups, Headquarters, WACs, and others have contributed to date a total of some £85,000. This fund requires a donation of \$1,000.00 and assures each contributor that

income from their endowment will purchase books into perpetuity. A bookplate will be placed in each book purchased, listing the donor or donors, and notification of books purchased will be sent to the donor each year.

The Special Endowment financial report is a stand-alone report, listing the names or organizations and the total of the endowments and the income generated by the corpus. This report is given at the annual financial meeting of the Board of Governors.

I had a vision of a goal of £100,000, which in turn could generate some £7,000 to £7,500 of income each year for the purchase of books for the library. This would result in freeing funds that are in the annual proposed budget of the Memorial Trust for the purchase of books and could be used for other needs within the library.

May I encourage any of our membership who are interested in establishing a living

memorial into perpetuity in their trusts or wills to seriously consider a bequest to the Special Endowment Fund of the 2nd Air Division Memorial Trust.

At our meeting in Irvine, California, a check for \$25,000.00 was presented to Paul King, which represented monies contributed by our members along with their yearly dues. This check is an addition to the fund established in the name of the 2ADA. A check of \$1,000.00 was presented as a gift from Headquarters of the 2AD, which is also an addition to their endowment, and the WACs forwarded \$1,300.00 from their raffle as an addition to their endowment.

As of this report, three additional bomb groups have established a Special Endowment Fund in the name of their bomb groups, the 93rd, the 392nd, and the 453rd. Our goal is to have all of our bomb groups listed as having an endowment in the annual report. ■

2nd Air Division 1997 Reunion Schedule

PREPARED BY J. FRED THOMAS

44TH BG VETERANS ASSOCIATION

October 9-12, 1997
Salt Lake City, Utah
Contact: Col. Roy Owen, USAF (Ret.)
6304 Meadowridge Drive
Santa Rosa, CA 95409
Tel. (707) 538-4726

93RD BG MEMORIAL DEDICATION

October 9 & 10, 1997
Arlington National Cemetery
Arlington, Virginia
Contact: Alfred Asch
6205 Meadow Ct., Rockville, MD 20852
Tel. (301) 881-1376

389TH BOMB GROUP REUNION

November 7-9, 1997
Savannah, Georgia
Contact: Felix Leeton
7325 Bonanza Place
Greenwell Springs, LA 70739
Tel. (504) 261-5300

453RD BOMB GROUP REUNION

October 3-6, 1997
Washington, D.C.
Contact: Jay Jeffries
17161 Westport Drive
Huntington Beach, CA 92649
Tel. (714) 846-1653

467TH BGA REUNION

September 23-28, 1997
Ellenville, New York
Contact: Walter Mundy
23020 Basin Harbor Court
Tehachapi, CA 93562
Tel. (805) 821-5101

489TH BOMB GROUP REUNION

November 6-9, 1997
Savannah, Georgia
Contact: James Davis
2519 Shell, Midland, TX 79750
Tel. (915) 683-2443

491ST BG REUNION

October 11-13, 1997
St. Louis, Missouri
Contact: F.C. Chandler
18 Willow Glen NE
Atlanta, GA 30342-2023
Tel. (404) 814-1229

AVIATION CADET MUSEUM REUNION

October 15-19, 1997
Kelly AFB, San Antonio, Texas
Contact: Aviation Cadet Museum
Route 4, Box 416
Eureka Springs, AR 72632
Tel. (501) 253-5008

8TH AFHS ANNUAL REUNION INCLUDING THE 392ND BGMA

September 8-14, 1997
Radisson Hotel South, Bloomington, MN
Contact: 8AF Reunion
P.O. Box 11327, Norfolk, VA 23517

EAST-MIDWEST 2ADA REGIONAL REUNION: ALL GROUPS FROM ALL AREAS ARE WELCOME!

September 25-28, 1997
Harrisburg, Pennsylvania
Contact: Ray F. Shoulders, Jr.
431 Lewisburg Road
New Cumberland, PA 17070
Tel. (717) 774-3960

MISERY AND TEAMWORK OVER MISBURG

BY FRANK W. FEDERICI AND LT. COL. VINCENT MAZZA, RET. (445TH)

When the Misburg mission of 26 November 1944 was publicized in the *Stars and Stripes* in February, 1945, the caption read "All In a Day's Work." This caption is appropriate because we all did our respective jobs and helped each other — a normal bomber crew procedure in order to survive.

We finally decided after 52 years (with encouragement from others) that some other bomber crews would like to read about our crew's teamwork and correlate it with their own, especially under such dire circumstances. We also thought that our children and grandchildren, as well as other living crew members, would want to know. None of our crew members gave any thought to publicizing this mission over the years because our overwhelming thought concerning Misburg was the loss of our pilot, Jim Williams. Now we feel that Jim would concur, so let us tell our story.

Our crew was assigned to the 700th Bomb Squadron and soon had become a lead crew. Gathered in the main briefing room on 26 November 1944, we soon learned that our target was near Hanover — which meant that we were going to have a rough mission. We became even more apprehensive when we learned that we would be bucking a 150 mph headwind during the bomb run!

We took off, assembled into formation, and took the well-known "American Highway" (the route over the Zuider Zee). We were leading the low left squadron or the lead squadron — we do not remember which.

After the "Zee" we continued on the briefed courses which were generally in an easterly direction north of Misburg. At this time the navigator checked our ground speed, which was 375 mph. We flew past Misburg, turned right (south) and then right again to head in a westerly direction on the bomb run with a ground speed of only 90 mph! Some of you Misburg navigators may recall this speed! (We were hanging on "Skyhooks.")

We went into our bomb run routine with the navigator talking on interphone to the nose turret navigator to pinpoint our location. In turn, the nose turret navigator (who could see directly in front of the aircraft) worked with the bombardier until the bombardier had the target in his bombsight. Once the bombardier had the target in his bombsight there was absolute silence (no use of the interphone) while he controlled the aircraft as he synchronized the bombsight. The bombsight controlled the automatic pilot during the bomb run.

During the early part of the bomb run (before the bombardier had the target in his bombsight), the navigator saw many fighters high at 3 o'clock in a big dogfight and mentioned it on interphone. They were at about 30,000 feet (hundreds of them — P-51s and



Standing (L-R): Lt. Leo J. Lewis, bombardier; Lt. Frank W. Federici, navigator; Lt. James A. Williams, pilot; Lt. Vincent Mazza, copilot; Lt. John C. Christiansen, nose turret navigator. **Kneeling (L-R):** S/Sgt. Kenneth J. Brass, waist gunner; S/Sgt. Charles W. Bickett, tail gunner; S/Sgt. Edward W. Goodgion, waist gunner; T/Sgt. Carl E. Bally, radio operator; T/Sgt. Herbert A. Krieg, engineer.

ME-109s). We saw five or six trails of smoking aircraft each time we had a chance to look in that direction. We learned after our return to base that 105 German fighters were shot down during that battle. Of course the P-51s were our fighter cover, and this day they were involved in this dogfight. Meanwhile, the enemy had assigned other fighters to hit our squadron by coming five abreast at 11 o'clock.

On the first wave, our pilot, James A. Williams, was hit with a 20mm and killed instantly. The bullet went through his flak suit and embedded in his backpack parachute. The dead pilot slumped over, and the copilot, Vince Mazza, immediately took over, with one hand trying to hold the pilot back from slumping over the controls and with the other trying to avoid a collision with other ships in our formation. The biggest problem that the copilot was having was that the pilot's flying boots were interfering with the rudder controls. The flight engineer heard this and got out of the upper turret. The copilot pointed to the pilot's boots. The engineer saw the problem, but the copilot had to apply left rudder momentarily to free the boots (even though it meant turning into the B-24 on our left and then immediately applying right rudder to avoid a collision). The engineer freed the boots from the rudder controls. Our left wing almost touched the waist gunner on the B-24 on our left! Close is only good in horseshoes and hand grenades! The engineer immediately strapped the pilot to his seat.

Then a second wave of enemy fighters came in and a 20mm explosive shell knocked out the

nose turret, wounded the nose turret navigator, and blew out all of the plexiglas below the turret and in front of the bombsight. In turn, the bombardier, who had already synchronized the bombsight, was knocked over against the navigator, who in turn was knocked down onto the nose wheel doors. The bombardier's helmet and oxygen mask were knocked off and he was completely dazed. The navigator, Frank Federici, shook him and with sign language sent him back to the flight deck. The navigator called the radio operator, Carl Bally, and told him to watch for Leo Lewis or have Herb Krieg, the flight engineer, attend to him. The flight engineer and radio operator shared their oxygen masks with the bombardier until another mask could be brought to him from the waist section of the ship. The waist gunner, E.W. Goodgion, was called and asked to also bring blankets and an oxygen mask for the bombardier, whose ears and face were frost-bitten. Meanwhile, the tail gunner, Charles Bickett, had lost communication with the rest of the crew and was completely unaware of the situation!

Back to the navigator-bombardier area of the ship. Since the bombardier had already synchronized the bombsight, the navigator grabbed the salvo lever, watched the movable indice come abreast of the stationary indice on the bombsight (bombs away), and salvoed the bombs to ensure that they were released on target. After the bombs were released the navigator helped the wounded nose turret navigator, John Christiansen, out of the turret. He

(continued on page 28)

MISBURG MISSION (continued from page 27)
was able to crawl back to the waist section of the ship where the left waist gunner, Kenneth Brass, tended his wounded leg. Most of the crew members were "busy beavers" on this particular bomb run with a considerable amount of additional activities which occurred in a few minutes!

The navigator tucked his trousers back into his boots (they came out when he was knocked down earlier). Frostbitten shins were not discovered until our return to base. At this time the navigator recognized the situation of a 200 mph wind blast at -55°C with a possible third wave of enemy fighters. With self-preservation in mind, he pulled out his .45 pistol and looked through the plexiglas hole to fight the enemy's 20mm cannons! Quite a few profane remarks were uttered, but fortunately our Lord was with us. Another wave did not come.

The navigator recognized that the copilot had gained complete control of the ship, and since all four fans were still working, we were able to stay in formation for our mutual protection until we were out of enemy territory in spite of the cold air and wind blast. Any straggler was easy prey for the Luftwaffe. When we were finally able to descend, we were on our

own. The navigator noticed that his maps and charts were torn and tangled in the control cables. The copilot was then assured that this was not a problem and that compass headings would be given without maps. This was feasible because this was our 25th mission and the navigator was familiar with all the various landmarks on the way to base.

To avoid much of the wind blast, the navigator sat on the navigator table and continued to direct the pilot. It was difficult to stand and function with this gale. Meanwhile, back in the cockpit, our copilot's eyes felt like they were freezing and he was having difficulty seeing. To avoid some of the air blast, he looked down and saw his plastic goggles dangling from the wing flap lever. He grabbed the goggles and put them on. Vince Mazza still believes that this 50 cent item probably saved our lives.

We sighted Great Yarmouth on the coast of East Anglia and continued on to the base.

The crew's teamwork brought us home. Our pitot tube was damaged, causing the air speed meter and altimeter to be inoperative. The navigator fired distress flares out of the top hatch while the pilot maneuvered alongside of another B-24 which was on its final approach. The other pilot recognized that we

were in trouble and let us move into his pattern for our landing. Our pilot had been gauging his speed and altitude while flying with the other B-24. Our copilot (now the pilot) "greased us in," although it was fast. The flight engineer handled the throttles for the pilot. We learned later that the other B-24 was piloted by Henry Orzechowski. Again, more teamwork.

The copilot had a large double chin (due to frostbite) when we hopped out of the ship; he also had frostbitten wrists. The bombardier's ear lobes became one inch thick from frostbite.

The crew attended the graveside services for Jim Williams and 51 others at the cemetery at Cambridge, England. Five other ships from our squadron were shot down at Misburg. This was a rough one!

Henry Orzechowski suggested to the authors that we should write about this mission. F.H. "Pete" Bradley, who was Charles (Chuck) Walker's navigator, also suggested to this crew's navigator that we ought to submit this story to the *2ADA Journal*. We finally did it, "Pete" Bradley and Veronica Orzechowski! We are certain that this would have made Hank very pleased.

"All In a Day's Work"? Not a day we would like to repeat! ■

PAUL KING (continued from page 25)

This year she has been engaged in linking the library to the World Wide Web, spreading the name and information about our Memorial universally through the marvel of modern information technology. Only this morning, through this technology, our grandsons Ben and Tom, 9 and 7, typed their first computer letters to us from their home near Bungay and faxed these to us. What a thrill that was for Hester and me.

Despite the disastrous fire of 1 August 1994, which totally destroyed the Central Library and the Memorial, we have a temporary facility second to none, where the book stock is now even better than before. We have a splendid part-time Trust Librarian, Derek Hills; Linda Berube; and two assistants, Lesley Fleetwood and Christine Snowden.

