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## Jimmy Stewart: Flying High Without a Scandal!

A BIOGRAPHICAL BOOK REVIEW BY HAP CHANDLER (491st) AND ANDY LOW (453rd)



MAJOR JIMMY STEWART is awarded another Oak Leaf Cluster to his Air Medal for completing 20 combat missions as Commander of the 703rd Squadron of the 445th Bomb Group in March 1944 before being transferred to the 453rd BG and later to the 2nd Combat Bomb Wing (389th, 445th, and 453rd Bomb Groups) to complete his tour of duty.

In February of 1941, Metro Goldwyn Mayer gave one of its greatest farewell parties to Academy Award winning superstar Jimmy Stewart. Louis B. Mayer, legendary chief of the studio, "wanted to fly the flag at half mast." Mayer had used his considerable persuasive talents to convince Stewart that his best interest would be served by remaining in Hollywood. Stewart demurred, and nine months before Pearl Harbor he enlisted as a private at age 32, well beyond draft age. In October 1943 he would lead the 703rd Squadron of the 445th Bomb Group to Tibenham, England and combat with the United States 8th Air Force.

After qualifying and initially assigned as a B-24 instructor pilot, he sought assignment to an overseas combat unit. Col. Robert Terrell, Commander of the 445th Bomb Group, selected Stewart to command the 703rd Squadron. As its commander he led sixteen of the squadron's aircraft to England in October, 1943. Over the next twenty-one months he flew a complete tour of missions as a command pilot. By the end of the war he was a colonel in the 2nd Combat Bomb Wing of the 2nd Air Division, which consisted of the 445th, 453rd, and 389th Bomb Groups. He brought this wing home from England on the Queen Elizabeth. Legend has it that Stewart personally shook the hand of every man in his organization as they debarked in New York.

You will find many prominent members of the Second Air Division Association in the course of Stewart's career, including Andy Low, his roommate at the 453rd BG; Gen. Robert Terrell of the 445th who brought him to England; Ramsay Potts, commander of the 453rd when Jimmy was transferred there to become Group Operations Officer after 20 combat missions with the 445th; and Gen. Ted Timberlake, under whom he served as Executive Officer of the 2nd Wing.

Stewart earned a reputation as an officer who had a special regard for his men. Walter Strawinski thinks this was noticeable when he was not flying: "Stewart was known as being one of the few officers who never left the airfield tower until every single plane returned . . . Jimmy would never move until every single plane was back on the ground and accounted for. It was the kind of small detail that was very important among the men, and they all tucked it away." Walter Matthau, another "Hollywood

*(continued on page 3)*

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# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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50 Years of 2ADA Past Presidents  
and Conventions

..... Back Cover

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

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

Please submit all material for publication to the editor by the 15th of December, March, June, or September. We make every effort to mail your Journal within 45 days of the deadline listed above. Your receipt of the Journal will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office. If you don't get your Journal by the next deadline, contact Evelyn Cohen immediately.

# President's Message

BY NEAL SORENSEN

In the three weeks between your receipt of the Winter issue of the *Journal* and my deadline for this column to be printed in the Spring 1997 *Journal*, an interesting number of cards and letters have been sent to me.

Due to the printing schedule for the Spring *Journal*, you should receive your copy prior to the Executive Committee meeting which is scheduled for February 20 and 21, so at this time there has been no action taken on what role we may or may not have in producing a 1/6 scale bronze replica of the B-24 for the Court of Honor at the Air Force Academy. It is my personal belief that this replica will be produced, since our warbird was used in every theater of World War II.

The following are comments gleaned from letters received to date . . .

"We live only 20 miles from the North Gate of the Academy. We attend church at the Cadet Chapel. After the services, our house guests and family members look at all the models on the Honor Court and ask, 'Where is the plane you flew during the big war?' I never have a good answer for that question . . ."

"We held our group reunion at the Air Force Academy a couple years ago. The scale models exhibited there are just the thing . . . It would be a great reminder to future generations of the role played by the Liberator in World War II . . . I can just imagine how each former B-24 crewman would react, entering the museum in Savannah or any museum, and seeing a well-constructed model of the Liberator in full combat colors . . . I wish we were past this point — you already *knew* you had [Executive Committee] support for the project, so I could enclose my check now."

One well-known author who has published his experiences in combat and as a POW offered to augment his monetary donation with an additional \$10 per book sold as a part of our fund campaign! PLUS, the book would be personally autographed!

One thoughtfully crafted letter of dissent offered areas of interest where he felt our money would be better spent. Since he sent a copy to the *Journal* editor, Ray Pytel, you will no doubt find it elsewhere in this issue.

To expand on my article in the Winter *Journal*: There must be a driving force in any campaign. I envision the Second Air Division Association as that force! However, with the thousands of airmen who flew the B-24 in other theaters of war, we have a fertile field in which to raise funds to do honor to the B-24. All would be asked to participate if a decision is made to go ahead.

I have requested information from the Ford Foundation on the possibility of funding or matching funds to memorialize the bomber which was produced in its greatest numbers at their Willow Run plant. Also, Consolidated, or its parent company, may offer an avenue for help.

Our appeal to the Ford Foundation appears to me to be the one most likely to bear fruit. Since their inception, the Ford Foundation, the Rockefeller Foundation, and the Carnegie Foundation have all given particular attention to educational and cultural affairs. Grants and scholarships have been funded to both U.S. and foreign students to educate present and future leaders on the benefits of democracy.

Our 2ADA/Fulbright librarian, Linda Berube, is an excellent example of the type of educational good will fostered by many of the grantees of the Ford Foundation, so a part of our approach to Ford could also include a request for a grant for the Memorial, or any other helpful funding that might be available.

Dreaming? Of course, but isn't that how most things come into being? David R. Davis, who invented the Davis Wing that supported over 19,000 combat aircraft of various configurations, tried to enlist in the then "Aviation Section, Signal Corps" in WWI. He ended up in the infantry. An attorney by trade, he discarded the law and set out to be a freelance aeronautical engineer. He patented his "Fluid Foil" wing design in 1931 but could not interest anyone. At Bendix, he developed the first variable pitch propellers without mechanical control. He finally *gave* his design to Reuben Fleet of Consolidated, asking only royalties on foreign sales.

Let's dream — it could just happen! ■



**JIMMY STEWART** (continued from front cover) legend" who recently turned into a "grumpy old man," was then a staff sergeant in the 453rd Bomb Group. Matthau tells of his rapport with the airmen who flocked to briefings to "hear Jimmy Stewart be Jimmy Stewart."

Jimmy continued to serve in the Air Force Reserve until his retirement at age 60 as a Brigadier General. His old roommate, Andy Low, recalls that Jimmy was frequently called upon by senior Air Force officials for advice and counsel regarding Air Force concerns. In 1955 he starred in the panoramic movie "Strategic Air Command," gaining widespread public acceptance and understanding of SAC and its importance at the height of the Cold War.

Stewart's father was a dominant influence in his life. A most moving scene occurred on the eve of Stewart's departure to England. At a loss for words, his father gave Jim a letter which included the 91st Psalm. He has written of the comfort this letter and Biblical passage gave him during his perilous missions over Europe. His ETO experience and the death of his stepson, Ronald McLean in Vietnam, were seminal events in Stewart's long and illustrious life. Military service was a given in his family. His father served in the Spanish American War and World War I. His ancestors fought in every American war from Revolutionary times. He reflected the ideals of his generation toward military service. Instead of duty in some Hollywood battalion grinding out training films in California, he served in the bitter cold aerial battles for air supremacy in 1943-45.

Jimmy Stewart's film career is legendary. He has played opposite the queens of Hollywood for fifty years, and was romantically involved with stars such as Olivia DeHavilland, Dinah Shore, Loretta Young, et al. He married Gloria McLean, adopting her two sons from a previous marriage. His marriage reflected his small town values as he was regarded as Hollywood's model husband.

Stewart is one of the living icons of classic Hollywood and, arguably, its most beloved. The big screen embodiment of the decent, honest American who makes us feel better by being such a good guy — not back-stabbing, not cunning, not even his considerable talent, got Stewart to the top. His biography contains no scandal, and none of the flaws so prevalent in insecure, ego-ridden Hollywood.

Donald Dewey has done a terrific job of capturing Stewart's life in his book entitled *James Stewart: A Biography* (Turner Publishing 1996, 512 pages). Dewey scrapes the glossy veneer from one of Hollywood's more enduring symbols, revealing a man of endearing honesty and achievement. Those who knew him in the 2nd Air Division and those of us who admire him from afar will find this book an engaging and straightforward appraisal of our most well-known B-24 pilot.

The book is available for \$24.95 plus \$3.00 S & H from the Mighty Eighth Air Force Heritage Museum, P.O. Box 1992, Savannah, GA 31402, phone (800) 421-9428 ext. 120. ■

# The Editor's Comments

BY RAY PYTEL



THE BASIC 1942 AIRMAN

On February 11, 1942, just a little over two months after the disastrous "Day of Infamy" — Pearl Harbor — I was sworn into the Army Air Forces and ended up a few days later "way down south" in Biloxi, Mississippi at the Home of the notorious Col. Goulrick, Keesler Field! After a few days of processing, testing and indoctrination, including the issuance of our uniforms, one sunny and warm afternoon we were marched out into an aromatic pine tree forest for our first shot at basic!

As luck would have it, I caught a cold that day or evening, and by next morning I was told to go on "sick call." At the dispensary someone discovered that I had a "temperature of 104 degrees," which apparently was considered "bad" in the medic circles, and I ended up in the base hospital. In a day or so I felt much better, but my temperature stayed at about 100 degrees, so for about three weeks they would not release me, until one day some visiting doctor who also happened to be a colonel came by for something novel . . . a thing called "Inspection of the base hospital."

The colonel asked me what I was in there for, and I said, "Damned if I know, but they won't release me because my temperature hovers around 100 degrees and apparently they can't get it down." He looked over my chart and said to someone with him, "His normal temperature runs about 100 — release this man at once!"

I trudged over to the orderly room of what was my basic training squadron, and they quickly ushered me into a captain's office. After the preliminaries I was asked to sit down, and the captain said, "Your cadet application has been bucked up the channels — due to your lack of formal education (incomplete fourth grade), but then contradicted by your successful completion of the Civilian Pilot Training Course and the possession of a commercial pilot's license." He then said, "How would you like to take the aircraft mechanic's course while you

are waiting?" I said sure! "OK, you are now a PFC. Pack your stuff and report to the office of the mechanic's school across the field, and we'll let you know about your cadet application as soon as we get something down the 'chain of command.'" Thus began my Air Force career.