Within four years, it is now almost certain that we will have a major new library complex completed opposite St. Peter Mancroft Church. There has been a long wait as the authorities have sought \$50 million of government lottery funding for a large project to celebrate the millennium, which would provide us not only with a sensational new library and Memorial Room, but also with a Heritage Centre as well as a most advanced technology facility. In addition there will be a large new square with underground car parking in front of the mediaeval St. Peter Mancroft Church. All the waiting will have been worthwhile if we are able to have a complex of international importance designed by Sir Michael Hopkins, one of our country's most eminent architects. Norwich is 800 years old, the cathedral church and diocese 100

There is still so much for us to do in the development of the Trust. As Tom Eaton has so often said, "The sky is the limit," and that is as it should be for a memorial to airmen.

years older, the Great Hospital, of which I am a trustee, nearly 750 years old, and the Grammar School where I am a Governor has its origins in the foundations of the cathedral. In the context of our long history, a delay of some years is relatively unimportant if the ultimate designs for this very important area of Norwich are to be worthy of this site surrounded by historic and notable buildings. These will serve the people of Norfolk and Norwich for the next millennium and well beyond. I appreciate just how anxious all of you are to see your beloved Memorial rebuilt and open. You are fearful that you may not live to see it built, but those 6,700 men were never able to enjoy over fifty years of peace — if the finest possible memorial to the sacrifice they made is delayed by a year or two, surely that extra period of waiting will have been worthwhile?

I can assure you that those of my generation and succeeding generations will not forget what we owe to those gallant men, who gave their lives so that we might live in freedom, but now we have to look to the future and have faith in it. With that freedom won at such high human cost, our children and grandchildren have now immense new opportunities, which are there to be grasped in this rapidly changing world. The field of education is, for exam-

ple, a major area in which we will be reinforcing and developing our work. Through the medium of our library and its branches, and through your thriving Heritage League, we will be able to foster the interest of people of all ages in travel, learning, and international understanding.

There is so much for us to do in the development of the Trust. As Tom Eaton has so often said, "The sky is the limit," and that is as it should be for a memorial to airmen.

Whilst standing recently in the City of London in the entrance foyer of the head office of my company's bankers, I noticed a war memorial to members of its staff killed in two world wars. Beneath their names was the simple inscription, "Seek for their resting place not in the earth, but in the hearts of man."

Those of your gallant men, who made the supreme sacrifice flying from airfields in Norfolk and North Suffolk, have not simply faded from memory but live in the hearts of all of us here tonight and in the hearts of Norfolk and Suffolk people today. They will never be forgotten — of that you can be assured. The deep and sacred feeling which gave birth to your Memorial must and will live on perpetually, just as will that timeless message of St. Paul about faith, hope and charity.

God bless you all; God bless America. ■

THE PX PAGE

If you have articles or items for sale that pertain to the 2ADA, they belong on the PX Page.
Send information to: Ray Pytel, 2ADA Journal Editor, P.O. Box 484, Elkhorn, WI 53121-0484.

NEW! NEW! NEW! A 2ADA Necktie

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TALES OF A TAIL GUNNER

A Memoir of Seattle and World War II

Tales of a Tail Gunner is a wry and witty look at one young man's coming of age during World War II. Eddie Picardo (44th BG) flew 33 bombing missions over France and Germany during World War II. He casts a keen eye upon the scenes of his early life: his bittersweet childhood peopled with the many characters of his Italian-American family; the hard work and high jinks of his teenage years during the Depression; and his courageous military career in which he fights for his country from the rear of a B-24 bomber.

Tales of a Tail Gunner is pure entertainment, jam-packed full of stories that warm the heart as well as chill the bones. Romance, danger, irreverence, humor, poignancy, and more fill the pages as Picardo relates his memories of a time that neither he nor the country will ever forget. It is a journey readers both young and old will enjoy taking.

Tales of a Tail Gunner is available for \$14.95 plus \$3.00 shipping and handling. Washington residents please add 8.2% sales tax. For credit card orders, call 1-800-461-1931. Mail orders should be sent to:

HARA PUBLISHING
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Against All Odds: Surviving World War II

Reviewed by Bernard W. Kerrick

Against All Odds: Surviving World War II, by Major Frederick D. Worthen (USAF Ret.) and members of his crew, is a compact paperback book (192 pages) with a unique approach to a combat crew's experiences. Difficult to put down, it is crammed with personal recollections of nine of the crew, beginning with their entry into military service and ending with a present day epilogue.

After training together, the crew was assigned to the 93rd Bomb Group in England and began their missions. The original copilot and nose gunner were replaced after only a few missions, and the remainder of the original crew, plus replacements for those slots, flew together until mission #24. On that mission they were forced down in enemy held territory and became POWs for the rest of the war.

One unique feature of the book is the amount of space given to post-war activities, including visits to their former base in England and the Stalag VII-A prison camp in Germany.

The book is available for \$12.95. Contact:

FITHIAN PRESS
P.O. Box 1525
Santa Barbara, CA 93102

Audio Tapes Available

Those who attended our men's luncheon at the Irvine convention heard an entertaining ex-pat Brit share some of his witticisms with us. We found out — after the meeting — that he had tapes available. Anyone wanting one may send a check for \$10.00 directly to:

GIL HAMBLET
28612 Palos Verdes Drive East
Rancho Palos Verdes, CA 90275-5206

CREWDOG

Reviewed by Ed Dobson (44th)

We are the World War II generation of Americans. Mostly born in the Roaring Twenties, hardened by the Depression, we carried America to victory. Of the many books written about us, none are more moving than those written by us. *Crewdog* is such a book, written by John Matt. John flew B-24s with us in the Mighty 8th, the flying unit that suffered more combat deaths than the entire Marine Corps in WWII. He lived to tell about it, but that is only half the story.

A new enemy confronts our generation, and the Cold War sets in. *Crewdog's* weather recon squadron penetrates hurricanes and nuclear test bomb clouds and travels to the North Pole. John Matt takes us with him, from the Vietnam of the 1950s to the western edge of the Iron Curtain. From the mysteries of Saudi Arabia to the fall of the Berlin Wall, this gifted storyteller brings us clarity and humor, founded on the American idea of freedom.

Learn for yourself why Tom Clancy, Phyllis DuBois, and Jordan Uttal, among others, have nothing but praise for *Crewdog*. To receive your hardcover, 512-page copy of *Crewdog*, please make out a check to Waterford Books for \$28.95 (\$24.95 + \$4.00 postage and handling). Mail to the address below, and be sure to include your return mailing address.

WATERFORD BOOKS
P.O. Box 669
Hamilton, VA 20159



392nd B.G.

BY J. FRED THOMAS

While the numerous events and meetings of the 2ADA annual convention will be reported elsewhere in this issue, we hope everyone who attended our reunion enjoyed the occasion as much as we did. The attendance of our 392nd BG members made an old man's heart glad when about seventy members and wives joined us at Irvine, coming from across the whole USA. They came from Massachusetts, Wisconsin, Minnesota, Kentucky, Georgia, Florida, Mississippi, Texas, Arizona, and quite a number from most areas of California. It was a great mix of fine people with whom we are always happy to meet. Several of them we see once or twice per year. Others we hadn't seen in several years. We were honored to have the new 2ADA president, Oak Mackey, with Maxine and their several children and their husbands or wives. From our 392nd BGMA we had President Cliff Peterson and Mary. Also, several of the Board of Directors of the BGMA came from several states to support us. Along those lines, we had three past presidents of the 2ADA with us. We had at least two outstanding golfers represent us in the tournament; one from Texas and one from upstate California. Regardless of rank or station, we might as well have printed the list; everyone was/is special to us. Not to be forgotten in any manner, we were honored to have with us two young Belgians, Luc Dewez and Michel Vyncke, who were seeking war stories. As we recall, we had only one sad event. That was when everyone's favorite couple, Blanche and Myron Keilman, had to return home after two nights on account of illness. Blanche called the next day to say they arrived home safely. We were pleased to have a card from Myron a few days later saying that he was feeling much better after getting some rest.

We would be remiss if we didn't give a special vote of thanks to the couple who we would have been hard pressed to replace. They are Teddy Egan and Ernie Barber, who took charge of the hospitality room and the memorabilia, VCR tapes, etc. They spent most of the day seeing that our members were supplied with drinks and snacks of their choice while visiting and watching the VCR tapes. They also kept an eye on the number who would be attending our group dinner in order that we wouldn't be short of tables, etc. You can't imagine what a help they were unless you were there. All in all, we believe it was one of our better conventions.

Membership-wise, the facts of life keep hacking away at our numbers. We were e-mailed a note that Melvin Naylor, navigator on Sam Lay-



Ernie Barber and Teddy Egan: Again, the ground forces keep us aloft.

ton's crew, had flown west. We had just met him and mentioned his name in our article in the Winter issue of the *Journal*. While in North Carolina last week, we were told of a newspaper article which reported the death of Superior Court Judge, Ed Washington. Ed was a member of Charlie Neundorf's crew (co-pilot, we believe). In that vein, we sent out 21 notes to members who hadn't paid their 1997 dues. Several re-upped; several reported illness, nursing homes, etc. There was grim humor in one reply from a lady. She wrote that she had reported her husband's death last year. She said, "I wish he was here, too." I think that she must have made her report to Oak Mackey. Another fine mess you got me into, Stanley.

We took considerable space in the last issue of the *Journal* speaking of the 392nd BG Endowment to the 2AD Trust, the snafu and the collection of the monies. Well, we are happy to report that the mission has been accomplished. Twenty or so of those who always support us sent donations which even went a little over the minimum needed. It was a pain in some ways, but on the other hand, we had several much-appreciated letters along with the checks. For instance, we had a nice letter and check from Dr. Jack Adamson in Pittsburgh, whom we hadn't heard from in years. Another instance: Blanche and Myron Keilman, who had already donated, hosted a picnic for 392nd BG members at their home. They passed the hat for the endowment, which resulted in another nice check. Those and other instances took away some of the pain of fundraising. The 392nd BG Endowment will soon be set in place. Any who wish to contribute further can do so by mailing their donations to E. Bud Koorndyk, American Governor to the Trust.

Now, with the endowment fund completed, there is another fund on the horizon. That is a project to have a bronze B-24 developed by an artist and installed at the Air Force Academy to the tune of \$175,000.00 (please see page 43). The matter was discussed by the 2ADA Executive Committee and tabled until the mid-term

meeting in October. There is great support for the project by several groups. We support the project and will donate toward its completion. However, we don't intend to be the collector of funds. It is our opinion that we must support this project since several WWII fighter planes have been installed at the academy, and further, the tail-dragging B-17 will be installed and dedicated there in August. It is a matter of pride that we place the B-24 there. At first glance the figure of \$175,000 seems immense. While that amount will give us ownership of the wooden form upon which the bronze is cast and can be painted and hung in the Heritage Museum at Savannah, it is quite a sum. However, when one considers how many forces and units flew the B-24 during WWII, there are thousands out there who will be expected to donate to the effort. The point was made that the names and their group affiliations would be listed on a plaque for all who donated \$450. We will go that route, and we believe we can easily find another 389 B-24 types who can and will give that amount. I say, let's do it and have it done with. I will appreciate a show of hands of all 392nd BG members who will join me in such an effort. From what we have heard, our pride is not the only thing that matters. We heard from one member who attended a class at the academy, and the class instructor (a colonel, no less) didn't know what a B-24 was. Seems we might help educate that gentleman. Further, if that report is true, intramural sex is not the only problem the Air Force has. Some lack education in aircraft evolution.

An item of encouragement to report. Joe Whitaker reported that the 392nd BGMA project of having a replica of the Wendling Memorial Obelisk installed at the Heritage Museum in Savannah is about completed. A date of dedication in the fall is being debated.

Lastly, we hope you noticed *Journal* Editor Ray Pytel's request for your answer to his questionnaire about what you would prefer to see published in the *Journal*. Now is your chance to speak up. Otherwise Ray will go the route he thinks best. It's a good offer.

Enough, already. We thank you again for your support. BomberB24@aol.com ■

Fistfight in cockpit costs 2 pilots jobs

OMAHA WORLD HERALD, MAY 7, 1997

ISTANBUL, TURKEY (AP) — Turkish Airlines has fired two pilots for engaging in a fistfight in the cockpit of a plane that carried 240 passengers.

The fistfight between pilot Altan Tezcan and copilot Erdogan Gecim broke out during a dispute over altitude data during a Bangkok-to-Istanbul flight April 4, newspapers said. ■

Ruth and I have just returned from the 50th convention of the 2ADA, held in Irvine, CA, and it was a successful and productive event. You can read elsewhere in this issue about all of the things that went on. We had a small delegation from HQ, but it was an enjoyable time for everyone. A list of those who attended can also be found elsewhere in this issue. I hope that everyone will start planning now to attend the 51st convention (the 50th anniversary of the first one in 1948) at the Oak Brook Hills Resort near Chicago next May. The WACs had another outstanding raffle and raised \$1,300 for their endowment fund. I plan to put out a newsletter in the fall.

I am continuing my efforts to publish information about our members, and I have a couple of good ones for this issue:

JOHN H. GIBSON served as A-3 on General Hodges' staff from September '43 until February '44. He finished 25 missions with the 95th Bomb Group and was Deputy C.O. prior to arrival at HQ. I quote from his letter as follows:

"My last year in college, I applied for an appointment to the West Point of the Air, Flying Cadet Program. Fortunately, I was selected. We entered Randolph Field on June 29, 1932, Class of 33B, a total of 200 students. I believe when we graduated from Kelly Field, only 82 remained. My first assignment was to the 1st Pursuit Group, 27th Fighter Squadron, as a 2nd lieutenant. My first C.O. was Curtis E. LeMay. If you remember, he was 3rd Air Division CG. We became friends. In 1935 I left the then Army Air Corps to become a co-pilot for American Airlines. I remained active in the reserves, and in early 1942 I was recalled into the now Army Air Forces. With General LeMay's help, I was assigned to a new B-17 bomb group, the 95th. We arrived in England in early 1943. Initially I was Group S-3, later becoming Deputy C.O. After completing my missions, I was assigned to the 4th Combat Wing as Deputy C.O. This assignment was made by General LeMay. Later, I told General LeMay, as we only had one B-17 in our wing (with two more to be assigned later), that there was not enough 'action' for me. General Hodges had called LeMay to request a combat-experienced A-3 for his staff, and that is how I entered the 2nd Air Division. I dearly wished to lead a bomber group. After about seven months as General Hodges' A-3, he finally gave in to my wishes, subject to General Johnson's concurrence, and I departed for Shipdham as C.O. of the 44th Bomb Group, a very happy appointment.

"When the war ended, I immediately returned to American Airlines, flying as a captain out of Chicago. I remained active in the reserves as an 'M Day' assigned to 8th AF HQ. When Korea came along I was recalled and assigned to SAC, 7th Air Division, London, England. During this assignment General John-

DIVISION HQ

BY RAY STRONG

son arrived to assume command of the 3rd Air Force. He requested my assignment to his staff and I served for this great guy again. Upon completion of this assignment, I returned once again to the USA and American Airlines. My AA assignment was captain, then becoming Mgr. Flt. Opns - SE Division, Nashville, TN. I remained on staff for AA until my retirement as Vice President in 1975. In 1963, with 33 years in first the Army Air Corps and then the Army Air Forces, I retired as Brigadier General USAFR. Since retirement I have successfully completed a small aviation corporation that was sold to a larger corporation ten years later. In addition, I served as a consultant to AA for ten years."

→ → → →

DANNY BOLLINGER, as you will remember, whose home was in Plymouth, Indiana, was a military police sergeant stationed in downtown Norwich. Over the years Danny sent me several stories about his experiences in Norwich and East Anglia. He died a few years ago, but I still have some of his stories which I have not used. The following is one which Danny called "The Great Brawl Game."

"After many of the bombing and fighter missions began standing down, more Yanks were given passes and leaves, and many found their way to Gt. Yarmouth. This area was, for some time before the invasion, a restricted zone that had a ten-mile depth from Kings Lynn around to Ipswich, and was our section to secure. So when we allowed the Yanks to be in the region, we soon had many of them and even had liberty run parking areas.

"One afternoon an American officer came to me asking if it would be OK to have a baseball game for the Brits. I told the officer that it sounded good to me, and to clear it with his base commander. I was surprised to hear, about a week later, that two Yank bases were planning on having a baseball game at the Yarmouth City Park. Upon checking out the area on that Sunday, I found a large bunch of Yanks making a baseball diamond, while others were setting up a P.A. system and the civilians and British military personnel were filling the small section of bleachers. They had a real Yankee ball game, with the announcer describing the rules and goals of the game. It was one of the few sunny Sundays that I remember.

"After the game the Yanks, or at least some

of them, went down to Goods Hotel for mild and bitters. The British were so pleased that the management gave the players free drinks, and everyone was having a great time while the band played and people danced.

"Some weeks before, the Canadian Navy personnel had a run-in with the Royal Navy sailors over the previous Christmas leave. They tangled at Goods Hotel, and the episode got out of hand. The band played 'God Save the King.' But the Canadians broke up the piano, drums, and other band equipment. I feared that the Yanks would get mixed up as well, and my MPs and I told all Yanks to go to the staircase in the bar and keep quiet. We warned that we would arrest any Yank who got involved.

"I felt good about the fact that the Yanks and Brits were having a grand time, so my patrols and I went over to Goresdon-on-the-Sea to the Floral Dance Hall to check out the Yanks. All was serene, but about that time I received a call from the Yarmouth police inspector saying that a big fight was in progress at Goods. We were some eight miles away, and when we arrived at Goods, things were going pretty strong. We grabbed the first three or four we saw fighting and took them down to the city police station and locked them up. We returned and ordered the rest to stop. The guys were pretty heated up, but they obeyed. It turned out that these Yanks, some of whom were from a bomber base and the others were from a fighter base, got into an argument as to who had won the ball game. I was told that the respective bases were restricted for a while.

"But the Brits really loved the game and that day. I was very proud of those Yanks and their example of how Yanks around the world help all people and try to give them joy and friendship. We of the Second Air Division can be proud of our conduct and contribution to the victory and to the long-lasting friendships that we so dearly love."

That's all for this issue. Hope that you have had a good summer. ■

Happy Birthday!

On the Queen's Birthday List for June 14, 1997 was the name of our Memorial Trust Chairman, Paul King. Paul has been awarded the ORDER of the BRITISH EMPIRE (OBE).

"I am glad that the citation mentioned services to the community in Norwich, the city which I love and which I will continue to serve to the best of my ability in the future as I have tried to do in the past," commented King. ■



PART ONE

by Earl Wassom, Outgoing Group VP

We met for the first time in the barracks at Station 120, Attlebridge, England in the spring of 1944. We were assigned to the same bomb group (466th), the same squadron (785th), and the same quarters. Later we shared the same fears as we flew missions together in the same formations over Nazi-occupied Europe and Germany, we enjoyed the exhilaration as we successfully completed each mission, and finally the satisfaction and joy of completing our overseas assignment and our return home. We settled down to our lives that had been interrupted by war, we chose a university, a career, a companion, and started a family. There was no communication between either of us for over 45 years.

It was at the Hilton Head convention where I was introduced to the organization called the Second Air Division Association. I knew nothing about it, nor did I know anyone there

with but one exception. After all of these years, we were reunited again. I met his wife Mary and he met my wife Cynthia. Since then, we have not missed a single Second Air Division Association convention, and together we have travelled once again to England, East Anglia, Norwich, and Attlebridge. He has supported me as I have served the past few years as Vice President of the 466th Bomb Group, and I am appreciative of the assistance he has given me in this capacity. At Irvine, California during the 50th annual convention at our group business meeting and banquet on Saturday, May 24, 1997, it was my privilege to conduct an election for my replacement as Vice President. My long-time friend, James "Jim" Lorenz, was elected. Jim, we congratulate you as our new VP!

And now, in different capacities, we will be both serving together on the Executive Committee of the Second Air Division Association. The people who make up the 466th Bomb Group and all who are in the Second Air Division Association are a unique and dedicated group of people, and it is my pleasure to be associated with them.

PART TWO

by Jim Lorenz, Incoming Group VP

Kudos to Earl! We were all pleased to have Earl Wassom elected as the new Second Air Division Association Executive Vice President at the Irvine business meeting, and also to receive a 2ADA plaque recognizing his outstanding service to the Association. All of us add our thanks for his leadership over the past four

years as our vice president. Earl will also continue as the Association liaison to the Heritage League.

Organization: As your newly elected VP, I will have the privilege, under the revised bylaws, of serving as a voting member on the 2ADA Executive Committee, along with fellow 466ers Earl Wassom and 2ADA Treasurer Bill Nothstein. We also reelected John Horan as Assistant VP and Stan Mohr as Treasurer.

50th Convention, Irvine, CA: Somehow the 2AD meeting in Irvine, CA and the 466th BGA meeting in Tucson, AZ ended up being on the same days in May, 1997. Thus, we had a small attendance, but a delightful group dinner. The Boswicks conducted the amusing annual raffle, which raised \$295. The 2ADA annual golf tournament had 40 golfers. My wife, Mary, won the Ladies Division Low Gross plaque, and our Kurt Warning tied for men's low gross, but lost in the "pro" playoff.

Both the 2ADA and our groups are taking steps to coordinate the future meeting schedules. Our relations with the 466th BGA are excellent, and our 466th VP has always been invited to attend the 466th BGA board meetings.

Membership: As of the Irvine meeting, we had added over 100 new members as a result of Earl's fantastic campaign. This brings our total membership to 406. Let's keep the momentum going; remember that your wives and children can join the 2ADA as non-voting members as well as belonging to the Heritage League. We were pleased to have eight associate members attend our group dinner. ■

Miscellaneous Update: 2nd Air Division Roll of Honor, Special Contributions for Books, Friends of the 2AD Memorial

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

The glow still remains from the wonderful time I had at the 50th annual convention in Irvine, California at the end of May. Everyone with whom I talked or from whom I have heard feels the same. Several of them have proclaimed our 50th as the best ever. From my perspective, having attended 47 out of the 50, it did rank among the very best, and I am already looking forward to our 50th anniversary to be celebrated in late May, 1998, in Oakbrook, Illinois, a suburb of Chicago, where this all started in 1948. But, now to business:

THE NEW 2ND AIR DIVISION ROLL OF HONOR

Hilary Hammond told us at Irvine that the work of hand-inscribing (calligraphy) the almost 6,700 names is just about finished, and should be by the time you read this. The individual pages are to be bound in leather, and photocopies will be made of each page. The plan is for the original to be placed in a glass case in the 2AD Memorial Library, with a bound photocopy to be available for visitor inspection nearby. Another bound photocopy will be maintained elsewhere in Norwich. Finally, two bound photocopies will be sent to us, one for

our permanent possession and such review as may be necessary, and the other to be presented by us to the Mighty Eighth Air Force Heritage Museum in Savannah. The new Roll of Honor will do our 6,700 comrades proud!

SPECIAL CONTRIBUTIONS FOR BOOKS

The record rate of participation in this worthwhile program has slowed down from the remarkable performance you achieved in 1996. So far this year, contributions have been sent from eight donors, and since my recent mailing, I already have six more to process. The total so far this year is over \$1,200.00.

Just as a reminder, this is an excellent way for any of you to memorialize the life of a wartime comrade or a family member, or to honor any crew, unit, or special event. Checks (for \$35.00 per book) should be made out to the 2nd Air Division Association and mailed to me. My address and phone number are on page 2.

FRIENDS OF THE 2AD MEMORIAL

I had the pleasure of reading to the Executive Committee at Irvine a very positive report from John Page, Chairman of the Friends Committee. I also was able to distribute to each

group vice president a new list of base contacts dated 10 May 1997.

If any of you are planning to visit Norwich, please contact your group vice president, who will give you the names, addresses and phone numbers of the base contacts for your group. Our experience indicates that if you contact a specific individual *prior to your trip*, suitable arrangements can be made for assisting you to visit your old base and the Memorial Library. Each base has at least two contacts, and some have up to five. Whatever the case, the "Friends" organization is desirous of being whatever help they can to visitors. Most importantly of all, they want to help the 2AD Memorial Library now and in the future.

You can show your support by joining the Friends of the 2nd Air Division Memorial. Dues per year are only \$5.00 for an individual, \$8.00 per couple. Checks for Friends dues *should be made out to me* — I convert them to pounds and remit in sterling.

Warmest greetings to you all. I take pride and pleasure in representing you in these activities, and I am always available to answer any questions you may have. ■



NEWS

BY R.D. "DICK" BUTLER

This is written just a week after the conclusion of the very successful 2ADA convention in Irvine, California, where a great time was had by a good representation of 44thers. We were all particularly pleased to have the newlywed Camerons with us, Bill and Henri. They were married on 26 April in Bill's hometown of Hanford, California, and will reside in Carmel, California. At our group dinner meeting they were serenaded with a rendition of "I Love You Truly" by Julian and Paula Ertz. Also at the group dinner, there being no volunteers or other candidates, I was re-elected Group Vice President for another year.