The picture at left was taken at the Mechanic's School around March 1st before I had time to buy and sew on my "stripe" or AF patch. You can plainly see this was the "basic airman" before I even knew the basic commands of the Army Air Force! Needless to say, I never did get an answer to the cadet application, but I received a lot of varied training while I was waiting, eventually ending up as an engineer on a B-24! Cadets? Oh yeah, I'm expecting an answer from them any day now!

## THE 1997 MIDWEST MINI-REUNION INCLUDES THE EASTERN STATES!

Several of the midwest 2ADA members wrote letters asking me all about the '96 mini-convention in our area. Although it was mentioned in every *Journal* issue for a year as a combination Midwest-445th and Kassel Mission Reunion, apparently it was overlooked even by our illustrious 2ADA President, Neal Sorensen, who said, "You returned from what?" when I told him I just got back from Dayton and the Midwest Mini-Convention.

OK, let us start fresh, the 1997 Midwest Mini-Convention will be held on September 25th, 26th and 27th at the Marriott Resort, east of Harrisburg, Pennsylvania in a rural setting not far from the "Willie Wonka Chocolate Factory" or something similar in Hershey, PA. I don't know if Milwaukee's Gene Wilder will get involved in this factory, but chocolate lovers should have a field day in Hershey! Including all 2ADA members from the Eastern States!

Another attraction will be the Amish settlements in Lancaster County, southeast of Harrisburg. Lancaster County is the place where the various garden seed companies grow all those seeds for the 10-cent packs sent to kids all over the USA to sell and earn a bicycle or a movie projector or a doll after selling 24 or 40 packs to your "friends and neighbors" in the 1930s and 40s. Who does not remember pestering relatives, family, friends and whoever you could to sell those packs of seed?

Don't forget the Gettysburg Address by President Lincoln on the 1863 Civil War battlefield — now a battlefield of fast foods (McDonald's "Big Macs" vs. Col. Sanders' Kentucky Fried Turkeys) . . . Go and see it all before it is all swallowed up cannons and all by some new franchise!

All of the above and more is being planned for you by Ray Souders of Pennsylvania and Harold Eckelberry of Tiffin, Ohio. Both volunteered to head up the 1997 Midwest Mini-

Convention. Since we were at Dayton in 1996, it was felt that we take up Ray Souders' offer and have a go at his home state of Pennsylvania. He is inviting all the eastern 2ADA members, so this will give us midwest members a chance to have a get-together with some of the Easterners for a change! But don't get confused; this will include all of the Midwesterners. Contact: Ray Souders Jr., 431 Lewisberry Road, New Cumberland, PA 17070, telephone (717) 774-3960.

## NO ONE CAME UP WITH THE ANSWER TO LAST MONTH'S MYSTERY!

You will recall that in the Fall *Journal* someone took Ira Weinstein's place in the picture. No one knows who sneaked into the *Journal* and took Ira's place, so unless the real culprit shows up, or someone comes up with an answer soon, this may remain a mystery forever!



## UNDER THE UNION JACK . . . JUST WHOSE FLAG IS IT, ANYWAY?

We all know the "British" flag — or is it the "English" flag, or is it the flag of the "UK" (United Kingdom) . . . Just what is the "Union Jack" and what "realm" does it really represent?

We "Americans," as our British friends call us, know the legend of Betsy Ross, the significance of the three colors, the blue field of stars, and the 13 stripes of our own "Old Glory." But what do you actually know about the flag of the country you were the guest of, and flew from, to fight World War II?

To put you in the "proper mood," and to have the "feel" of one British subject about his country, his "realm" and the symbol which represents it, let me quote one famous Englishman:

*This royal throne of kings, this scepter'd isle,  
This earth of majesty, this seat of Mars,  
This other Eden, demi-paradise,  
This fortress built by Nature for herself  
Against infection and the hand of war,  
This happy breed of men, this little world,  
This precious stone set in the silver sea,  
Which serves it in the office of a wall,  
Or as a moat defensive to a house,  
Against the envy of less happier lands,  
This blessed plot, this earth, this realm,  
this England.*

Now who was the author, and what is the source of this quotation?

(continued on page 11)

# Executive Vice President's Message

BY OAK MACKEY (392ND)

Spring is just around the corner, whether the groundhog saw his shadow or not. In Georgia, and all the Deep South, there are leaflets on the trees already. In the North, winter is still here, but it will soon be time to unbury those rose bushes you covered last fall. Soon it will be time to plow your ground and plant your oats, for this time of year, everyone is a farmer, even those who do nothing more than bring home a new potted plant. Spring is indeed the best time of the year.

The mid-term meeting of the 2ADA Executive Committee is being held on the 20th and 21st of February. So what will we be talking about for two days? After a call to order by our good and loyal President, Neal Sorensen, there will be a pledge of allegiance to the flag, a determination that a quorum is present, and introduction of any new members, guests, etc. Next come reports to the committee from the elected national officers, and these reports do generate discussions, and sometimes controversy.

Bud Koorndyk has been the 2ADA representative on the Board of Governors of the Memorial Trust for many years. Of necessity, his report is always quite lengthy. He brings us news from the last Board of Governors meetings in England, which he always attends. This is where we learn of the progress, or lack thereof, in the rebuilding of the Norfolk County Central Library in Norwich, which includes our own Second Air Division Memorial Room. Also, Memorial Trust finances are included in his excellent reports.

Another report that takes some time is from Evelyn Cohen, VP Membership and Chairperson, Conventions. We always get into long discussions on ways and means to better serve the membership of the 2ADA, how to keep them better informed, how to maintain their interest, how to locate new members, etc. Evelyn's report includes the numbers on the membership, over 7000 at last count, and she gives us the time and location of the next two 2ADA conventions. Evelyn merits gratitude from all the 2ADA forever. Her work is long and tedious, and she has done it for us since the very early days of the 2ADA.

There are five permanent committees which report to the Executive Committee. They are: Awards, Nominating, Group Relations, Delegate, and 8th AFHS Relations. In addition, there are various temporary committees which serve until their work is done. Strictly speaking, the Executive Committee consists of eight national officers, the six voting group vice presidents, and the last three past presidents of the 2ADA, for a total of 17. In addition there is the Honorary President, Jordan Uttal; the remaining nine group vice presidents are invited; and

there are various temporary committee members who must attend. There are normally 30 to 35 persons seated around the meeting table. Everyone pays his personal expenses — membership money is never used to pay Executive Committee meeting expenses. Discussions and debates are lively and in earnest, but seldom is heard a disparaging word. Harmony prevails, we pursue common goals, and we work in friendly cooperation.

Your 1997 annual dues notice arrived in your mailbox last November. Chances are that over 90% of you have already paid your dues. Perhaps some of you may have laid it aside and forgotten it. Evelyn will be sending a second dues notice out this month to those who have not yet paid. Please do not lay it aside — pay promptly, so it will not be forgotten again. You are a good friend, and we want you to stay with us. Let's have zero dropouts in 1997.



"The CEO" at Lexington, Kentucky, 1995

If you have heard this, don't read it: Brother-in-law went ice fishing on Lake Bemidji. He caught 300 lbs. His wife fried it, and they both drowned.

Best wishes from Arizona. Hope to see you in Irvine! ■

## Another Update

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

Writing this in December to meet the deadline for the Spring *Journal*, I am in the midst of sending and receiving holiday greetings to and from friends and family. To all of you, I send warm good wishes, and thanks for those I have received from you, my extended family. I do wish there were some way to get personal word to each of you! But . . . now to business.

### ROLL OF HONOR

As you all know, there is a temporary printed Roll of Honor at the temporary 2AD Memorial in Norwich. As we have reported, a new, hand-lettered Roll of Honor is in process. Work started on this last June, and was going full blast until the supply of vellum, which is in short supply, ran out. Now, after a delay of some months, a new supply has arrived, and Mr. Harmer, the calligrapher, is back at work on our project. When I talked with Hilary Hammond on the subject last week, he reported that it should be completed by the end of February. We are assured that it will do justice to the almost 6,700 of our comrades who lost their lives.

### SPECIAL CONTRIBUTIONS FOR BOOKS

As of 12 December 1996, you had made 57 contributions for this purpose. This is only five less than the total for 1993, 1994, and 1995!!! Of course we know all too well that the attrition rate is increasing, and we will just have to accept this. Participating in this program is an excellent way to memorialize the passing of a wartime comrade or a family member, or to honor any individual, crew, unit, or special event.

*However*, economics has reared its ugly head. The last computations of average cost of books and foreign exchange rates fifteen months ago led to the establishment of the \$30.00 per book price. Since then, costs for books printed here and in the U.K. have escalated and the value of the pound has risen from \$1.50 to \$1.65. So, effective with the arrival of this issue, the price has to be increased to \$35.00 per book. That notwithstanding, we urge you to continue participation in this program. Checks should be made out to the 2nd Air Division Association, and mailed to me.

### FRIENDS OF THE 2ND AIR DIVISION MEMORIAL

Elsewhere in this issue you will find a report from Chairman John Page. Let me remind you that 1997 dues, \$5.00 for individuals and \$8.00 for couples, are payable now. Please make these checks out to me. As you know, I convert these small checks into sterling. ■

# Report on the Memorial Trust

BY E. BUD KOORNDYK

I would like to take this opportunity to thank all of our family within the 2ADA for your expressions of sympathy in the loss of our son, Tom, as a result of a tragic automobile accident. From a tree planted in Israel and special masses to be held in his memory, to books purchased for the Memorial Room and also monetary gifts to the Christian Education Society with which Tom served, June and I express our heartfelt gratitude. Also to Jordan Uttal, who at the last moment, wrote a communication for the *Winter Journal* for me.

Because this is being written in December, to meet the *Journal* deadline, my report will deal largely with the actions of the Board of Governors of the Memorial Trust held on September the 26th, 1996. I will reserve much of the space allotted for our reports in deference to the accompanying articles from Tom Eaton, Chairman of the Board of Governors (*see box*), and David Hastings, Vice Chairman of the Board (*see page 7*).

At this meeting our new Trust Librarians, Derek S. Hills and Linda Berube were welcomed and their individual responses highly impressed all the Governors. The entire staff at the Memorial are in the process of dovetailing their time and energy in a most commendable manner.

Also in attendance was Mr. Nicholas Cooper, the prospective Governor nominated by the Lord Lieutenant under the proposed new Scheme by the Charities Commission. This scheme is in the process of being finalized; consequently, Mr. Cooper is deemed a Governor in waiting. By attending this meeting Mr. Cooper could gain some idea of what is involved before he officially assumes his role as a Governor.

Mr. Eaton also officially announced his retirement as the Chairman of the Board of Governors, effective December the 31st, 1996. The Governors unanimously thanked Tom for his dedication throughout his years of tenure as Chairman. They also requested that he continue to fill his role as Chairman with full responsibilities until that date. To this Tom agreed and on behalf of the 2ADA, I expressed our heartfelt gratitude for his years of service and for all of the many hours spent in helping our Memorial reach the stature it enjoys today. Only those of us closest to Tom are aware of the many countless hours, monetary gifts and personal sacrifices which he devoted to our library.

Phyllis DuBois prepared a report on the work that should be done on our archives, which for the time being are located at Gildengate House. She offered her services for fifteen hours each week for approximately six months. Hilary Hammond reported to me this past week that a contract has been offered to Phyllis and she has accepted.

Changes that were suggested by the 2ADA

in the draft of the Charities Scheme were agreed upon and will now be presented to the Charities Commission for their approval. It is hoped that we will receive the amended scheme in time for our *Summer Journal*. The printing of this scheme in our *Journal* is mandated by the Charities Commission, as we are the primary contributors to its corpus.

Mr. Eaton recommended that Mr. David Quitin Gurney of Bawdeswell Hall, Norfolk should be appointed as a Governor immediately following the retirement of Mr. Eaton as Governor. Mr. Gurney has accepted and will officially be installed at the meeting of the Governors in January, 1997, at which time new officers will be appointed.

A target of £125,000 to be raised by the year

2000, as suggested by the fundraising subcommittee, was approved.

The financial report for the year ending April 1996 showed a balance of £4,967.

Finally, I wish that I could give you a few more specifics on the actual time span for the rebuilding process. A new proposal has been submitted to the Millennium Commission for funds toward the rebuilding. Hilary Hammond tells me that a final decision will not be forthcoming until early in 1997. In the meantime plans are being drawn up and monies approved to demolish the remaining stack towers. They are still targeting a completion by the end of the year 2000. I wish that I could be more encouraging, but I can only report the facts as I know them. ■

## The Past, Present and Future of the Memorial Trust of the 2nd Air Division, USAAF

BY TOM EATON, OUTGOING CHAIRMAN OF THE BOARD OF GOVERNORS

When, in March 1957, I was appointed a Governor of the Memorial Trust, I was the only British Governor at that time to have had no experience of the American forces in England during World War II. I had left England with the 18th (East Anglian) Division in October 1941 and did not return until the end of October 1945.

However, on November 8, 1941 (a month before Pearl Harbour) in Halifax, Nova Scotia, the 18th Division transferred from British troop ships to the troop ships of the USA which included the USS Wakefield (in peacetime the Manhattan). From that ship I ultimately disembarked at Singapore on 30 January 1942 — one day before the causeway was blown, and following the fall of Singapore on 15 February I was for 3½ years a POW of the Japanese.

In 1957, among my fellow British Governors, memories of friendships made with Americans in the war years were still fresh, appreciation of all they had done was dominant, and frustration at the delay in building the new Central Library, with the Memorial Room, was continuous. In 1963 the frustration changed to pleasure on the opening of the new Central Library in January, and the dedication of the Memorial Room in June of that year. From then until 1973 the Governors' prime concern was to manage the remaining and modest Trust funds as well as possible; and to pay out of the small income — less than £1,000 a year — an annual grant for the purchase of books.

At no time throughout that period was it ever considered that action might be taken to increase the size of the trust fund, or for the Governors to be proactive in any way. In those days it was thought, not unreasonably, that the Memorial was the responsibility of the Local Authority; and that as and when additional money was needed it would be found by the Library Authority. Inflation shattered that illusion.

The change of attitude started when the 2ADA held its annual convention in Norwich in May/June 1972, and thereafter from 1973 onwards, increasingly, the Governors and the 2ADA alike realised that it was necessary to raise additional funds and for positive action to be taken if the Trust was to survive and continue as a "living memorial."

Quite apart from the sustained interest and support of the 2ADA, without which little could have been achieved, the key events were:

- (1) the transfer of the Trust from the office of the Air Attaché to that of the Cultural Attaché in the U.S. Embassy in London (1978/79);
- (2) the appointment of Bertha Chandler as Fulbright Librarian (1986/88); and
- (3) the appointment of Phyllis DuBois as Trust Librarian (1988/96).

The Trust was very fortunate to have Phyllis to consolidate and develop all that Bertha Chandler achieved in her two years as a Fulbright grantee, and without Phyllis the Trust would have been in a muddle. For over eight years the Trust had the benefit

(continued on page 14)



BY DAVID HASTINGS  
VICE CHAIRMAN, BOARD OF GOVERNORS

The news from the unique 2nd Air Division USAAF Memorial in Norwich is extremely exciting with our two new trust librarians already settling in well.

Derek Hills, the new British part-time trust librarian, joined us on September 2nd and has already proven to be a first class member of the team with plenty of new ideas and a very warm and friendly attitude.

Then on September 21st, our new 2ADA/Fulbright Librarian, Linda Berube, arrived in



**At the Station Commanders reception at Deere House (left to right): Group Captain Titchen, Linda Berube, Helen Titchen, Jean Hastings, and David Hastings.**

Norwich, and just how can we thank you all enough for raising the funds to allow your Memorial to enjoy a 2ADA/Fulbright Librarian each year in perpetuity. Linda has settled in at her comfortable flat in the University of East Anglia and is already well liked by everyone she has met. She is indeed turning out to be a great ambassador for the USA, the 2nd Air Division Memorial, the 2nd Air Division Association, and Fulbright.

Linda and Derek have already attended several meetings with local groups where they have been warmly welcomed, especially at the "Friends of the 2nd Air Division Memorial," with their ideas on increasing the links with the Friends and the bases being well received.

Linda was formally welcomed by the Royal Air Force on October 11th when she was a guest of honour with RAF Neatishead at the formal Ladies Guest Night held in the famous Battle of Britain Officers Mess at RAF Coltishall. She enjoyed the tradition of dining by

candlelight and the mess silver.

Both Derek and Linda have also been attending the various Widescreen Film Nights which are being held this winter to raise funds for the rebuilding of the Memorial. They have also visited the famous Muckleburgh Collection at Weybourne, and thanks to their enthusiasm, we may well have a 2nd Air Division feature in this famous museum next year. On November 5 Linda traveled to Great Yarmouth for supper with the local branch of the RAF Association, followed by a showing of the wide-screen story on the 2ADA Colorado Springs convention. Also in November she was the guest of Lady Mackintosh at another wide-screen film evening, and on November 28th, Linda, Derek Hills and his wife Doreen attended the Thanksgiving dinner arranged by the Friends at the Swan Inn at Harleston.

The new Memorial Library leaflet is being designed, and Hilary Hammond and his team are hard at work on the planning for the new



**New Trust Librarians Linda Berube and Derek Hills in the 2AD Memorial Room.**

Central Library. You will be pleased to know that the 2nd Air Division Memorial has been allocated the prime position on the ground floor. We have requested that the area required should be double of that in the old library, and we now have to raise the £125,000 required to ensure that the new Memorial will be the finest in the world, a fitting tribute to the 2nd Air Division USAAF for all the future generations to love and enjoy — a true haven of peace. Regarding the Millennium Fund award, which would enable an even better new Central Library to be built (including an exciting Heritage Theatre, Business Centre, and attractive plaza), we are still awaiting news, but the feeling is that the application will be successful this time.

Finally, Linda Berube is well on the way to getting the 2nd Air Division Memorial on the worldwide Internet, so people all over the world will be able to study and enjoy your unique and living Memorial. ■



## 100 British Friends of the 2AD Memorial Celebrate "U.S. Style" Thanksgiving!

BY JOHN PAGE, CHAIRMAN, THE FRIENDS OF THE SECOND AIR DIVISION MEMORIAL

The Friends of the Second Air Division Memorial celebrated Thanksgiving with a dinner at the Swan Hotel, Harleston which is in South Norfolk, not far from the wartime airfields of Hardwick, Bungay and Metfield. In attendance were close to 100 people, including four Governors of the Memorial Trust and their spouses; the 2ADA/Fulbright Librarian Linda Berube; the Trust Librarian, Derek Hills; and the two library enquiry assistants, Lesley Fleetwood and Christine Snowden. We also had an American visitor, Clark Hearn, who flies L-5 Stinsons with the Warbirds back in the States.

The bases were well represented by many of the unit contacts. This year, the 65th Fighter Wing was represented by David Wade, who is now a member of the Friends' Committee and a custodian of the 93rd BG Museum at Hardwick.

We all enjoyed good food and good company. During the evening we held a Tobola (lottery) with a large number of prizes. Col. Bill Wuest was an excellent MC, and he also said grace before dinner.

After dinner, in my speech I asked for a moment of thought for absent friends. Then, it was a pleasure to present the Chairman's yearly award, the Graham Saville Memorial Shield, to David J. Hastings. It came as a great surprise to him as he had no idea to whom it would be awarded this year.

The shield was created by Graham Saville, the first Chairman of the Friends. The first recipient was Gretchen Mason in 1992 followed by others during the past four years for outstanding service during the year. It was named "The Graham Saville Memorial Shield" after Graham's untimely death. Last year I presented it to Keith Thomas, who was Chairman for 1993/1995. We are all looking forward to 1997 with many new ideas in store.

May I take this opportunity on behalf of the Committee of the Friends of the Second Air Division Memorial to wish you all belated greetings for the New Year. ■

## Hello from Norwich

BY LINDA BERUBE, 2ADA/FULBRIGHT AMERICAN TRUST LIBRARIAN

I was admiring Bill Phillips' painting "Welcome Home, Yank" the other day. Phillips captures, in a single, simple act of good fellowship, the friendship that has been forged in blood, in tears, in love, in sorrow, in happiness. There is now one more Fulbright librarian who can attest to the camaraderie and the hospitality of the people of Norfolk. And, although the people of Norfolk come by this friendliness quite naturally, I know that the warm welcome extended to me is a tribute to the Americans who came long before me, who gave their youth, and, in quite a few cases, their lives.

And the people of Norfolk remember. Before I came to Norwich, I was told on several occasions by many at the convention in Milwaukee — by Bertha Chandler, the first Fulbright librarian; by Geoff Gregory and Jordan Uttal; and oh, so many people, of the close ties between the people of Norfolk and the Second Air Division. But I really had to see it for myself; my understanding before I came to Norwich was only of the intellectual kind. After living and working here, visiting the bases and talking to the people, I have come to a much deeper understanding of the impact my fellow

to it. So, sharpen up those Internet skills (or get some to sharpen) over the next few months — you will not want to miss seeing your very own pages!