At the Association's Executive Committee meeting last February, Evelyn Cohen asked me to organize a Ploesti symposium which would be the program on the evening of the buffet dinner. In as much as there were three groups from England that participated, I made a list of men from the three groups who flew the low level mission of 1 August 1943 attacking the oil refineries in Ploesti, Rumania, and identified which ones are members of the Second Air Division Association. There are 118 of them. I sent the list to Evelyn and she indicated which ones were going to attend the convention. I then wrote to each one of these and asked them to participate in the symposium. Agreeing to participate from the 93rd Bomb Group was Lew Brown. From the 389th Bomb Group we had John Brooks, Norbert Gebhard, Ray Nathe, George Hammond, Peter Rice, and Robert Woofert. 44th Bomb Group participants were Charlie Hughes, Bill Cameron, and myself. We needed a moderator for the symposium, and I invited Peter Frizzell, who lives in Florida. Pete is one of the foremost historians on the Ploesti mission, having interviewed scores of veterans of that mission as well as most all of the leaders of the attack. He was also very involved in the recent recovery of the wreckage of the 98th Bomb Group plane "Hadley's Harem" off the coast of Turkey. Having met Roy Newton, who was a waist gunner on that plane and who was the prime mover in the effort to locate and recover the wreckage, I invited him to participate in the symposium also. Through

CORRECTION

Correction to the 44th News on page 9 of the Summer Journal: Col. Johnson was awarded the Medal of Honor and Bill Brandon the DSC. A line was left out of the article . . . Sorry! — Ray Pytel



Will & Irene Lundy (44BG)



Irma & Bob Dubowsky (44BG)



(L-R): Mike & Kay Fusano (14CBW), Mr. & Mrs. Julian Ertz (44BG), Ginny Colucci (44BG)

a friend, I learned of a man who had been a child in the Ploesti area at the time of the 1 August 1943 mission. He came to this country thirty years ago and lives in Costa Mesa, which is just next to Irvine. I went to meet him and decided to ask him to participate also. He enthusiastically accepted, having always dreamed of meeting some of the men who were on that raid. His name is Cornell Ilietsu. His father was transportation manager of the Concordia Vega refinery in 1943. That refinery was one of the targets assigned to the 93rd Bomb Group. It received minor damage from an attack by a three-ship element of the 376th Bomb Group. So we wound up with a panel of twelve men.

Our moderator, Peter Frizzell, asked each man specific questions about the mission, and each one related vivid recollections of the day's events. Of particular interest were the excited remarks by Mr. Ilietsu. He has vivid memories of the explosions, fires, and dense black smoke which covered the area.

He described an incident involving the crash of a B-24 on a later high level mission by the 15th Air Force. It occurred close to where he and his father were. His father rushed to the wreckage, carrying Cornell with him and plac-

ing the boy on the wing of the plane. Then he extracted three crew members from the wreck and rushed them off to a wooded area to hide them. One of these men gave Cornell a pair of pliers to play with. Another gave him some chocolate. Cornell still has those pliers, and displayed them proudly to our audience. His father returned to the wreck to try to rescue some more crew members, but then German and Rumanian soldiers arrived and took the men prisoner, as well as capturing those in the woods. The audience was most interested in all the stories. The session lasted about an hour and a half, and very few of the approximately 600 people in attendance left early. The entire session was videotaped by Joe Dzenowagis.

After the symposium I announced that a thirty-minute video made by Pete Frizzell of the recovery of the "Hadley's Harem" wreckage, fifty-four years after it ditched, would be shown. The audience was advised that anyone who cared to depart was free to do so, as it was getting late, but few did. The video is outstanding. It depicts how the recovery of the nose section was accomplished by divers attaching and inflating air bags. There had been ten

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The 448th Speaks



BY CATER LEE

Our 448th Bomb Group reunion in San Antonio went very nicely to say the least. The weather was nice to us except on Saturday morning, when we were greeted with a "Texas Blue Norther." Those who had planned visits to the downtown river walk had to put on some extra clothes, as the wind was quite brisk.

Our Saturday morning business meeting went off very well, with Leroy Engdahl reading a brief profile on the three members of the nomination committee to recommend to our members their nominee for our group president for the year 1998. The committee members were Robert Angle, a navigator in the 448th; William "Bill" Hensey, a pilot; and King Schultz, who also served as a pilot.

Bill Hensey, as chairman of the nominating committee, presented my name, Cater Lee, to our assembly. I then asked if there were any further nominations from the floor. There being none, I was elected by acclamation. I expressed my thanks for their confidence in me. Our three VPs, George DuPont, Charles McBride, and Leroy Engdahl, were also re-elected at this meeting.

We voted to have our 1999 group reunion at Wright/Patterson Air Force Base, Dayton, Ohio, where we had our 1985 reunion, and in 2000 to meet again at Savannah, Georgia, and the 8th Air Force Heritage Museum to see all the progress since our 1996 reunion there.

44TH NEWS (continued from page 33)

crew members. Eight of them got out of the ditched plane. The two pilots did not. The bombardier died ashore. Numerous items from the cockpit area were recovered, such as oxygen masks, eyeglasses, a wristwatch, and other flight articles. But most importantly, the remains of the two pilots were recovered and returned to the States, and the video ends with scenes from the funerals with full military honors of the two pilots. Roy Newton is featured in the film and is the person responsible for the entire recovery effort. We thanked and congratulated him.

Just prior to the convention there was a meeting of the 2ADA Executive Committee. At that meeting a discussion took place concerning the procurement and placing of a one-sixth scale bronze model of a B-24 in the courtyard of the Air Force Academy. Already, there are bronze models of a P-40, a P-51, a P-47, and a P-38 in place there. A bronze model of a B-17 will be installed there this August. If a project is undertaken to put the best air-

We had a report on having a 448th black marble memorial placed in the "Memorial Gardens" at the Savannah museum. We discussed the size and what we would like to have on this memorial honoring our 448th men who served and died.

The cost of the memorial is approximately \$12,000. To date we have a little over \$9,000. If you would like to contribute to this memorial for our sons and daughters and grandchildren to see, please send your check to me, Cater Lee, P.O. Box 1850, Foley, AL 36536-1850.

We had a report on having a 448th black marble memorial placed in the Memorial Gardens at the Mighty 8th Heritage Museum in Savannah. The cost of the memorial is approximately \$12,000. To date we have a little over \$9,000.

Mark your check "For 448th Memorial at Savannah." All donors' names will be on file, so please be sure yours is there along with the other 448th veterans.

Next year, 1998, we will return to our old home base at Seething, England. We will be there in late July, ending our reunion on the third of August so that those who want to may take their sons and daughters and grandchildren to see where their fathers and grandfathers flew from against the German war machine to help preserve freedom for all mankind.

If you haven't sent in your \$10.00 membership dues to the "Station 146 Tower Association," please do so right away. Send your check to: Jim Turner, The Beeches, Brooke Road, Seething, Norwich, England NR15 1DJ.

Those dedicated people who work so hard to keep our restored control tower in "tip top" condition and continually hold fundraising events to help promote the memory of those of us who flew from this small English village in the years 1943-45 when we lost 450 of our men are waiting for our return next year. Help them by joining the association now, please.

Back to the 8th AF Heritage Museum at Savannah, Georgia. The grand opening was in

the spring of 1996, and the 448th had its annual group reunion August 29-31, 1996. We were very much impressed by the outstanding achievements over such a short period of time, and many of our 448th have already made donations to aid in the cost of this great honor to the veterans of the 8th AF in WWII. However, much more is needed for the planned additions to this great memorial. If you have yet to make a contribution and wish to do so, please send your check to me, Cater Lee, P.O. Box 1850, Foley, AL 36536-1850, and mark

your check "For 8th AF Heritage Museum." Your donations are needed and will be most appreciated. Some have added to their original contributions, and there may be others who also wish to do so. If you care to add to your original donation, just follow the instructions above. Don't forget, a total contribution of \$200.00 will make you a life member.

Sometimes a little recognition of someone who has been a constant attendee at our 448th reunions is desirable. We think you might be interested in a little background on Ed Chu, a regular reunion attendee who always greets everyone with a hello and a smile.

Ed was a tail gunner on Lt. Gordon Brock's crew, along with Bob Angle who served as navigator. They served in the 714th Bomb Squadron. Ed was discharged in November, 1945 at Rome AFB, Rome, New York. He graduated from Rensselaer Polytechnic Institute in 1951 as a chemical engineer. He worked for National Gypsum Co. in Buffalo, NY and Resistoflex Corp. of Roseland, NJ as senior research engineer. He retired in 1986 as a plastics process engineering manager. He holds six teflon process patents. Nice going, Ed.

Cheers and good health to all! ■

plane there, a B-24, the wood model from which the molds are made for casting the bronze model, could be hung in the Mighty Eighth Air Force Heritage Museum near Savannah, Georgia. There are probably other comments about this whole idea elsewhere in this issue (see page 43). We discussed the matter at our group dinner meeting, and those in attendance favored the idea. I personally certainly do. Over the next decades, cadets at the Academy should see our plane and learn of its historic achievements. Also, the thousands of visitors to the Academy each year should be given the opportunity to see our great airplane and be told of the significant part that it played in the winning of World War II.

Three 44th BG veterans in Florida, Bob Dubowsky of Satellite Beach, Don Chase of Orlando, and Forrest Clark of Kissimmee met at the 2ADA regional reunion in Orlando and decided to inspect the B-24 Liberator at Fantasy of Flight in Florida. The B-24 was purchased by Kermit Weeks for his WWII collection and is displayed at his museum near

Lakeland, Florida.

Dubowsky is a former prisoner of war, Chase was on the Ploesti mission, and Clark was on the crew of R.C. Griffith in the 67th Squadron. They meet periodically and have formed a small nucleus of a 44th group which they hope will be the basis for a Florida 44th veterans group. Forrest has been given a list of fifty 44thers who are members of the 2ADA and live in Florida. He is going to contact them. He is also going to try to locate other 44th veterans who live in Florida who are not members of the 2ADA, and encourage them to join.

In writing this column for a year now, I have tried to focus mostly on current happenings and events of our members. I have not had much input from you about what I have had to say or with news about your life, your memories, experiences, or what you are doing now. I believe that our members, as well as other people, would like to hear about you. So please let me hear from you on these or any other matters. ■

A Tribute to Uncle Bill

BY CAROL LOZOWSKI GERARD (AM 93RD)



1ST LT. WILLIAM LOZOWSKI, PILOT

As I was growing up, I had always heard the most interesting things about my uncle, Bill Lozowski. I had never known him, as I was just seven months old when he died. There had always been questions concerning the deaths of him and his crew members while on a bombing mission over Germany, February 3, 1945.

About eighteen years ago, I came across a list of government addresses that could possibly shed some light on those fateful circumstances. Much to my amazement, one source led to another and the project began to snowball. My quest for information ended up filling two large books. These books will eventually be turned over to Bill's son, as it is his heritage, and I hope they will be passed on to future generations.

Bill worked at AMPCO Metal while living in Milwaukee before entering the service in 1942. He wanted to fly, and graduated as a B-24 Liberator pilot while stationed in Fort Worth, Texas. While in training, he met Iris Thompson of Waco, and they were married on July 9, 1944.

In August of that year, Bill and his crew were sent to the European Theater. They made their home at Hardwick Airdrome in East Anglia, England. They were now part of the 8th Air Force, 93rd Bomb Group, 328th Squadron.

After many successful bombing missions, Bill and his crew were sent to a magnificent mansion called "Tiverton Manor" for R&R. They were treated royally and the amenities were wonderful, but Bill wrote home to say he was anxious to return to Hardwick to complete his required missions. He looked forward to returning home, as he and Iris were expecting their first child in April.

With only five more missions to complete, while on their 30th bomb run they developed



Bill Lozowski Crew. Standing (L-R): Frank Glut, co-pilot (KIA), Bill Lozowski, pilot (KIA), Mickey Schleicher, bombardier; Anthony Marulli, navigator (KIA). Kneeling (L-R): John Coradetti, nose gunner; Cornelius Carter, tail gunner (KIA); Seymour Weisman, engineer; Paul Colby, radio (KIA); James Seger, waist gunner (KIA).

engine problems and had to leave their formation. Frank Glut, co-pilot, shut off the engine, but too much oil had been lost and the prop would not feather. This windmilling caused a drag and they began to lose altitude rapidly. Suddenly, they took a hit from flak and the order to bail out was given. Three of the crew managed to bail out safely. They were: Seymour Weisman, engineer; Mickey Schleicher, bombardier; and John Coradetti, nose gunner. There were wounded aboard, and tail gunner Cornelius Carter, radio operator Paul Colby, and waist gunner James Seger were found in the aft section of the bomber. Bill, Frank Glut, and navigator Anthony Marulli were too close to the ground for their parachutes to deploy. They died upon impact in a farmer's plowed field. The deceased were buried in the township of Benthe. Later they were temporarily buried in Belgium, and finally laid permanently to rest back home.

The survivors were interrogated and made POWs for the duration of the war.