Of course, I would not have been able to accomplish as much as I have were it not for the warm welcome and continued care and support I have received. I had thought that the Second Air Division was a wonderful family to belong to, and your British counterparts are certainly giving you a run for your money! From the Board of Governors to the Friends of the Memorial to the County Hall and Central Library staff to the base contacts to the Memorial Room staff — all have done their best to assure that my transition has been a smooth and enjoyable one. I have really become quite spoiled, giving up eating entirely when others are not either cooking for me or treating me to lunches and dinners in only the finest Norwich eating establishments. I have been dined-in by RAF Neatishead, Thanksgiving-ed by the Friends, set afloat on the Norfolk Broads, harvest suppered in Bressingham, treated royally to the theatre, featured in a pantomime, and made merry of at Christmas

*One night I was introduced to a woman who lived in the Seething area during the war. Her eyes lit up as she remembered watching the crew deplaning, describing the scene in such detail as if it had all happened yesterday. This depth of feeling, this level of remembrance, is the stuff the Memorial is made of.*

countrymen and women made. I remember accompanying David Hastings on one of his incredible wide-screen film nights. On this particular night at the Drayton Women's Institute, I was introduced to a woman who lived in the Seething area. Her eyes lit up as she remembered watching the crew deplaning, describing to me in detail their physical appearances, their weariness in contrast to their smart uniforms. What struck me was that she remembered all this as if it had happened yesterday. This depth of feeling, this level of remembrance, is the stuff the Memorial is made of.

As the 2ADA/Fulbright librarian, I am eager to make my contribution. Just as it was important for me to learn of these strong ties, I believe there would be many others, nationally and internationally, who would be interested in the Second Air Division, the Memorial, and the Norfolk link. So, my days have not been filled up only with attending some of the marvelous "do's" on the air bases! I have been meeting with community groups, planning and giving talks to such groups as well as schools. I am also busily planning the development of the Internet Web pages, as a means to letting the world know about the unique Memorial in Norwich and all the people who have contributed

time. And I have seen a real, live B-24 at Cosford! Of course, though, the *pièce de resistance* is that I have actually eaten toad-in-the-hole (and lived to tell about it) and have held a baby pig at Hardwick (this is quite a unique experience for a Massachusetts girl, but I'm getting rather used to having noisome animals tossed at me after Milwaukee — ask Terry Gregory to explain!)

So, you see, I am well taken care of. The new Trust Librarian, Derek Hills, and I have established an excellent working relationship. Derek is happy to return to his roots in East Anglia and especially to join the Second Air Division team, after twenty years of public library service in London. Two months after assuming our posts, we launched a media blitz on Norwich, having made the *Eastern Daily Press* and Radio Norfolk all on the same day. The Memorial Room assistants, Lesley and Christine, continue to provide excellent service during this period of transition — they certainly need all the patience they can muster, handling the two media stars! I think all would agree that we make an excellent team, and we are busily working on the new developments, always with an eye towards the future Memorial. ■

There have been many individuals who have asked me, "What was it like to fly a combat mission?" Well, there were "good" missions and "bad" missions. No two were ever alike, and no two individuals remember the same details. For me personally, the Metz Mission of 9 Nov. 1944 was both "good" and "bad."

I was a B-24 bomber pilot with a combat crew assigned to the 329th Bomb Squadron, 93rd Bomb Group (H), stationed at Hardwick. We had been trained in instrument bombing procedures (known as GH or Gee H) that permitted release of bombs on targets obscured by cloud cover or otherwise not visible. This placed GH crews in formation lead positions.

My story is about the mission my crew was on to bomb gun emplacements in the area near Metz, France. Webster's dictionary identifies a gun emplacement as a "fortress, a large and permanent fortification." These fixed emplacements were built in strategic locations in the mountains, concealed and protected by a bomb-proof chamber of steel and concrete, with an embrasure in the wall which would allow a cannon or artillery piece to be fired. (I've been told, true or not, that these forts were never captured or destroyed during World War One. They were neutralized by encirclement.) The target on this mission was Fort L'Asine (Target #27), located southwest of Metz.

The situation at the time was that the U.S. Third Army, commanded by Lt. Gen. George S. Patton, Jr., was approaching the German border where they began to encounter heavy resistance from Germany artillery, coming from gun emplacements located in the area near Metz. The U.S. Third Army requested heavy bomber attacks against the forts to silence their guns during passage of the U.S. Armored Forces, seeking more favorable positions, for the eventual reduction of these fortifications. It was determined that approximately 1300 heavy bombers would be required to produce the desired results. The U.S. Eighth Army Air Force could provide the required bombers from its three Bombardment Divisions. The First and Third Divisions flew the B-17 aircraft, and they dispatched 904 B-17s. The Second Division flew the B-24 aircraft, and they dispatched 401 B-24s, for a grand total of 1305 heavy bombers to attack the Metz targets. An additional ten B-17 aircraft were used to dispense their cargo of chaff over the entire target areas, prior to arrival of the bombers, to disrupt sightings on the enemy anti-aircraft guns. The B-17 aircraft groups attacked five targets, three in the Metz area and two in the Thionville area. The B-24 groups attacked four targets identified as Fort Nos. 17, 18, 23, and 27 (L'Asine). The remainder of my story will focus on the 2nd Air Division's B-24 aircraft units.

The mission began at 0300 hours, when we

## THE METZ MISSION WAS A "GOOD" MISSION

BY WILLARD F. NESTER (93RD)

were awakened and told to prepare for a mission that day. We dressed hurriedly, but made sure that we wore the warmest clothing we had, leaving room only for heavy flying suits to be put on later. We stopped by the mess for breakfast, knowing that our next meal would be at least 10-12 hours away. Our next stop was the equipment room in Operations, to finish dressing in our flight gear and to pick up any equipment and supply items that would be needed on the flight.

Briefing was at 0400 hours, and that's when we found out where we were going and the target. The big map of Europe, mounted on the wall, was unveiled with colored strings marking the route in and out of the target area. The color of the strings indicated the different units involved. Briefings were very thorough. Weather conditions were explained in detail and covered from takeoff, forming, route in and over the target area to return home, including forecast landing conditions. The briefing officers briefed us on such things as the possibility of encountering enemy aircraft, areas of heavy flak, jamming of communications, and many other things that could disrupt our mission. Also, where we would pick up our fighters, and the use of chaff to disrupt their anti-aircraft gunsights. To name them all is impossible, but it was just about everything a crew needed to know.

On some of our missions we were dropping our bombs only two or three miles in front of friendly forces, and doing that through cloud cover. This mission was the initial operational use of warning lines defined by SCS 51 localizer transmitters, and the use of friendly anti-aircraft bursts to mark the front lines. It was very important to know when we had passed friendly forces lines and not drop bombs prematurely. The transmitters were set up to give yellow indication on the approach to the warning lines and blue indication after crossing the line. The friendly anti-aircraft bursts were spaced 500 yards apart for one mile on each side of the transmitters, firing ten minutes before arrival of the bombers and continuing until ten minutes after the attack was scheduled to end. The bursts were at about 17,000 feet altitude and

well below the bomber formations.

After the briefing, we were taken in the familiar G.I. trucks (canvas top, metal floor, fold-down benches, etc.) to our assigned aircraft to prepare for the flight. The first inspection item was a thorough "walk-around" of the aircraft and a status briefing by the plane's crew chief, followed by a "look-around" inside the plane before settling into our crew positions and making first radio contact with the control tower. Next was a check of the aircraft's status forms, fuel load, radio and navigational equipment and intercom check with each crew member. Our crew consisted of the regular crew of ten men, plus on this mission an air commander and a pilotage navigator were assigned, making a crew of twelve. We carried 2500 gallons of fuel, two 2000 lb. high explosive bombs, and two smoke bombs. All other B-24 aircraft in the formation, except the GH lead crews, carried three 2000 lb. high explosive bombs and no smoke bombs.

Briefed times for the mission were as follows: Station Time - 0620, Start Engines - 0640, Taxi - 0650, Takeoff - 0705, Zero Hour - 0900. Takeoff weather at our base at Hardwick was 2-4/10 stratocumulus, bases 2-300 ft., tops 5-7000 ft., nil medium or high clouds, visibility 3-5 miles in light haze, surface winds W-WNW 15-20 mph.

We took off at 0700, and as soon as we were clear above the clouds, proceeded to the northern assembly area near Seething to join with the 448th Bomb Group (H). Weather prevented forming at the briefed altitude of 14,000 feet, and we had to move up to 18,000 feet to form. That's where we took the GH lead of wing "A," consisting of the 448th and 93rd Bomb Groups. Wing "B," consisting of the 489th and 446th Bomb Groups, joined Wing "A" to complete the 20th Combat Wing formation. As leader of the 448th Bomb Group, we left the English coast at the assigned check-point of Dungeness at 0909, at 18,400 feet. Enemy coast at 0917, at 20,000 feet.

Forecasted weather from the enemy coast to the target was, briefly: tops 12-14,000 ft., low clouds 5-8/10 coverage at target with occasional large breaks, tops 8-12,000 feet. Medium clouds formed rapidly 6-9/10 coverage, tops 16-18,000 ft., then becoming nil to 3/10 at target. Nil high clouds entire route. Visibility unrestricted aloft.

The wing held a good formation, and at approximately 0940, three groups of P-51 fighters picked us up and provided fighter cover for the rest of the way to IP-Target, rally point, and back to the point where they first picked us up. What a beautiful sight to a bomber formation to see those "little friends" in their familiar "figure 8" pattern about 2,000 feet above

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## THE METZ MISSION (cont. from page 9)

our bombers. The P-51s never looked better.

The formation lead was briefed to be at the IP at 0946 — we were there at 0954 at 22,000 feet. Groups had gone into trail formation just prior to the IP, and squadrons in trail formation just past the IP on the bomb run. Bombing altitude was 22,000 ft., IAS 160 mph, TAS 225 mph, winds 300° at 90 mph, mag heading 81°, true heading 75°, drift 6° right. Bomb sight — Norden; length of bomb run — 10 minutes; time of release — 1006; by GH procedures. Rally point at 1013 at 20,000 feet.

Prior to reaching the IP, we received a coded message that instructed all GH-led units to drop their bombs using GH procedures, if at all possible. At the IP we made our turn on course receiving a strong Gee signal and quickly established our course to the target area. About five minutes into the bomb run, the navigator reported that the Gee signals were fading badly and he was concerned that he might not be able to use GH procedures for the bomb release. Shortly he reported back that the signals had strengthened and were stable enough for use on the bomb run. He kept us on course until the bombardier reported that he could see the target. Weather conditions had improved over the target area to 3-5/10 broken cloud cover, and downward visibility was unlimited. The bombardier, by use of the bomb sight, took us over what he had determined to be the target. Since we had been instructed to use GH procedures, and the navigator was confident that he, too, was on course, the navigator released the bombs. After impact, the bombardier hurried from his position in the nose of the aircraft onto the flight deck, and with great excitement told me, "I got a good look at the target, and we knocked the hell out of it." We made a smooth right turn, making sure to keep our formation in close, and at the same time losing some altitude to be at the rally point at 20,000 feet. At this point, the leader of the 93rd Bomb Group, after making a sharper turn to the rally point, was ahead of our formation off to the right and kept this lead back to our home bases. Weather conditions permitted the returning formations to slowly lose altitude, leaving the enemy coast at 1201 at 9,000 ft. altitude and over the British coast at 1219 at 7,500 ft. altitude.

Weather conditions upon arrival at home bases were: 10/10 swelling cumulus and cumulonimbus, base 7-1200 ft., with rain and snow showers, tops unobserved. Visibility 3-5 miles except 1-3 miles in precipitation. Surface winds WNW-NNW, 20-25 mph with gusts to 35 mph. Since we were preparing for an instrument let-down and landing at Hardwick (our home base), I'm assuming that the 448th Bomb Group was led by the deputy leader to their base at Seething for a similar type landing. We had no prob-

lems landing and were home after a six-hour thirty-five minute (6:35) mission. After debriefing of the officers on my crew by staff personnel, the mission was at last complete.

If Paul Harvey, the noted news commentator and storyteller, were telling this story, he would probably precede his remarks with "And Now For The Rest Of The Story." Except for the problems encountered while forming, caused by weather conditions, the mission had been a routine one until we were about halfway on the 10-minute bomb run, when strange things began to happen. First were the fading Gee signals, then moments later the signals

small town, or village (Goin, France), located approximately two miles southwest of the MPI (Main Point of Impact) for our assigned target (No. 27). Other GH lead navigators in the wing also reported fading Gee signals, and one group completely lost their Gee signals and was forced to bomb targets in the Thionville area visually. We missed our target badly, and as wing leader, caused other units dropping on our smoke bomb to miss, also. I deeply regret the very big error we made, but that is "the rest of the story."

On 19 November 1944, Lt. Gen. George S. Patton, Jr. wrote a personal letter to his friend

**It was not until 1996 that I learned that the target we destroyed was a small town two miles southwest of the MPI. We missed our target badly, and as wing leader, caused other units dropping on our smoke bomb to miss, also. I deeply regret the very big error we made.**

strengthened to a degree of reliability and stability that could be used to maintain our course. Then the navigator began asking for course corrections, such as 2° Right, 2° Right, 3° Right, 2° Right, so close together that it was almost as if in a steady turn. We were on autopilot and those corrections were made with precision. The heading on the bomb run started out as 81° mag, 75° True, 6° Right Drift. At 22,000 feet, wind direction was 300°, velocity 90 knots, Ind Air speed 160 mph, TAS 225 mph, ground speed 300 mph. About the time the course corrections had been made, the bombardier reported that he could see the target and engaged the C-1 autopilot hooked up to the Norden bombsight on what he had determined to be the gun emplacement target. Both he and the navigator were confident that they were on course to the target. Bombs were released by the navigator on GH backed by the bombardier and his bombsight — the ideal bomb run. Their skills by training, experience and dedication could not be questioned, for they, in my view, were at or near the top in their specialty. This was the crew's 13th GH lead mission — 5 Squadron, 4 Group, 3 Wing, and 1 Division. We all thought at the time that we had hit our target with good results.

This mission had been on my mind for a long, long time as being the best of the thirty combat missions my crew flew during WWII. I felt that on this mission we did the most good to help our ground forces in reducing casualties and saving American lives, while bringing closer the end of WWII. I was coaxed into writing my account of this mission, knowing I was not capable to do this story properly.

It was not until January, 1996, while getting research data from the Air Force Archives at the Air University, Maxwell AFB, AL, and National Archives at College Park, MD, that I learned that the target we destroyed was a

Lt. Gen. Carl A. Spaatz, Hq. U.S. Strategic AF Europe, to express his thanks for the heavy bomber support in the Metz area and to advise him of the results when he inspected the forts.

A copy of his letter was endorsed through channels to the Commander, 329th Bomb Squadron, 93rd Bomb Group (H) for all concerned personnel who were GH leaders on the Metz mission of 9 November 1944.

Of the 401 B-24 aircraft dispatched from the 2nd Air Division to bomb four targets in the Metz area, 340 aircraft with GH leaders attacked the assigned targets, while sixteen aircraft were forced to visually bomb targets in the Thionville area. On the four Metz targets, the B-24 units dropped a total of 2,139,000 lbs. (1069.5 tons) of high explosives, almost exclusively of the 2000 lb. HE type. We encountered no enemy fighters, flak was nil to meager and inaccurate going in, over the target area and out, with only five aircraft reporting light damage. All aircraft returned safely, and the 2nd Combat Bomb Wing reported the only fatality of approximately 3700 B-24 air crew members on this mission.

Fighter protection was very good, and so were weather forecasts. Warning lines devices (friendly flak and localizer transmitters) worked extremely well. Forming had a few problems due to weather conditions, and at the rally point, one group got ahead of the wing leader and kept that position for the remainder of the mission. No official reports gave any indication that transmission signals (GH) had been altered (jammed) during this mission, but several navigators reported Gee signals very weak and/or unreliable.

The official report of the mission stated that "not only did the aerial bombardment lower the morale of enemy troops, but it afforded an excellent morale stimulant for our forces." This was a "good" mission. ■

# The 448th Speaks



BY CATER LEE

As I start this final article of 1996, to be received in the spring of 1997, I look over what has happened in the world, in our country, and in our 448th Bomb Group Association.

It's sad that there seems to always be turmoil and strife somewhere in this wonderful world of ours: undeclared war, famines, and of course nature's destruction with hurricanes, mountain slides, forest fires, earthquakes, droughts, typhoons and floods. It seems that there is always some kind of tragedy.

So we should give thanks that most of us have escaped these misfortunes. We are thankful for our friends and, for most of us, good health, but at our age now we know many of us are experiencing body parts that are in need of medical attention. We walk slower, sleep more often, go to the doctor more often, and now we no longer take good health for granted. We must watch what we eat as well as how much we eat. But we are most thankful first that we are *still here* and that we are able to visit our friends and families and our fellow WWII buddies at our reunions.

We hope our fellow 448th buddies who are in poor health get better soon. Our thoughts and prayers are with you and we miss not seeing you. We know we are now in our "twilight years" and each year the Lord allows us to live is more precious than ever.

We invite and hope to see more family members and grandchildren at our conventions. It's a joy to see grandchildren at our reunions and get a little knowledge of what their granddad did to preserve the peace we enjoy.

For myself it was a great pleasure to meet several of my high school friends I went to school with in Savannah, as well as having Barbara and Leroy Engdahl as my dinner guests a day before our group reunion at one of Savannah's oldest and finest restaurants. I also had them as my guests at our Saturday banquet. It all brought back old memories going back more than fifty years.

This article *may* reach you before our group reunion in San Antonio; hopefully it will. I hope as many of you who can will join us there.

If your schedule or other considerations prevent your attendance this spring at the 448th

convention in San Antonio, then don't give up just yet. There is another convention to consider attending which might prove attractive to some of you and allow you to join not only some 448th BG veterans but other B-24 bomb group members at the 2nd Air Division Association's 50th convention in sunny southern California.

The program includes a golf tournament at a course located about ten minutes away, as well as three optional tours on 24 May which include the Richard M. Nixon Library and Birthplace, a harbor cruise of Newport Beach with narration, or a self-guided tour at your own pace of the Mission San Juan Capistrano, which is more than 200 years old. After parting the mission, you will be driven along a scenic coastal route through Dana Point, Laguna Beach, and Newport Beach.

A more detailed description of hotel rates, reservation forms and where to send them are on pages 35 and 36 of this *Journal*.

If you have not yet paid your membership dues for 1997, please do so right away so we won't have to send you an embarrassing reminder. And if you know somebody on your crew or another former member of the 448th Bomb Group who is not currently a member of our association, please ask them to join us. Some may be just waiting to be asked.

For those members living in and around San Antonio, please come by and visit with us. It will be a joy to us all.

Finally, there are two books I should tell you about, as they both contain a number of references to the 448th, thanks to our active Pat Everson. One is titled *Over Here*, available from ABC Service, Suite 142, 5761 East La Palma, Anaheim, CA 92807. The cost including postage is \$38.90. The other book I have just ordered after learning of it from Pat is called *Raiders of the Reich*, by Martin Bowman, available from Motor Books International, P.O. Box 1, 729 Prospect Avenue, Osceola, WI 54020. Cost including postage is \$34.90. Both books are by British authors, and I can tell you that *Over Here* is excellent.

Good health and much happiness to everyone in 1997. God be with you all. ■

## EDITOR'S COMMENTS (continued)

What historical event is attributed as the "primary mover" in the set of many other subsequent events that finally resulted in the evolution of what is now the Union Jack?

How did the term "Union Jack" originate and when did it become a national symbol?

What are the colors of the Union Jack and what does each color and pattern represent?

Can you name three well-known personages connected with the flag?

During the Colonial times, the Union Jack differed from the present British flag in what manner and why?

When and why was the last change in the Union Jack promulgated?

When was the last time the Union Jack symbol was officially shown on the flags of the United States?

Can you describe the flag George Washington flew as his official flag on January 1, 1776?

When will be the next change, if any, in the Union Jack and why?

The answers, and more, will be in the next *Journal*, entitled "What's With The Union Jack?"

## ANSWER TO EDITOR'S CONUNDRUM

In the Winter issue of the *Journal*, on page 43, 458th member George A. Ferrell submitted a quotation and a challenge. Who was the author of the following quote:

"When once you have tasted flight, you will always walk the earth with your eyes turned skyward; for there you have been and there you will always be."

Answer: Leonardo da Vinci (1452-1519), who was "the supreme example of Renaissance genius."

"THEY SAY" . . . how many times have you heard this justification? Well, usually the best challenge to any statement so prefixed is to state "Name five . . ." OK, let's play the game of "Name Five."

Name five European nations which were allies of England in WWII.

Name five European nations which were allies of Germany in WWII.

Name five European nations which stayed neutral throughout WWII.

Finally, what European nation did all three in WWII?? Good luck! ■



## "WHOPPER" BLOOPERS



Here is a cute article from ARIANG (the paper from one unit of the Canadian Korean Veterans Association) which illustrates the fringe benefits of an English/History teacher who receives the occasional jewel of a student history report from the eighth grade. Read carefully and enjoy:

"The inhabitants of Egypt are called mummies. They live in the Sarah Dessert and travel by Camelot. The climate of the Sarah is such that the inhabitants have to live elsewhere, so certain areas of the dessert are cultivated by irritation. The egyptian built the Pyramids in the shape of a huge cube. The Pyramids are a range of mountains between France and Spain."