In my search for information I have made wonderful friendships. Survivors Weisman and Schleicher provided me with their excellent recollections. I had not been able to locate John Coradetti, and found out he had passed away some years before. I am eternally indebted to Dr. Volkmar Wilckens, a German who was a flak battery helper in his early teens during the war. He is writing a book on the war from a German perspective. A pilot, he located the exact site of the crash and photographed it from the air as well as ground level. He took pictures of and interviewed people who remembered the crash. A farmer named Meyer pro-

vided Wilckens with a metal piece of a flak jacket retrieved from the plane. That piece is now in my possession and I have had it silver-plated and a hole bored into it. I wear it as a pendant as a remembrance of those who served and gave their lives for our country. Julia Glut, the co-pilot's widow, learned that in the wreckage a pair of baby shoes had been found. She knew that Frank had always taken them along with him on missions for good luck, as they belonged to their son Donald.

I still continue to receive information about Bill and his military record. Clarence Barton, a 2ADA member, recently sent me many interesting items that have now become a part of my book. It turns out that Clarence, also a pilot, flew many missions together with my uncle. Clarence's name was written on Bill's missing air crew report, as he gave the position of Bill's plane when they were last seen.

It has been a source of comfort to me to know that my father, Joseph (Bill's brother) knew as much as possible about Bill's last flight not long before he died. He was very happy to have met Mickey Schleicher, one of the last to see Bill alive. Mickey very kindly presented my father with some of the very medals he earned while serving with the 8th Air Force.

I hope some day to visit the site in Germany where all those fine young men met their fate, and to lay flowers in their memory.

I know that Uncle Bill, had he survived the war, would be a member of the various groups he was associated with, as he loved to fly and was so proud to be in the Air Force. I am here to represent him. ■

HAP ARNOLD (continued from page 11)

jolt public opinion, and that stroke began as the "Special Aviation Project." Navy Captain Francis Low conceived a plan to attack the Japanese capital with twin-engined bombers launched from an aircraft carrier. Arnold assigned to the project one of his most experienced and innovative staff officers, Lt. Col. Jimmy Doolittle. Although Arnold did not want him to lead the mission, Doolittle took charge of all USAAF support, from the selection of the North American B-25 as the bomber, to the recruiting and training of the crews.

Upon giving the Chief a progress report, Doolittle asked to lead the mission himself. Arnold told him to check with his Chief of Staff, General Millard Harmon. "I smelled a rat," Doolittle recalled later. Expecting that Arnold would phone Harmon and forbid him to lead the mission, Doolittle hurried to the Chief of Staff's office before the call was made. Using all of his persuasive abilities, Doolittle told Harmon that he wanted to lead the Tokyo mission, implying that if it was all right with him, it was all right with Arnold. "Sure, Jimmy, it's all yours," Harmon replied.

While not a great success in terms of a blow to the enemy's war-making potential, the Doolittle Raid was a tremendous boost for Allied morale, as well as exposing the vulnerability of the Japanese homeland to aerial attack. It also forced Japanese Admiral Isoroku Yamamoto to develop a plan to draw out and destroy the American carriers missed by the Pearl Harbor attack. The resulting Battle of Midway in June 1942 severely crippled the Japanese carrier forces, which led in turn to a shift in the balance of power in the Pacific area. After the raid Doolittle was promoted to brigadier general and awarded the Medal of Honor.

ARNOLD AND "THE MURDERER"

Arnold used Doolittle's piloting skills for another task, too. The Martin B-26 Marauder (variously nicknamed "The Murderer" and "Widow Maker") was causing the AAF problems. Propellers oversped on takeoff, causing spins into the ground. "One a Day in Tampa Bay" became the ominous slogan at a Marauder training field in Florida. Arnold sent Doolittle to demonstrate the Marauder to trainee pilots, as well as the famous aviatrix, Jacqueline Cochran. After finishing a flight, she said anyone afraid to fly one was a "sissy." (Arnold and Doolittle ensured Marauder crew safety by getting the Martin Company to make wing and engine changes. As a result of these changes, the Marauder became one of the finest aerial weapons of the war.)

MacARTHUR AGAIN

If Arnold thought that after the Mitchell court martial and the Alaskan flight he could avoid further encounters with Douglas MacArthur, he was mistaken. USAAF General Harold George, who headed air operations in the Southwest Pacific, continually fought with MacArthur over tactics, supplies, and practically everything else. The air war suffered because of their bickering, so Arnold proposed

that General Frank Andrews replace George. MacArthur wouldn't hear of it — he had given Andrews a written reprimand in 1935 for extolling the B-17. Arnold then nominated Doolittle, which also angered MacArthur because the Navy used an entire carrier task force to position Doolittle's bombers to raid Tokyo, yet couldn't send reinforcements to his beleaguered forces in the Philippines. Arnold then sent General George Kenney, who the imperious MacArthur finally accepted.

"ARNOLD LINE"

Arnold was a genius with logistics. With AAF bases scattered over the world needing supplies, he initiated the Air Transport Command to not only carry vital material, but also to ferry planes. (Today's Air Force reflects Arnold's concept of a worldwide logistics system.) To ferry planes to England, routes were carefully surveyed and landing fields built, complete with refueling and weather facilities.

WASPs

Arnold concurred in the formation and support of the Women Airforce Service Pilots (WASP) organization. WASPs performed admirably during the war, ferrying all types of planes — from fighters to bombers and other training missions, including searchlight and radar tracking, gunnery and mock attack missions on ground troops. Arnold lauded their accomplishments: "It is on record that women can fly as well as men. We will not again look upon a women's flying organization as experimental."

Arnold chose his old flying comrades, Carl Spaatz and Ira Eaker, to respectively command the Eighth Air Force and its bomber force. They saw their vision of a strategic bombing force attacking the enemy's industrial heartland in accordance with the Mitchell gospel. Arnold organized the Committee of Operations Analysts to study German and Japanese industry and transport and to recommend targets for attack missions.

MISADVENTURE?

During 1940 and 1941, German operations in Holland, Belgium, and Crete interested Arnold. In February 1941 he ordered Wright Field to develop "a glider that could be towed by an aircraft (capable of) transporting personnel and material and seizing objectives that cannot normally be reached by conventional ground units." Then he sent Col. Michael Murphy to formulate tactics. The USAAF and Army had few gliders available and practically no training programs underway. Furthermore, few military leaders believed in the canvas and wood gliders, which were slow, easy antiaircraft and ground fire targets. One Arnold staffer worried: "The man who sold General Arnold on gliders is Hitler's best friend!" Wright Field designers came up with the CG (Cargo Glider)-4A.

Arnold witnessed an impressive display of the glider's combat capabilities in North Carolina on August 4, 1943 — the famous "Pea Patch Show" — orchestrated by Murphy. After briefings and dinner the VIPs were bussed to

the demonstration as twilight turned to darkness. They thought they were going to another briefing, but Murphy had planned a demonstration of night glider operations. This was a very touchy subject in view of the debacle at Sicily a few weeks prior, when a breakdown of inter-service coordination had resulted in the destruction of numerous gliders and their tow planes by U.S. Navy anti-aircraft fire.

As Murphy extolled the virtues of gliders, ten CG-4As cut loose from their tow planes in the dark sky several miles away, and headed for a dim light which was concealed from the VIPs. Murphy's booming voice prevented the audience hearing the muffled thumps as the gliders landed and disgorged their loads. On command the field was brightly illuminated, to reveal the gliders and combat-ready troops arrayed practically in the VIPs' laps. Ever the showman, Murphy had saved the best for last. As the audience stared at the scene, a nine-piece band exited, playing the Air Corps' song. Arnold returned to Washington convinced that fully-loaded gliders could be effectively employed in darkness.

THE COMBINED BOMBER OFFENSIVE

Early in the war Arnold urged the British to cooperate with the Combined Bomber strategy. Relations were strained with the Royal Air Force, but Arnold mollified them. England's Prime Minister Winston Churchill believed in air power too, but wanted the USAAF to join the RAF in night missions. Due to the urgings of Spaatz and Eaker (as instructed by Arnold) the Prime Minister changed his mind and agreed to the USAAF bombing by day and the RAF by night.

Arnold vehemently disagreed with the British on the grounds of inhumanity when they suggested carpet-bombing German cities. He believed in crippling air strikes on German military and industrial targets. The "Round the Clock" plan was finally agreed to by the British and Americans at the Casablanca Conference in 1943. Now respected on both sides of the Atlantic, and supported by President Roosevelt and the Joint Chiefs of Staff, Arnold received his fourth star in 1943.

Arnold and the entire Eighth Air Force command hierarchy originally believed that heavily-armed bombers in massed formations could easily defend themselves without fighter escort, a doctrine from the 1930s, until the Luftwaffe destroyed this fallacy with their cannon. In a letter dated August 24, 1942, Arnold wrote Spaatz that Eighth Air Force bomber operations "... can be extended, as soon as the necessary size force can be built up, into the heart of Germany *without fighter protection* over the whole range of operations." Actually, as late as 1943 USAAF production priorities were bombers first, medium and light bombers second, then reconnaissance planes, transports, and finally, fighters. The USAAF desperately needed a long-range fighter that could accompany the bombers all the way to and from the targets.

To solve the problem, Arnold sent General Barney Giles to North American to find

ways to extend the range of the P-51 Mustang. Giles' suggestion to increase the fighter's fuel capacity by 300 gallons was met with healthy skepticism by the Chief Engineer, Dutch Kindelberger, and the company's president, but an attempt was begun. In conjunction with design changes to install the Rolls Royce Merlin engine, additional fuel capacity was added in the wings. The increase in performance was phenomenal, and the Mustang was changed from a cart-horse into a thoroughbred.

"DECLARATION OF INDEPENDENCE"

The use of Eighth AF units to support the North African invasion in November 1942 greatly incensed Arnold, Eaker, and Spaatz. They were further upset by continual command difficulties between the Army ground forces and AAF personnel. With the insistence and support of Arnold, Marshall issued Field Manual FM 100-20 *Command and Employment of Air Powers* on July 21, 1943 which stated that air and land forces were: "... co-equal and interdependent forces, neither is an auxiliary of the other. The gaining of air superiority is the first requirement for the success of any major land operation ... Land forces operating without air superiority must take such security measures against hostile air attack that their mobility and ability to defeat the enemy land forces are greatly reduced. Therefore, air forces must be employed primarily against the enemy's air forces until air superiority is obtained. The inherent flexibility of air power is its greatest asset. Control of available air power must be centralized and command must be exercised through the air forces commander if this inherent flexibility and ability to deliver a decisive blow are to be fully exploited. Therefore, the command of air and ground forces in a theater of operations will be vested in the superior commander charged with the actual conduct of operations in the theater, who will exercise command of air forces through the air force commander and command of ground forces through the ground force commander." This doctrine worked well for the rest of World War II. Just as important, FM 100-20 signaled a separateness of the USAAF from Army ground forces.

While Arnold gave of himself during his career and especially during the war, he expected the same from the forces he commanded. He increased bomber crew missions in the European Theater from 25 to 30 and later to 35. Statistics proved that the more experienced crew was more effective and would survive. This was especially true when the Allies gained air superiority in Europe.

General Carl Spaatz always carried bomb strike photos with him to show world leaders and VIP visitors. Arnold picked up this habit. An idea struck Arnold: A magazine for AAF personnel all over the world. In 1943, *Impact* was born, a monthly magazine classified confidential which carried stories and pictures of military aviation, intelligence information, operational data, new aircraft developments, and tactics written by ex-newspapermen and magazine writers with deadline immediacy.

Impact was a popular morale-builder at AAF facilities all over the globe.

CHENNAULT

While morale was important to Arnold, some personnel were not, including Claire Chennault. The two locked horns in 1943, when Arnold commanded March Field. Back then Arnold subscribed to the theory that heavily armed bombers "... would always get through." Arnold never forgot Chennault's abrasive challenges of this dogma. "Who is this damned fellow Chennault?" he sarcastically asked.

Frustrated with the generals' hide-bound attitudes toward fighters, Chennault resigned from the service in 1937, after which Madame Chiang Kai Shek hired him to organize and train the Republic of China's air force. Concerned over Japanese advances in China, President Franklin D. Roosevelt intervened on several occasions, and at least twice in matters involving the U.S. Army Air Force. An April 15, 1941 executive order allowed U.S. military pilots to resign their commissions to fly to China for a year, and then return to their respective rank and service. These pilots manned Chennault's American Volunteer Group (better known to the public as the Flying Tigers); however, the U.S. military brass regarded them as paid mercenaries. Just as badly needed in China were modern fighter aircraft. After Chennault's appeals for aircraft were turned down by both the Army and Navy, FDR and Navy Secretary Frank Knox intervened to arrange for the transfer to China of 100 Curtiss P-40s. For this Arnold would pay Chennault back later.