# Profile: Patricia "Pat" (Knights) Everson: Recalling the U.S. Heroes of the Air

BY PAUL HOMAN (448TH)

Growing up in depressed times in a small Norfolk, East Anglia village was difficult enough. The threat, and then the reality, of war made it worse. With ones Father called to the King's service stationed away from home in areas of England and the continent, the necessities of life were very hard to come by. Luxuries were unattainable. Life for the children of Seething, Norfolk, England could fairly be described as cheerless and rife with hardship. But things began to change in September 1943. The first ground support troops arrived to establish Station 146 and the 448th Bomb Group (H) on the nearby air base. Other support units followed, and then, in November, came the flight personnel with their B-24 heavy bombers. These young Americans with their strange uniforms, "funny" talk, and cheerful, carefree, friendly manner were a fascination to the Seething children. Like so many of her young friends, Pat (Knights) Everson developed a real fondness for these visitors who offered gum and candy, as well as her favorite, the comic strip pages, and who invited the children of Seething to the air base for Halloween, Thanksgiving, and Christmas parties.

Pat felt a real void in her life when, during the summer months following the May 8, 1945 end of the war in Europe, the flight crews and then the ground personnel gradually left Seething for their faraway homes. She truly missed these "Yanks" who had become such an integral part of Seething and all of East Anglia. She visited the deserted base and the atmosphere was so strong. The runways still stretched into the distance, the buildings were still standing, but never had anywhere felt so empty, yet charged with all that had happened during that traumatic time. Pat said out loud, "I will never forget you, and if I get the chance I will make sure others remember." The opportunity to fulfill that pledge came nearly forty years later when, in 1983, the 2nd Air Division Association convention in Norwich found groups making visits to their old "airfield homes." The idea for memorials to those who had died during service at Seething was born during a coach drive through the village. Leroy Engdahl, then VP of the 448th Bomb Group Association, was authorized to pursue the project. The Seething Parish Council and Waveney Flying Group, which now owns the air base property, gave permission for the erection of two memorials, one in Seething Village Churchyard, and one on the air base. In 1984, a number of 448th Bomb Group veterans were back in Seething for the dedication.

The visitors reflected sadly on the neglected state of the still-standing air base control tower. That's when Waveney Flying Group members Minnie (who first suggested the idea) and Ralph Whitehead, with the approval of Waveney Chairman Bob Marjoram, contacted Leroy Engdahl, who offered financial help from the 448th. The nucleus of the Whiteheads, Mike Page, and Judy Speed was soon joined by Jim Turner and Ron Everson. As the Station 146 Tower Association project was launched in 1987, Nancy Turner, Jim's wife, and Pat Ever-



son became involved. (A sad note: Minnie Whitehead regrettably passed away prior to the project's completion.) After two years of hard work and fundraising in the USA, over 100 448th veterans attended the May 26, 1987 dedication and reopening of the Seething Station 146 Control Tower.

It was immediately following the dedication of the two memorials nearly three years earlier that Pat Everson began her "448th Bomb Group Collection." This was her private and independent tribute to all those who were based in her home village. She wrote hundreds of letters to 448th Bomb Group veterans with a request for an account of their experiences and memories, as well as documents, photos and memorabilia they might have saved from the war years. The accumulated responses now represent one of the most complete historical records of any bomb group that served in England during World War II.

Pat's work has served to put a number of crews back in touch with each other; to correct historical errors and omissions; to locate long-lost records of personnel, as well as airplanes; to find the burial locations of lost crew-

men; and to provide the data needed to add names to the Second Air Division Roll of Honor.

Pat Everson's "Collection" has become the centerpiece display in the Seething Station 146 Control Tower. Open to the public on the first Sunday of each month, May through October, the tower and the collection it houses have been quite an attraction to many visitors from the U.K. and Europe, along with U.S. veterans and their families. The collection has also been helpful to the Second Air Division Memorial Room in Norwich, and has been utilized by the Imperial War Museum, London, as well as the Duxford Museum for historical authentication. Elements of the collection have been displayed by the Imperial War Museum. As it continues to grow in volume and stature, it has become a research tool for a number of students, historians and authors.

The shy, reserved girl of World War II days has become a much-in-demand source of interviews and consultations with the print and broadcast media, as well as the researchers and historians. Pat Everson and her accumulated collection are a "must do" when information about, or verification of, Second Air Division activities during the war are being sought. Her authoritative discussions of 448th Bomb Group crews, individuals, planes, and history belie her continuing insistence that she is no polished communicator, and frustrate her attempts to avoid the limelight thrust upon her.

Pat Everson's 448th Bomb Group Collection of memories, experiences, and memorabilia continues to grow. Her labor of love and respect assures that the sacrifices and the heritage of the 448th Bomb Group and the Second Air Division will be forever available to future generations.

In addition to making the collection available to the visiting public on the "Open Days" at the Station 146 Tower, many veterans and families of veterans visiting their wartime "home" are offered entrance to the Everson home, usually prior to a thorough tour of the old air base and its remaining structures, where they can research the collection and, hopefully, add to it from their experiences, recollections the "Collection" rekindles. ■





### RAY PYTEL REPORTING

There have been many requests for a copy of the newest videotape by the Dzenowagis family and their Military VideoHistory Project. The tape was shown in the Dayton Air Force Museum theater during the 2ADA Midwest Mini-Reunion this past September. We are pleased to let you know that this video, *The Dayton Tape*, is now available.

*The Dayton Tape* is one of many source tapes that is being used by the family for the production of *Pride of the Nation*, a more comprehensive work about the Kassel Mission of September 27, 1944 which is still in production.

*The Dayton Tape* is 86 minutes long and includes footage of the 445th taken at Tibenham and Bad Hersfeld, Germany as well as WWII archival battle footage. Let me say that I have seen the tape, and it is worth every penny of the price! Every time we think Joe and his family have reached their "peak" he surprises us and tops them off again! For details on *The Dayton Tape* and ordering information, see this issue's

PX Page. We will notify you when *Pride of the Nation* is available.

### HELP NEEDED

Lt. Col. Terry Carlson, who has just joined the 2ADA, inquires about a A-2 jacket he recently acquired:

"Help needed. I am trying to locate a Sgt. Richard Manning from the 703rd BS, as I believe I have his A-2 jacket. I acquired it from someone in Minneapolis who said he bought it from the brother-in-law of the 8th AF veteran who wore it, named Richard Mannigel. I think the name may be Manning, who checks out to be a gunner in Crew 64 coming over in October 1943 with pilot Neil Johnson and crew members Harry Sellke, George O'Day, Harold Wright, William Vandergriff, William Robinson, Charles H. Wright, and Harry Buchman. The jacket has 30 missions on it, with flags signifying some French and German targets. No crew name or his name on it, but it has a large

gunner's wing painted underneath the missions and the 703rd patch on the front. I would like to solve the mystery of its original owner. Let him get in touch with me or have his next of kin or any crew or person who knew him do so. It's my only B-24 jacket to date. Any help would be greatly appreciated. Please contact Lt. Col. Terry Carlson, P.O. Box 250, Round Lake, IL 60073, phone (847) 740-8712."

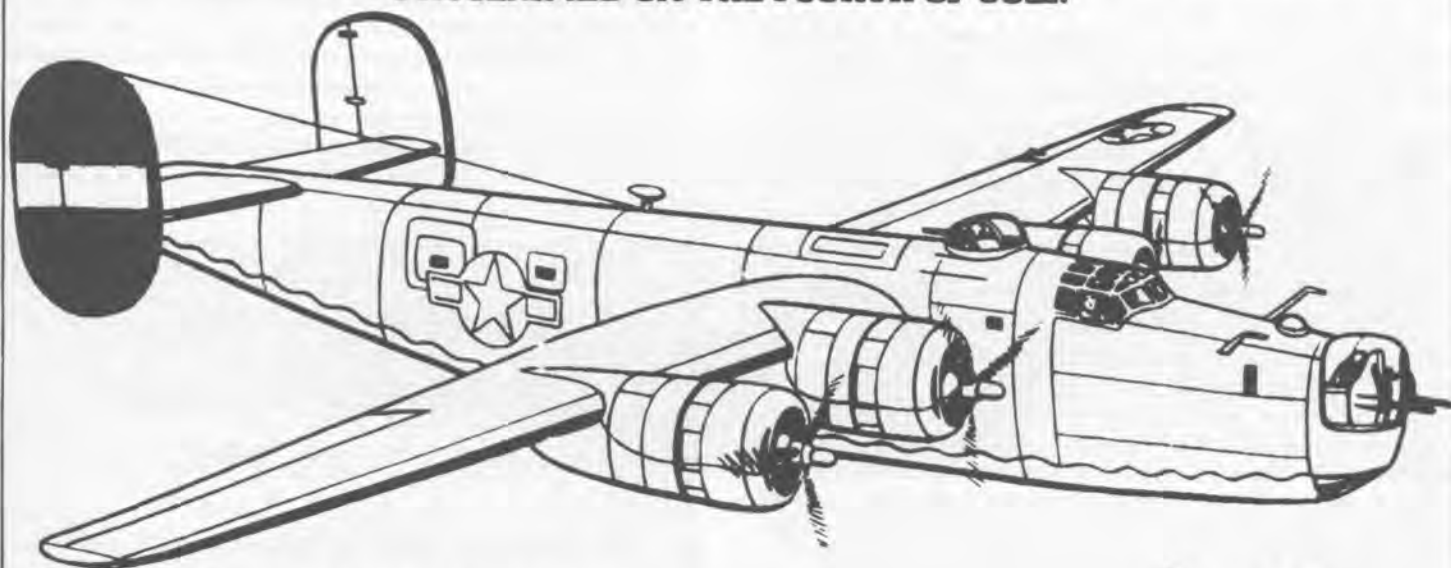
### KMMA MEMBERSHIP

The Kassel Mission Memorial Association announces that membership in KMMA is not only open to survivors of that fateful mission, but it is open to all 2ADA members as "associates." Two informational publications will be sent to all paid-up members in 1997, plus a personal membership card. The dues are \$7 per year, and should be sent to KMMA, P.O. Box 413, Birmingham, MI 48012. ■



## THANK YOU, SECOND AIR DIVISION, 8TH AIR FORCE

**YOU FOUGHT THROUGHOUT WORLD WAR II TO PRESERVE THE FREEDOMS  
PROCLAIMED ON THE FOURTH OF JULY.**



Color the B-24 Liberator silver, with a blue field and white star for the Air Force insignia. The right tail stabilizer is black-white-black. Bring you colored picture to  
The Carlisle School,  
4707 W. Lovers Lane,  
by July 17th for our contest.  
B-24 Liberator mementos for First, Second and Third Prizes.



**The Carlisle School**  
DALLAS TEXAS

This is what one school did recently to get the next generation interested in history. The Carlisle School of Dallas, Texas sponsored a B-24 coloring contest as shown above. The instructions read: "Color the B-24 Liberator silver, with a blue field and white star for the Air Force insignia. The right tail stabilizer is black-white-black. Bring your colored picture to The Carlisle School by July 17th for our contest. B-24 Liberator mementos for first, second, and third prizes."

# BUNGAY BULL

446TH BOMB GROUP  
BY AUD RISLEY



On September 11, 1996, as I sat down to read my morning *Tribune*, very suddenly it came to me that I was in trouble. Yes, I was! By 5:00 PM I was in the operating room for surgery on an abdominal aortic aneurysm. With twelve pearl buttons (they use them now instead of old fashioned sutures) and an incision from my chest to my crotch, I began a slow recovery — two weeks in the hospital, ten days at home, then back to the hospital for another week. Only today, December 10, did the doctor tell me that I was cured.

Sadly, I missed the 446th meeting in New York and also missed seeing some of my crew members — George Skeffington who came from Ipswich, Massachusetts; Kirke Walker of Laconia, New Hampshire; and John Barry of Chattanooga, Tennessee. For years I have nagged to get some of my crew to a reunion. It broke my heart to miss them and all of you.

Welcome to new members of the Bungay Buckaroos. They are: Charles Krikarian, 815th Air Engineering Squadron, of Fresno, California; Ray Carpenter, 704th, Dallas, Texas; Willis Butts, 707th, Spring Hill, Florida; Frankie Shannon, HDQ, Jeffersonville, Georgia; and Roger C. Preu, Stamford, Connecticut.

Words of wisdom again come from Fred Breuninger of Muskegon, Michigan, who suggests that if you are planning a visit to Bungay, contact John Archer, who will help you see the sights. Also, he says, don't miss that Norfolk and Suffolk Air Museum, where Alan Hague will show you around. Alan recently sent me this photo of our 1940s uniforms and memorabilia donated recently by a 446er.

To contact John Archer or Alan Hague or any others you may need to help you with your visit, please call me at (847) 741-7757. I have addresses and phone numbers.

Christine Snowden of the Memorial in Norwich says that travel literature about the United States is one of the most popular resources. She reports that brochures of historic and scenic places in all states are needed. One copy is sufficient. She says they would be grateful for anything anyone can send. The address is: 2nd Air Division Memorial, Temporary Central Lending Library, Old Glasswells Building, 71 Ber Street, Norwich NR1 3AD, U.K.

## TOM EATON / MEMORIAL TRUST (continued from page 6)

of the services of an alpha librarian, at a bargain basement salary, who, because of her expertise and personality, established an organisation that served the veterans and public alike so well.

In conjunction with all of the above were younger and enthusiastic Governors who, in their different ways, made friends and contacts in the U.S.A. and increased considerably our day-to-day communications across the Atlantic. Added to that was the development of the aeroplane and the inevitable interest of the British people in America and Americans which fueled their desire to visit the U.S.A.

In the future, as in the past, the physical aspect of the Memorial will change with the times, and that is as it should be. The Trust will gain in strength from generation to generation because at heart the Trust is educational as well as being a unique war memorial. In the world of education, as history has shown us clearly, the theme will always be "wider still and wider shall our bounds be set."

Future historians will consult the Memorial archive as a rich source of information about the American presence in East Anglia during WWII, while the books and other materials will continue to enable the people of East Anglia to learn more about America and American culture.

In my opinion we need not fear for the future of this Trust, as in every generation there will always be men and women, on both sides of the Atlantic, who will be moved by the spirit of the Memorial and the



Part of a 1940s uniforms and memorabilia exhibit donated recently by a 446er to the Norfolk and Suffolk Aviation Museum.

As I returned recently from a holiday dinner party with a group of volunteers from the O'Hare Retiree Activities Office (a group who staffs the office nearly full time), the words of the host, Col. Mike Skiersch (a retiree who plays a key role in the operation of the office), lingered with me. "We should enjoy our times together, as we are fewer in number each year," he said. Isn't that the truth?

Hope your holidays were happy and that 1997 will be a great year for all. May our paths cross in Florida, San Antonio, or wherever you may roam. Keep the news coming! Photos are welcome as well. ■

## 446th Bomb Group Association Reunion May 7-11, 1997

The Menger Hotel • San Antonio, Texas

Contact: John F. White  
408 Willow Ridge Road, Fort Worth TX 76103  
Tel. (817) 457-5715

opportunities it offers. Such men and women will, by their actions and decisions, ensure that the Trust will keep in touch with the community it serves. In so doing it will remain, in the words of General Kepner, "a living memorial," a lasting tribute to the vision of its founders and the courage and sacrifice of our American friends who gave their lives defending freedom. ■

# 458th BOMB GROUP



BY RICK ROKICKI

## BOOK ENDOWMENT FUND

Originally set up in October of 1995, the 458th Book Endowment Fund produced a total of \$2,570.00. After receiving a letter from Tom Eaton thanking the 458th for their contributions, he mentioned that it came to £1668 sterling. Thinking it might be possible, I suggested we try to make it an even £2000 by raising another \$511.00. As of the end of October, 1996 we received a total of \$430.00. Although we didn't quite make our planned goal of \$3081 (equivalent of £2000), we still did very well, with a new "close out" total of \$3000.00. All who helped to make this a successful venture have my sincere thanks for the great effort which, in some cases, could be considered a sacrifice. If there are still some of you who want to be a part of our Endowment Fund, please write to me (do not send any money) and I will advise you of the correct procedure to follow, now that we have officially terminated this program.

## 458TH INSIGNIA

I have received the FINAL order of 458th blazer insignia and the four squadrons of our group. I must tell you that this is absolutely the last time I will order these, because the price has increased to the point where I could not offer them at the same price that I've offered since 1985. The cost remains at \$10.00 each. If any profit is realized from this sale, it will go into the 2ADA treasury. The photo below shows (left to right): 458th Bomb Group, 752nd, 753rd, 754th, and 755th Squadron insignia.



All squadron insignia are official, regulation size and embroidered. The 458th group insignia was adopted several years ago and, while not considered "official" by the Air Force, our group has happily approved the design. So, fellows and gals, this will be your final opportunity to have any or all of the above.

## "HOOKEM COW" WILL FLY AGAIN

Photos shown are courtesy of John Deacon of Norwich, who is building a 1/6 scale model, radio-controlled B-24. One-sixth scale in this case means a wingspan of 18 feet 4 inches. When completed, the model will be powered by four Zenoah 45cc engines and will require two pilots to fly... yes, the copilot actually does help to fly this 110-pound aircraft. The plane has two separate receivers to be controlled by transmitters of both pilots. A total of 26 servos control its operation to bomb bay doors and bomb dropping. John is building this huge B-24 as S/N 95120,

755th BS, 458th BG, "HOOKEM COW." You may remember that the original aircraft crashed on takeoff at Horsham St. Faith on April 14, 1945. The name "HOOKEM COW" came from a Chicago nightclub which was popular at that time. I'm looking forward to seeing another photo of this aircraft when completed. John advised he will seek permission from the Norwich Airfield officials to have its initial flight at Horsham St. Faith. I'm told that flight will be videotaped and, hopefully, shown to our members at our reunion in Irvine, California this May.



Not everyone is interested in radio-controlled model flying, but of those who are, most will agree that this is a very major and expensive project. Personally, I've been a modeler since 1936 and in radio control since 1964. The largest R/C aircraft I've ever built was a Cessna 172 with a span of 82 inches and 4 servos (engine, aileron, elevator and rudder), weighing just over two pounds. This is truly a very big effort, so let's wish John and his copilot the very best success!

## ON FINAL

Occasionally I get tour package information from travel agencies with reference to our group touring England. I mention this because

I have had such questions from several members. One such agency working with the Eighth Air Force Heritage Museum announced plans for such a tour for ten days next spring. It involves much too much information to explain here, so if you are interested, write to: Travel With The Scotts, P.O. Box 10226, Savannah, GA 31412 or call (912) 234-4555, fax (912) 234-4546.

I highly recommend the latest video produced by the Dzenowagis team. Called "Distant Fires," it was shown for the first time at our last convention in Milwaukee. The cost is \$49.50 plus \$3.50 postage. For further info, write to Joseph Dzenowagis at 4397 South Okemos Road, Okemos, MI 48864 or call (517) 349-3246.

I have corresponded, by letter or telephone, with the following members of our group: John McCain, Ernest Gordon, Arnold Piskin, Larry Stemple, Bill Nicholson, Ray Romine, Thayer Hopkins, Joe Sirotnak,

(continued on page 16)



## IN RETROSPECT

*Excerpts from a letter written by James F. Kennedy of the 467th Bomb Group to his wife Helen, on May 8, 1945.*

Today is V-E Day, and as usual I can't get too excited because this waiting to see what is going to be our next move is hard on my nerves. The way I react to things now is not doing me any good, but I just can't seem to shake it. Certain things have happened that make my blood boil. I am trying to keep my mouth shut and take the results as they come. This is no way to be writing on a day that is supposed to be for thanksgiving and celebration. Underneath my grumpiness I am thankful for the end, but when I can get away from this army I will really have something to be thankful for!

After letting off a little steam I want to write a little bit about my experiences yesterday. It is something I have been wanting to do ever since I have been on this island. Have you guessed what it is by now? Yes, I had an airplane ride over Belgium and Germany. We were up for almost seven hours, and I will never forget the sights I saw.

As we flew out over the North Sea, planes of all descriptions passed by us, underneath us and over us. Most of these planes had either dropped food or were on their way to do it. Then on the water we saw a fishing fleet made up of small boats with sails; also a convoy of motor barges that haul supplies to the continent. When we crossed the coast you could see the barricades of various styles the Germans had erected to try and stop a possible landing. After passing this we started towards Germany, passing over a portion of Belgium. The section we passed over was not hit much by the war. That is what startles you when you keep going inland, for the papers have you believing that there is nothing but ruins on the continent. After you get over seeing acres and acres of farm and forest land that has hardly been touched, occasionally you see a small village that shows signs of war, and also bomb craters pop up at the damndest spots, although anyone connected to the Air Force can understand this. Really I could rave on for several pages telling of the beauty, damages, castles, and cathedrals we saw until we reached the Rhine Valley. The first large city we saw was Mannheim in the upper Rhine Valley. At this point we started following the Rhine River downstream through Koblenz, Remagen, Cologne, and Dusseldorf. Here we swung slightly southwest to Brussels. This route I just outlined really brings the war home to you. One thing that I noticed was that some of the towns actually showed signs of being bombed by what is called precision bombing. For where the damage was done mainly you could tell it was a military objective. I don't mean that no civilian buildings had been in that area, but the damage was slight compared to the target itself. Factories and rail-yards are similar to the Republic Steel property where you are work-

ing. These areas are a mass of overturned, twisted and burnt freight cars and factory buildings. I cannot write in words what this looks like, but you stop at a point and imagine how they would look stirred up with 500-pound demolition bombs and on top of that, incendiary bombs started fires that burned twisted iron structures like pretzels were being made. If you can accomplish that you will have some idea of what the factory areas look like.