Arnold promoted Clayton Bissell, a World War One fighter ace and one of the pilots who bombed the German battleships in 1921 with Mitchell, to major general with a date of rank *one day* prior to Chennault's. Bissell was ordered to command the 10th AF in the China-Burma-India Theater, where he outranked 14th AF Commander Chennault.

Colonel Robert L. Scott was another who felt Arnold's wrath. A combat veteran who stayed on after the Flying Tigers were disbanded in July 1942, Scott performed brilliantly as Commanding Officer of the 23rd Fighter Group. When his tour was over, however, Arnold ordered him back home for a nationwide publicity tour in connection with his book, *God Is My Co-Pilot*. When Scott continued to request a return to China, and aware of his close relations with Chennault, Arnold sternly lectured him: "We are in the military profession. We do not dabble in politics. Go down there and tell those ladies [of the American Legion Women's Auxiliary in Orlando, Florida] about the Air Force. If you talk about political matters, I will send you to South America where there is no war!"

When Scott gave his talk, the nation was immersed in controversy over labor leader John L. Lewis and his United Mine Workers, whose strike was threatening to slow down the war effort. In response to one persistent woman's questions about the strike, Scott finally

relented and said it was only his personal opinion, but he'd shoot down the labor union leader for slowing war production. This comment made nationwide headlines the following day. Months later Arnold cornered Scott in a bar, and snapped, "Scott, I damn well thought I'd find you here. I've watched you all evening, but with all the amenities here, there hasn't been time to ask you a question which has been troubling me for almost a year. It's about that talk you gave to those ladies in Orlando. Before I leave I want the ungarbled truth from you. You weren't really stupid enough to shoot down that labor leader with six .50-cal machine guns, were you?"

"Sir, I said it," he replied, "but I explained both before and afterward that it was just my personal opinion and not that of the War Department."

Arnold, now livid, retorted, "Personal opinion hell! Son, as long as you wear that uniform, *you don't have a personal opinion!*"

On the other hand, Arnold could treat his top flyers with paternal humor. When he wanted Major Richard Bong, the highest-scoring AAF fighter ace (40 kills), out of combat, Arnold wired Fifth Air Force commander General George Kenney: "Major Bong's excuses in matter of shooting down three more Nips noted with happy skepticism at this headquarters. Subject officer incorrigible. In Judge Advocate's opinion, he is liable under Article of War 122." (Article 122 referred to a willful or negligent damage to enemy equipment or aircraft.) Bong had been ordered to fight only when attacked, and not to seek out enemy planes to shoot them down. Bong was later awarded the Medal of Honor. Arnold saw to it that Bong was brought home.

Arnold was just as quick with action as with his tongue. When German V-1 and V-2 rocket attacks were terrorizing England in 1944, he came under pressure from British and American military and civilian officials to destroy the launch sites using air power. Arnold first wanted low level attack tests made. Weary of Materiel Command at Wright Field dictating to him what he could or couldn't do, Arnold had set up his own research and development center at Eglin Field in Florida. Here were created remote-controlled gun turrets, Azon guided bombs, napalm, and other innovative aerial weaponry. He phoned the commander of Eglin Field and ordered him to build test sites: "I want the job done in *days* — not *weeks*. It will take a hell of a lot of concrete ... give it *first priority* and complete it in *days*. Weeks are too long!" The sites were completed and the tests were flown, and they aided in the destruction of the German rocket installations.

BETTING HIS CAREER

As early as November 1939, Arnold wanted a bomber with a 5,000 mile range to replace and be superior to the B-17 and B-24. The first candidate was the Douglas XB-19, but it was underpowered. Boeing's XB-29 Superfortress design was accepted in 1941. Just in case the Boeing bomber didn't work, Consolidated built

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HAP ARNOLD (continued from page 37)
the B-32 Dominator, a few of which became operational.

The Superfortress took two years to develop. Its range and bomb load would be ideal for raids on the Japanese home islands, if the war didn't end first. Arnold wanted the Superfortress operational by no later than March 10, 1944, but developmental time dragged on. A major roadblock was that not enough engines were being built, and those that were built overheated and easily caught fire. Even when the delays threatened his career, Arnold's faith in the Superfortress remained unshaken.

When the B-29 became operational in early 1944, only bases in India and China were within range of Japan, but the logistics problems over the Himalayas were horrendous. The situation improved greatly with the capture of the Marianas Island Chain in the late summer of 1944. Still, the bombing results were disappointing. Arnold did not hesitate to browbeat the B-29 commanders, such as General Haywood "Possum" Hansell. In a pointed letter he wrote, "Possum, as you well know, the original conception of the B-29 was the airplane that would carry tremendous loads for tremendous distances. We have not fulfilled this . . ." Arnold closed his letter with a challenge: "I know that you, in your position as [commander] of one of the greatest striking forces, will do your utmost to help accomplish the defeat of Japan. This can be done by making the best possible use of the weapon at your disposal."

Hansell was subsequently replaced by Curtis LeMay, who had no doubts that he had to get results or get fired. LeMay quickly discerned that the tactics he had pioneered in Europe — tight formations in high altitude daylight raids against large military and industrial targets — were ineffective over Japan, where the winds at high altitudes and the decentralized cottage industries greatly diluted the effects of precision bombing. His response was to change tactics, and drop incendiary bombs from lower altitudes under cover of darkness. Exploiting the Japanese weaknesses in night fighters and anti-aircraft defenses, he stripped the big bombers of most of their defensive armament and that portion of fuel previously used for formation-keeping, to carry more bombs. Even the fire bombs were the results of an Arnold request to the National Defense Research Committee to develop a substitute fire starter to magnesium, which was in short supply. The solution was a *nahtenic/palmitic* combination — napalm — which is still used today.

Every Pacific Air Force wanted B-29s, and even the Navy put in their bid for using them on mining and reconnaissance missions. What clouded the Superfortress' success even more was that the Pacific air space was controlled by Admiral Chester Nimitz and General Douglas MacArthur with all of their attending command and supply quarrels. Since the B-29s would pass through their areas enroute to Japan, they would nominally be under those

commanders' control. To avoid this situation, the Joint Chiefs of Staff established the 20th Air Force and made Arnold their executive agent. Under his direct command, the 20th Air Force B-29s flew their missions with little interference. Arnold got his fifth star on December 21, 1944, to become the highest ranking Army Air Force officer in history.

While P-51s flew long escort missions from Iwo Jima for the Superfortresses, what was needed, in Arnold's estimation, was a longer range escort fighter. On January 7, 1944, North American Aviation presented their XP-82 Twin Mustang fighter, which was, in effect, two P-51s joined together, with two pilots to relieve each other. Arnold enthusiastically embraced this and approved production. (The P-82 would not see service, however, until after the war.)

The major diversion of B-29 operations came from Admiral Chester Nimitz, who wanted to mine the waters around Japan's home islands. Arnold was reluctant, remembering how USAAF bombers were diverted from Britain for *Torch* and *Overlord*, but Nimitz won. During 1945, mines dropped by B-29s sunk more Japanese shipping than did the U.S. Navy submarines, some of which were now employed as lifeguards along the bomber tracks. In all, 12,000 mines sank or damaged 600 ships.

THE END OF THE WAR IN THE PACIFIC

The bombing offensive was wasting Japan — so much so that the AAF reduced its missions. Arnold ordered LeMay to Washington to brief the Joint Chiefs of Staff on why air power alone — not an invasion — would defeat Japan. The Joint Chiefs, however, were totally committed to an invasion and turned deaf ears. They believed the only way to defeat Japan was by invasion just as they had to invade Europe to defeat Germany. Accordingly, the planning momentum for the invasion overrode any air offensive. When LeMay saw Marshall napping, he realized he'd flown thousands of miles for nothing. LeMay quipped: "I didn't blame the old boy for sleeping through a dull briefing. Here were these dumb kids (staff officers for the invasion planning) coming in, saying they were going to end the war for him."

Army planners had proposed using captured German V-1 and V-2 rockets for use in the invasion of Japan and training Army personnel to fire them. The idea was subsequently turned down by higher authorities; Arnold opposed it as well, noting that the AAF was already working on an improved version of the V-1 — the JB-2, which was undergoing testing at Eglin. He strongly supported bringing the German scientists, their equipment and rockets to the United States. No operational use, however, was made of the JB-2 during WWII.

On August 6, 1945 a B-29 dropped an atomic bomb on Hiroshima, and two days later another was dropped on Nagasaki. Even Arnold had little prior knowledge of the atomic bomb, which had been developed in secret by the Army Corps of Engineers' *Manhattan Project* under the direct command of Major General Leslie Groves, who reported directly to Marshall.

Arnold wanted to drop one more atomic bomb with Tokyo as the target, but he was overruled by the Pentagon. In the AAF's last major mission of World War II — August 14 — 816 B-29s rose from the Marianas. Joined by 186 fighters, they bombed several Japanese home island targets without loss. At noon on the following day, Emperor Hirohito went on radio to announce to the Japanese people his decision that Japan surrender, finally accepting the Allied demand made months earlier at the Potsdam Conference. An aerial armada including 455 B-29s flew over Tokyo Bay in September 1945 as the instrument of surrender was signed by the Japanese and Allied representatives to end the war.

The war had taken its toll on Arnold's health. In January 1945, he nearly died in his office of a heart attack, his fourth. The incident was quickly hushed up, lest Marshall enforce an Army regulation that forced officers with heart conditions to retire. (Marshall himself had a heart murmur.)

Arnold's temperament suffered, too. During an argument with General Otto Weyland over sending planes to the Pacific, Arnold picked up a full ink well and hurled it at Weyland. During another angry argument, this time with Assistant Secretary of the Air Force Davison, Arnold picked up the crippled Davison's cane and threw it at him.

As American forces packed up and returned home, Arnold was determined to collect one of every enemy aircraft for a national collection and received cooperation from other armed services to get them to the United States. Many of these are displayed at the Air Force Museum in Dayton, Ohio and the National Air and Space Museum in Washington, D.C.

In 1944 Spaatz suggested a bombing survey of the enemy countries after the war. Arnold supported this idea and took it to the President, who approved it. A commission of 1,000 military and civilian fact finders surveyed the damage. Getting to work before hostilities ended, some were fired on, and five were killed. *The U.S. Strategic Bombing Survey*, completed in 321 reports — 212 on Europe and 109 for the Pacific Theaters — was published in 1947.

POST-WAR VISION

On the morning after VJ (Victory in Japan) Day, in his Pentagon office, Arnold told his staff: "The next war may be fought by airplanes with no men in them at all. It certainly will be fought with planes so far superior to those that we have now that there will be no comparison. Take everything you've learned about in the war and let's get to work on tomorrow's aviation. It will be different from anything the world has ever seen." As he spoke, Bell Aircraft designers were already working on the X-1, the rocket-powered craft which would eventually break the sound barrier.

Arnold wrote his official evaluation of the U.S. Army Air Force in the Second World War to the Secretary of War in November. The major themes were: Air power was *one* of the decisive weapons in both the European and Pacific Theaters. He repeatedly mentioned the

roles of *carrier-based* and *land-based* aircraft. No land or sea campaign could have been won without the command of the air. While air power alone did not defeat the enemy, it was *critical to the outcome* of the sea and air battles. Thus, Arnold shrewdly wrote the evaluation to disarm the critics of his dream of an independent air force.

The Chief of Staff was ready for retirement, but who would succeed him? The top candidates with four-star rank were George Kenney, Joseph McNarney, and Carl Spaatz. Kenney was experienced in tactical, not strategic, air power. McNarney had served throughout the war as a staff officer. Spaatz was chosen based largely on his wartime strategic experience in the European and Mediterranean Theaters. Arnold retired on February 28, 1946 and moved to Sonoma, California in June. He and his wife Bee raised four children, one girl and three boys (one son died in 1927). Arnold relaxed at his 50-acre ranch, raised prize cattle, and enjoyed his hobbies of furniture making and quail

and pheasant hunting. (During a wartime leave, he was accidentally shot in the head and shoulders. He wasn't seriously injured, however, since the shot came from a long distance away and he was protected by his glasses and a heavy hunting coat.)

A DREAM COMES TRUE

Thanks to his pre-war efforts, astute maneuvering during World War II and the USAAF's wartime performance, Arnold's dream of an independent air force came true on July 26, 1947 with President Truman's signature on the National Security Act of 1947.

While Henry Arnold spent billions during his military career, by 1949 his personal financial resources were very low. He appeared in beer advertisements and even tried to get back on active duty. His royalties from *Global Mission* weren't enough. Arnold died of a heart attack on January 15, 1950. His estate was a \$20,000 insurance policy. His wife struggled along on a \$75 per month widow's pension and supplemented her meager income by selling real estate.

Arnold was unique in aviation history annals. One historian summarized Arnold's significance in aviation history: "Arnold provided firm but often erratic leadership. He was such a strong and singular figure that it is impossible to imagine anyone like him ever leading the Air Force again. Modern military bureaucracies, dominated as they are by committees and staff studies, don't allow men who are so idiosyncratic to rise to the top. For every fault, though, Arnold offered a compensating strong point, such as his belief in and his love of innovation and improvisation."

Over his career, Arnold received many decorations, including two Mackay Trophies (1912 and 1934), the Distinguished Flying Cross (1936), the Collier Trophy (1942), the Distinguished Service Medal (1943) with two Oak Leaf Clusters (awarded later), the Victory Medal, three theater ribbons, plus numerous foreign decorations, awards and medals. He was inducted into the National Aviation Hall of Fame at Dayton, Ohio in 1967. ■

Second Air Division Association: New Members

HDQ

Janice Sanders (AM)

44th

Max Binswanger
Quinnie Q. Crews
Kenneth H. Farset
Robert E. Gjestrum
William A. Lundquist
William C. Stewart
Mary M. Jones (AM)

93rd

Louis J. Brewster
Eugene H. Clement
Thomas H. Jackson, Jr.
David G. Moore
Bert L. Pear
Max Podlish
Arthur Wagner
Betty L. Conley (AM)
Anita M. Rosacker (AM)

389th

Ralph E. Dreese
Donald M. Frank
Charles T. Hare
Wilbur T. Mahoney, Jr.
Henry E. McKay
Elmer V. Schindler
Richard W. Scott
Robert E. Slater
Donald D. Thorp
Ann Argenian (AM)

392nd

Harris B. Albright
Richard Berger
Michael Connery

Dwight J. Guckert

Kenneth L. Seaton

Roy C. Weber

Cynthia L. Guckert (AM)

445th

Roy E. Ellender
Joseph D. Gagnon
William M. Robinson
John Rohal
Erwin M. Ungar

446th

Ernest W. Bruce (492nd)
John F. White
Frances Forsch (AM)

448th

Robert T. Ash
James D. Conrad, Sr.
Clifford W. Harris
Robert G. Hurst
Dan McGrew
Jack W. O'Brien
Nicholas W. Porcaro
Charlene Dixon (AM)

453rd

Matthew A. Berdon
Jesse L. Brown
Francis A. Carter
Paul C. Darden, Jr.
Bruce J. Florea
Charles M. Frank
Robert G. Franz
Lee R. Gulley
Arthur J. Hoessel
Col. Ralph S. Hoggatt (Ret.)
Martin J. Jarabek

Robert F. Kingsbury

Alan W. Kingston

Robert H. Krall

Robert F. Mahoney

Robert E. Mauriello

Hunton L. Morgan

Kenton Morris

Earle P. Nase

Henry P. Parker

James A. Paulmann

William A. Ryan (492nd, 467th)

Cornelius J. Scanlon

Merle Strum

Peg Sullivan

John M. Tangorra

Guy J. Tsottles

Rudy E. Vodicka

Robert W. Voight

Robert W. Wolfe

John M. Wuest

Barbara Apter (AM)

Ava Collins (AM) (389th)

Jean Kumor (AM)

Nancy Sallee Rokicki (AM)

458th

Donald F. Green
Elinor J. Carter (AM)
Charles H. Pool (AM)
Robert K. Pool (AM)
Robert J. Trout (AM)

466th

William B. Ashcraft
Huston Bell
Joseph N. DeFord
William W. Hurt, Jr.
Keith Merrill
Joseph C. Moore, Jr.

Harvey H. Stamper

Neal O. Bostwick (AM)

Michael E. Carden (AM)

467th

Henry K. Close
Gene Jacquemart
Robert McEwen
William N. Scott
John L. Stewart
Marie Enck (AM)
Emogene Yarnell Burrows (AM)

489th

Robert Bowles

491st

Robert W. Brown
Joseph P. D'Arienzo
Stephen C. Durasa
Robert S. Jacobus
Robert C. McKay
Thomas J. Stephenson
Dale E. Wyatt
Paul L. Kimberly (AM)
Wesley Sheppard (AM)

492nd

Robert F. Bradley
Hewitt Gomez
Robertson C. Scott
Wesley R. Williams

SM

John Deacon
Matthew Martin
Matthew H. McKeever
Roy Newton (9AF)
Faye Riddick
Keven R. Smith



To the editor:

In 1944 I flew with Captain Charles (Chuck) Walker in the "Bunnie" as his waist gunner with the 445th Bomb Group.

In March of this year I was in London and took side trips to Tibenham, Norwich, Duxford, and Cambridge. With the help of Mr. Evan Harris, I was able to visit the American and British Air Museums at Duxford. It is faint praise to say that it is an impressive sight. To see these great WWII warbirds all together is a unique experience. Both bombers and fighters live once more. The P-51s and P-47s are here, as well as the B-17 and B-29.

But sadly, there is no B-24! Apparently, with perhaps a few exceptions, they have all been reduced to scrap. This I find reprehensible. In October of 1945, shortly after discharge, I flew from Abilene, Texas to Lubbock, Texas. On the West Texas plains were B-24s and B-17s wingtip to wingtip for miles. No one in authority had wit enough to mothball a few of them to be seen by future generations. Now they are gone forever.

I also visited the resurgent 2nd Air Division Memorial Library at Norwich, which has risen from the ashes of its too recent fire. Here were displayed the colors and tail markings of each group, the 445th prominent among them.

Finally, I visited the American Cemetery and Memorial outside Cambridge. To walk among these marble crosses is to remember God's grace and that you have been allowed to grow old while many under those crosses will be nineteen throughout eternity.

Robert L. Wagner (445th)
706 Rio Grande, Austin, TX 78701

To the editor:

I am trying to locate information concerning my wife's father, Edward J. Speers, who was killed before Susan had a chance to meet or know him. All we know at this time is that he was the pilot of the aircraft "Slossie," having flown 27 missions out of Tibenham, England, with the 445th BG, 701st Squadron.

Cliff Martin
1502 Westshire Lane
Richmond, VA 23233
(801) 741-8617

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To the editor:

I am writing this letter to call attention to the "ignorance and stupidity" of the U.S. Postal Service. As a collector of U.S. postage stamps for many years, I resent the fact that the B-24 aircraft is not included on the "Classic American Aircraft" sheet of stamps issued on July 19, 1997 at Dayton, Ohio. As a veteran of a 30-mission tour with the 8th AF, 93rd BG, I am insulted that the Lib is ignored!!! Please let your postmaster know.

William A. Waldron (93rd)
17 Louise Road
Edison, NJ 08817

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To the editor:

I had a very pleasant surprise a couple of weeks ago when Mr. Jay A. Ream from Lewistown, PA phoned me. Mr. Ream flew many combat missions with me. How Jay ever found me is a mystery. It has been 52 years since I have heard anything about anyone in our crew.

Jay sent me a few *Journals* — they sure shake up your memory. I want to become a member.

My crew flew 35 missions with the 445th BG from October 9, 1944 to March 20, 1945. The crew names were: Milton J. Balog (pilot), George M. Young (copilot), Milton Alton (navigator), Jay Ream, Edward F. Porter, Joseph D. Gagnon, Louis Cohen, Antonio T. Marciano, Donald O. Neumann, and Delbert Vaught.

Joseph D. Gagnon (445th)
45 Mayflower Road
Leicester, MA 01524

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To the editor:

About a week ago I had an altercation with a surgeon. I lost! Boy, did I lose!

I'm sitting here looking at a large dining room table covered with get-well cards, almost all from 2ADA people. I want to thank them through the *Journal*.

I'm reminded of how important to us all are our relationships in this wonderful organization we call the 2ADA. I ache for those good people who have withdrawn, or for some reason have strayed away from us. Surely they can't know what they are missing. I know one thing for certain — I will never forget the outpouring of good will from our members, not just from my own group, but from all groups represented in the 2ADA, and our many friends in England.

Thank you for helping me through a most difficult time, and if the "creek don't rise," I'll see you all in Chicago.

Geoff Gregory (467th)
3110 Sheridan Drive
Garland, TX 75041

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To the editor:

According to an article in the June 1997 issue of *Air Classics Magazine*, the B-24 that is on display at Lackland AFB, Texas will be dismantled and shipped overseas for display in the new American Air Museum at Duxford Airfield in Britain.

There are so few 24s on display here in the United States, and the Brits already have a B-24 on display at the Cosford Museum which it seems could easily be transferred to the new museum at Duxford. The Smithsonian has already sent a B-24 nose to Duxford. So how many B-24s do they need?

If you agree, write to the Director of the USAF Museum, General Charles D. Metcalf, c/o the museum at 1100 Spaatz Street, Wright-Patterson AFB, Ohio 45433-7102, and to Mr. Edward Inman, Director of the Imperial War Museum, Duxford Airfield, Cambridge, CB2 4QR, England. Tell them we don't want this B-24 sent overseas!

Patrick Carry
2ADA Associate Member

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THE ULTIMATE MUSEUM: LEAVE IT TO THE FRENCH.

REPRINTED FROM THE WORLD PRESS REVIEW

After years of ridicule by English-speaking visitors, the French town of Condom has decided to stop fighting and capitalize on its name. The proverbial silk purse from this sow's ear, according to Hamburg's *Der Spiegel*, will be a museum devoted to various contraceptive devices used through the ages. It could draw 200,000 to 300,000 visitors a year. Thousands of tourists driving through the Gascony hills already detour to Condom to have their photographs taken next to the town sign. They might fancy the new museum with 1,800 objects and artifacts — all related to sex. Having proclaimed his town "condom capital of the world," Mayor Gérard Dubrac says, "When the proposal for a museum was first heard at a council meeting, everybody laughed. Now everybody supports it — the right wing and the communists." ■

To the editor:

Many of us veterans have or soon will have reached our 80th birthdays and/or married 50 years! The President of the United States will send greetings if information is sent to: The Greetings Desk, The White House, Washington, DC 20500. If it comes as a surprise to the recipient, so much the better!

Chris (Drake) Dracopoulos (491st)
39 Harris Street
Malden, MA 02148

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To the editor:

I have been researching the period of the European air war known as "Big Week" — a series of bombing missions flown by the U.S. air forces during the week of 20-25 February 1944. During that period, the 445th BG was heavily involved in the action, losing sixteen aircraft. Thirteen of those aircraft were lost on the 24th of February, and this must rank along with the Kassel action in September 1944 as one of the great air battles of WWII.

I have obtained the mission reports and all the MACRs for that period, including all bomber and fighter groups of the 8th AF, but I am now more interested in receiving accounts of participants in those actions. I realize that these events took place over fifty years ago, but I am wondering if any former members of the bomb group who are still active would be kind enough to recount their experiences of that period.

In return, I would be more than willing to pass on any information I have regarding the group's participation during that week of February 1944.

Andy G. Wilson
4, Residence du Chateau Gaillard,
Route de Milly,
91820 Boutigny Sur Essonne,
FRANCE

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To the editor:

For years I have been trying to find a cadet buddy. His name was Eugene (Fats) Watkins or Watson. His depth perception panicked his PT-19 instructor, and this ended his pilot career. We both thought we could stay in touch after the war, but somehow, with the stress of trying not to wash-out, I lost his address. He was interested in going to Navigator School — but where?

Class of 43K records that have been available to me don't list him. I'm still searching — maybe somebody who was in 43K can search their memory for Pine Bluff orders. Where did Fats go?

Edmund Wanner (445th)
4421 Beaconsfield Court
Westlake Village, CA 91361

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To Jordan Uttal, Honorary President, Oak Mackey, President, and Officers and Members of the Second Air Division Association

We, the Governors of the Memorial Trust of the 2nd Air Division USAAF in Norwich, England salute you all and bring you our warmest greetings upon the occasion of the Fiftieth Anniversary of the founding of your Association being celebrated at Irvine, California between the 23rd and 26th May 1997.

We thank you for your unstinting support and generosity to our Trust in developing the library over half a century. This living memorial to the courage and sacrifice of over 6,800 Americans, who gave their lives defending freedom, is unparalleled anywhere else in the world.

We pledge that those of our own and succeeding generations will not forget what we owe to those gallant men, who, during World War II, died in the line of duty flying from bases in Norfolk and north Suffolk.

Their example will simply strengthen our resolve to make this world a better place and to foster further Anglo/American relations.

PAUL R. KING
Chairman of the Memorial Trust
Norwich, England
May, 1997

To the editor:

This concerns Marvin H. Speidel's commentary in his "Bungay Bull" column in the Summer 1997 issue of the *Journal*. I specifically refer to his side note about the lead aircraft of the 446th on D-Day, 6 June 1944. Whether he chooses to call it "Red Ass" or "Bungay Buckaroo" is not an issue, since it was NOT the lead aircraft. There was a solid undercast over the coast of Normandy on the first D-Day mission and that aircraft was not equipped for blind bombing!! Each six aircraft section of the 446th was led by a PFF aircraft from the 564th Squadron of the 389th Bomb Group. To confirm this fact, I suggest that Mr. Speidel check with Col. Brogger, who rode in "Red Ass," or Fred Breuninger, who has researched this particular matter. The pilot who actually flew the lead aircraft was Lt. Lester J. Litwiller and his crew detached from the 93rd Bomb Group. After 52 years, it is time to put an end to the myth about "Red Ass" leading the 446th Bomb Group on D-Day.

Robert A. Jacobs (93rd)
203 Cannister Court
Hampton, VA 23669

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To the editor:

I write to you following contact from Paul King, who recently attended the 50th anniversary convention of the Second Air Division Association.

Mr. King thought it would be useful to make contact with you, as he felt that the route via Amsterdam to Norwich was not known to many of your colleagues. Norwich Airport (formerly Horsham St. Faiths) currently has five services weekdays to Amsterdam with a reduced frequency on weekends. The connections through the Dutch Airport provide worldwide access for our passengers and easy access to Norwich for inbound passengers. Ask us for copies of our easy-to-read timetable.

Norwich Airport is proud of its connections with the 458th Bomb Group, and is always pleased to welcome veterans to the airport. Next time you visit the U.K. why not try the Amsterdam connection?

Trevor Eady
Commercial Director
Norwich Airport, Ltd.
Amsterdam Way
Norwich NR6 6JA

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To the editor:

I'd like to add my two cents to the letter in the Spring 1997 *Journal* by Martin Schreck, the "76-year-old youngster," and to Col. Hanson's reminder (Spring Poop from Group '93) of the importance of all ground personnel. As the colonel points out, "Not a plane would move if all these units did not do their jobs."

Although the following is mostly fictitious and succumbs to an old man's memory, the sentiments are just as genuine.

ZEKE, THE "KING SPIT" CREW CHIEF

Zeke stood by quietly. He was always on hand before the first light of dawn to send us off and wish us luck. His six foot, two inch frame silhouetted against the sky. He would be there again in the evening, counting the aircraft as the bomber formation appeared over the control tower on its return from a mission.

He was a lean mountain man from Tennessee, one of those "Southern Highlanders" Kephart speaks of. Zeke built a still one time and hid it deep in a rhododendron patch on the west side of the Smoky Mountains. It was a beautiful piece of work. When once he put his hands into a project he stuffed his mind and heart in with it too. As a mechanic, he was an artist.

When Uncle Sam tapped him on the shoulder, he joined the Air Force. He left his high crown black fedora at home and regulations made him wear shoes. His overalls, well marinated in oil, seemed to be the only connection between his hands and feet and his basketball head. He looked like a lifesize mannequin. He seemed to sparkle in the sun and glisten in the rain, like a knight in stainless steel. Red, who seldom had much to say, once remarked, "God, if Zeke fell down he'd be half-way home."

"Yeah," laughed Marty, "he sure is a long drink of water."

"She's in fine shape, sah," Zeke would report to the pilot, scratching his scalp by holding the peak of his hat in place while rotating his head, much like a pitcher twisting the ball in his glove. Then he would add, positively, in that smoky drawl of his, "Ah spit yo not, sah." Then he would spit a chaw and follow the brown stream with his eyes as though he had aimed at a specific object. Wiping his mouth with his greasy sleeve, he would look around to see if we noticed that indeed he was on target. That was Zeke's way to underscore pride in his work and in his crew.

I believe he loved the "Monster" B-24 more than he did her crew. It would have broken him in two if we didn't bring her safely back to him. M/Sgt. Zeke Milsap, our crew chief, the best mechanic in the Air Force!

Eugene A. Aichroth (467th)
1256 Saxon Avenue
Bay Shore, NY 11706-4747



To the editor:

Now that we have returned home after the 50th annual 2ADA convention, can Jean and I express our sincere thanks to the 2nd Air Division Association for all your wonderful friendship, kindness and hospitality. You are a truly great family and it was wonderful to meet you again at Irvine.

We thought that this was the best convention ever, and as always Evelyn Cohen did such a wonderful job with all the arrangements being just perfect. The great generosity of the association for the Book Endowment Fund was also deeply appreciated. We have all come back to the U.K. refreshed and even more determined to see that your third unique 2nd Air Division Memorial Library is built to be the finest in the world, and we will not rest until this has been achieved.

David J. Hastings

Vice Chairman, Memorial Trust of the 2nd Air Division USAAF



David Hastings (wearing cap) poses with The Beverley Sisters at B-24 presentation to O9 Flying School at Horsham St. Faiths.

To the editor:

The enclosed picture was sent to me by Ernst Schroder, who was a Luftwaffe FW-190 Kassel pilot. His grandson took him over to Duxford Air Show in June 1996. He was honored to sit at the controls of this ME-109, which is a complete, flyable ME-109 used in air shows throughout the U.K. Ernst wrote that he flew this type of plane before being assigned to FW-190s, which led to our fateful Kassel meeting on September 27, 1944.

James E. Dowling (445th)
Smithtown, New York 11787



Former Luftwaffe pilot Ernst Schroder takes the controls of this ME-109 at Duxford.

Is this the plane that will tell your grandchildren what you flew in World War II?



Sculptor ROBERT HENDERSON sits beneath a wooden model (1/6 scale, 19' wingspan) of his largest monument sculpture of a B-17 bomber. The model will go to a museum while the bronze sculpture will join other monumental aircraft models being done by him for the Air Force Academy.

BY RAY PYTEL (445TH), JOURNAL EDITOR

This is the time to do something about it! Read the letter above by the eminent sculptor Robert Henderson . . . He can do for the B-24 what he did for the B-17 — put our B-24 on a pedestal where it belongs, alongside the B-17 just like in WWII! Show your grandchildren that the B-17 didn't win WWII all by itself!

But there is no time left to say, "Let George do it" (in other words, "Let the 15th AF do it," or "Let's debate it to death; maybe the whole thing will blow over and I won't have to make a decision." You will note that the sculptor is "free" now and is ready to go ahead immediately after our October Executive Committee meeting. It is clear now that if we want the B-24 to materialize, we have to "grab the bull by the tail and face the facts." He isn't going to sit idly by and watch the world go around — he will get another project, and who knows how long that will take, and when, if ever, he will be available again! Besides, the Air Force Academy may not want to "contaminate" the display with a different or incompatible design by someone else. This is the time to move and get off the pot — commit yourself now! You didn't diddle all day while deciding to go on an important mission . . . don't start doing it now!

Now here's the plan. The cost of the B-24 project is \$175,000 complete. There will room at the base for the names of 400 donors (individuals or

ROBERT HENDERSON STUDIOS, INC.
816 WATER STREET
CANON CITY, COLORADO 81212



PHONE/FAX: (719) 275-1422

Monumental Bronze Warbird Memorials (Info: 1-800-306-1738)

It was a pleasure meeting with you and your spirited group. I was greatly pleased and somewhat surprised by the enthusiasm of the Second Air Division towards placing your B24 amidst the already existing warbirds in my sculpture garden at the United States Air Force Academy. Prior to this reunion, I had considered the B17 (to be unveiled August 22) to be my last warbird. I do, however, understand why you would like to have this majestic bomber receive the recognition it truly deserves.

I am willing, at this time, to entertain the thought that:

- 1) Your bomber belongs in the *Study Hall* sculpture garden.
- 2) I will pursue this "last" project with you.

I would like you to commit to:

- 1) Seeing your B24 in bronze.
- 2) Supporting your project via dialoguing with your group.

I therefore will begin, as I always do, by sculpting a desktop maquette (study model) of your B24. It is possible that this may be available by October. As I work towards creating your bomber, I would like us to continue to discuss fundraising issues.

Yes - the warbird sculpture garden would be incomplete without the B24.
Yes - the men and women who flew this warbird deserve recognition...
and Yes - your sculptor will continue to record history in bronze.

Sincerely,

Robert Henderson
Robert Henderson
Sculptor

any group), and that comes to about \$450 per donor. Your editor is pledging \$500 toward the project now . . . how about you? The B-24 needs about 400 good men to come to its aid now . . . it did its job for you then, it got you back, and it did help win WWII . . . now is the time to help your B-24. There is no time to "let George do it" — there is no George. It's only me and you and about 398 others . . . Let's get it in gear and pledge now! Let our pledge chairman Neal Sorensen come to Chicago with a briefcase full of pledges, each one saying, "I want a B-24 at the Academy, and I want it now!"

Now remember we are not asking for donations now, so keep your money for a while. We just need to know if you are sufficiently concerned about which plane will represent your efforts in WWII when you are gone and someone asks, "Is this what my Grandpa flew in?"

Your pledge need not be fulfilled all at once — terms can be arranged. The sculptor will not need every penny "up front," but he must be assured that the funds will be there when he needs them.

We are also exploring the use of credit cards for payment — let us know if this would be more convenient for you.

Remember . . . send no money; your pledge will help the Executive Committee make an informed decision. ■

B-24 MODEL/SCULPTURE PLEDGE FORM

MAIL TO: NEAL SORENSEN, PLEDGE CHAIRMAN, 132 PENINSULA ROAD, MEDICINE LAKE, MN 55441-4112

- CHECK ONE: ☐ COUNT ME IN! Here's my pledge for \$450 (or more). Put the mighty B-24 on a pedestal . . . that's where it belongs! (A pledge of \$450 or more includes emblazoning your own name or any group name as one of the donors.)
- ☐ I can't afford that much, but I want to be part of the great show. You can count on me for \$ _____. The Liberator belongs in the Academy, it belongs in our country's future!

SIGNATURE: _____ GROUP: _____

PRINT NAME: _____

PRINT ADDRESS: _____

(If the same as mailing label on reverse, just print "LABEL" above.) **THANK YOU FOR YOUR SUPPORT!**

Jimmy Stewart: Our Comrade in Arms

Editor's Note: As you probably know, Jimmy Stewart died on July 2, 1997. You may remember that at our 2ADA Southern California Regional Dinner in February, our own Academy Award winner, Delbert Mann, was master of ceremonies. Upon hearing of Jimmy Stewart's funeral services, and knowing that attendance was to be somewhat limited, we asked Del if he was going to be there. His response was yes, so we asked him if he would be the 2ADA representative there. Del said he would be honored to do so, and to write a brief summary of the service. His report follows:

The crowd at the Stewart funeral was fairly small, as they controlled the guests and did not open the service to the public. The crowd outside was quite large, together with numerous television trucks and photographers.

The service was simple, with the pastor, James Morrison, reading several passages from the Bible. Then Jimmy's daughter, Kelly, spoke briefly and movingly about her dad, concluding, "Here's to our father, the richest man in town," the reference, of course, from "It's a Wonderful Life." That phrase was used several times.

Before Kelly spoke, Lieutenant General Roger Dekok spoke of Jimmy's military exploits. The General is the Commander of the Headquarters of the Space and Missiles Systems Center at Los Angeles Air Force Base. (Before the service I had introduced myself to the General, telling him of the 2ADA. He seemed to appreciate it.)

The service ended movingly, with Taps being played and then Auld Lang Syne. It was very touching. I'm glad that I was there and that you asked me to represent you.

Following is a copy of the letter which I have written to the Stewart family:

Dear Members of the Stewart Family:

As a member of the Beverly Hills Presbyterian Church and as a long-time acquaintance and admirer of Jimmy, I was present at the service this afternoon. I am sorry that I didn't get to meet you in person to tell you directly what knowing Jimmy has meant to me and to the community.

I also wanted to tell you that I was asked by the 2nd Air Division Association, of which Jimmy was a member, to represent them at the service. They wanted me to tell you that as a memorial to General Stewart they are making a contribution to the 2nd Air Division Memorial at the Norwich, England library which is being rebuilt after the disastrous fire in 1994. The books will all be identified as being in his memory. They do hope that this will be satisfactory to you. It seems the most fitting tribute to a man admired and loved by all of us.

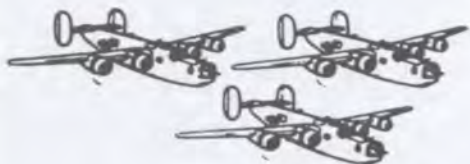
As Reverend Morrison said, we thank God for Jimmy's life and for his memory which will be with us always. As it was with my father, we feel sure that Jimmy is happy with his beloved wife.

Sincerely, Delbert Mann



THE WORLD'S ULTIMATE "VERY DECENT MAN."
WHAT MORE CAN YOU SAY?

SECOND AIR DIVISION ASSOCIATION
EIGHTH AIR FORCE
RAY PYTEL, JOURNAL EDITOR
P.O. BOX 484, ELKHORN, WI 53121-0484



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