All along the river all types of boats are sunk or laying along the shore half submerged. Some are in midstream and you just see parts above the water.

*Yesterday I had an airplane ride over Belgium and Germany. We were up for almost seven hours, and I will never forget the amazing sights I saw . . . the utter ruin the large towns have suffered. Picture our homes subjected to this type of warfare!*

I don't know how many small boats we saw with red crosses on them that suffered the same fate as the others. Even buildings that had the marks on the roofs showed signs of being hit and repaired, which indicates that our side is not beyond doing what the enemy has been censored for. Granted, most of that part of our cruelty was done by error or accident, but I believe some of it was done intentionally while the heat of battle was in the veins.

Next in "amazing sights" is the utter ruin the large towns have suffered. First the bombers bombed the towns constantly without ever seeing them for several days at a time. Once again picture our homes subjected to this type of warfare! Then as the ground forces neared the city the defenders decided to use it as a fortress. When the artillery laid back from a single day to weeks just pouring shells into the city without much regard to the target, as the chances of missing anything or anyone are mighty slim.

In Cologne we circled the cathedral that has gained so much publicity because of the fact that it is still standing. I believe it will stand out as one of the marvels of this war, because it is a miracle! The church itself is damaged, but it is surrounded by buildings that are absolutely beyond repair without tearing down and starting over. Surely you have seen the aerial photos of this in the newsreels.

I don't believe that we were expected to see a prisoner-of-war camp, but luckily my plane went right over the area where they were penned up. Here again you must stretch your imagination to be able to estimate the number of men we saw enclosed in barbed wire fence.

So much for this type of description. I will elaborate more when I am able to sit next to you! ■

### 458TH BOMB GROUP (continued from page 15)

Walt Cline, Bill Case, Les Martin, George Ferrell, Roscoe Heins, Roland Johnson, Al Hilborn, Duke Trivette, and George Reynolds. Several of them have given me leads on possible new 458th members.

Peter Kowal advised that James Fittinger of Crew 33 made his "last flight" in May, and George Reynolds reported the passing of Charles Burton in late October. A telephone conversation with Maryanne Simes revealed that Jim Simes entered a nursing home in October. Why not drop Jim a short note and wish him a speedy recovery at Commonwealth Care Center, 4315 Chainbridge Road, Fairfax, VA 22030. I'm sure he would like to hear from friends.

The latest information from both the *Evening News* and the *Eastern Daily Press* announces the decision to flatten the ruined Norwich

Central Library tower. Word is that the city planning committee and Chairman Julian Swainson are in complete accord, and Lloyd Addison, County Councillor, announced he was delighted with the decision. It is felt that the way is now clear to develop the area with a multi-million dollar Millennium Commission project, which had been hampered by the need to build around the tower. Finally, it appears that the "politick-ing" may be over, and the rebuilding of the library will soon follow.

This message is to all those who have received their 1997 2ADA dues notice but have not "re-upped" as yet. Please do it as soon as possible; otherwise this will be the last *Journal* you will receive. Besides, with all the things a group VP has to look forward to doing, sending a second or third dues notice is one of the least enjoyable. DO IT NOW! ■



## Open Letter To the 93rd

BY ALFRED ASCH

Some of you noticed that I did not write an Open Letter for the last *Journal*. Frankly, there was nothing to report that was not included in the last *Ball of Fire* (BOF). Both publications are on a quarterly schedule and there is just not that much news between times to write something worth the time of the writer and readers.

### 8TH AIR FORCE HERITAGE MUSEUM

There is nothing new here from my article in the last BOF. The important thing now is that we have reassurance from General Schuler, the museum CEO, that we will have a display case for the 93rd. In his letter, he reaffirmed setting a space aside for the 2ADA display. I have no information on what our project officers are doing to develop the display.

### LIVING MEMORIAL AT THE ARLINGTON NATIONAL CEMETERY

The 93rd has just received permission from Mr. John C. Metzler, Jr., Superintendent, to plant a tree with a memorial marker in the Arlington National Cemetery. Ramsay Potts and I will meet with cemetery officials to select a site. I was project officer for the 455th Bomb Group for a living memorial at the cemetery with dedication ceremonies on September 27, 1996. The figure below is included to show the plaque design made from bronze with raised letters and mounted on a granite pedestal. The size is limited to 18 inches in width by 14 inches

in depth by 12 inches in height. The tree must be not less than three inches in caliper at the time of planting. This makes a very attractive living memorial. The cost for the plaque and tree was approximately \$2,500.00.

### A TOAST TO THE 329TH BOMB SQUADRON

W.J. "Red" Komarek has authored a book entitled *A Toast to the 329th B-24 Bomb Squadron*. At his request, I sent one of Red's books to the Air Force Historical Library at Maxwell Air Force Base. Many of you will remember that George Brown was the squadron commander of the 329th who later became a four-star general as Chief of Staff of the Air Force and then Chairman of the Joint Staff, serving under several presidents. The book is well done and worth reading; Red received several good reviews from people who enjoy reading. Many of you may want a copy, particularly those who served in the 329th. Send \$25.00 to W.J. Komarek, P.O. Box 367, Hewitt, NJ 07421.

### FINANCIAL SUPPORT FOR THE BOF

Some of you have questions about our requesting \$15.00 annually to cover the BOF publication costs and another \$5.00 to accumulate a little cash as 93rd operating funds. There seems to be confusion about this versus paying dues and belonging to the 2ADA. Let me try to explain.

Paying dues to the 2ADA automatically makes you a member of the 93rd Association. It entitles you to receive the 2ADA *Journal* and attend reunions and other functions. Paying the \$15.00 and \$5.00 to the 93rd Bomb Group permits you to receive the BOF and engage in our activities. Without exception, the 93rd

members at the Milwaukee meeting in May wanted us to continue the publication of the BOF. As you know, money is needed to pay for it. You will continue to receive the BOF and remain a member of the 2ADA if you do not pay the \$5.00 fee. When I became VP for the 2ADA for the 93rd, there were no operating funds available for any activity we should undertake. For example, we were offered display space at the 8th AF Museum and I had to make a quick decision to accept. It cost money to collect suitable items for our display. Only a few individuals put up the funds to cover the display costs. I would like to leave our group in a better financial condition for subsequent officers, and the \$5.00 from each of you will help. I know you will agree. We need to be more than a bomb group that just attends reunions and tells war stories.

### FOLDED WINGS

I was saddened to learn from Elmer Vangness about the passing of Walter Smelt. Walter was Elmer's assistant engineer/waist gunner. I became acquainted with Walter in England during the 50th anniversary of D-Day ceremonies. Some of you will remember that Walter carried one of our American flags in the parade at Norwich but became ill after a time and handed me the flag to carry. Walter was attended to by the paramedics and recovered. He donated items for our museum display and assisted me in locating others. Walter was, indeed, a fine airman during WWII and an outstanding citizen. Elmer and others are arranging to have Walter's name inscribed on the "Wall of Valor" at the Eighth Air Force Heritage Museum as a memorial. We shall indeed miss him.

### SEMI-ANNUAL EXECUTIVE COMMITTEE MEETING

Paul Steichen has agreed to attend, in my place, the semi-annual Executive Committee meeting at Irvine, CA in February. This is a great help to me, as I will be quite busy with my personal and other affairs at that time. Paul is exceptionally well qualified to represent us to the 2ADA as he was the former VP and has stayed abreast of the ongoing activities. One thing I recommended for consideration was the placement of a special memorial at the Arlington National Cemetery for those who lost their lives on the low altitude Ploesti raid on 1 August 1943. This was the greatest air-ground battle in the history of aviation. One could compare it with the great battle of Gettysburg during the Civil War in its ferocity. I know of no other memorial on display anywhere in the world to commemorate this great air battle.

Best Wishes for the New Year! ■

IN MEMORY  
455TH BOMBARDMENT GROUP (HEAVY)  
SAN GIOVANNI AIRFIELD, ITALY  
1943 - 1945



THIS OAK TREE, PLANTED APRIL, 1996, IS IN LIVING MEMORY OF THOSE WHO MADE THE SUPREME SACRIFICE IN THE SKIES OVER EUROPE DURING WORLD WAR II TO PRESERVE OUR FREEDOMS.

THIS MARKER IS DEDICATED TO HONOR ALL WHO SERVED.

GROUP COMBAT MISSIONS: 255  
DISTINGUISHED UNIT CITATIONS: TWO  
BATTLE CAMPAIGNS: TEN  
SQUADRONS: 740TH, 741ST, 742ND AND 743RD

DEDICATED 1996



## NEWS

BY R.D. "DICK" BUTLER

Last September I sent a letter to each of our 44th Bomb Group members of the Second Air Division Association. In that letter I proposed that we recognize Pete Henry for his many years of service to the association on our behalf by establishing a special book endowment fund for the 2ADA Memorial Room. As stated in my letter, a minimum of one thousand dollars is required to establish such an endowment fund, so I asked for help from our members to accomplish this. Now, I am very pleased to report that the interest and support by our members for this project has far exceeded my expectations. As of this writing, I have received 154 responses for \$3130.00. Expenses for printing and mailing were \$335.00, resulting in a net amount of \$2795.00 for the fund. This is outstanding. I had not told Pete in advance about what we were doing, but after I was assured of success, I did let him know about the project. Here is Pete's reaction, which he has asked me to pass on to all his 44th BG friends:

"I was speechless when I received a copy of the letter Dick Butler sent to each one of you describing plans to set up an endowment fund for the 2nd Air Division Memorial in my name. Mary was brought to tears when she read it. We want to thank all of you for your donations, and understand from Dick that he has already received more than twice the amount needed to set up a new endowment fund. I can assure you that it has been a labor of love these past eighteen years and I regret that physical problems prevent me from continuing. I would like to thank each and every one of you personally for your contributions, but this is obviously not possible. Perhaps I can thank a few of you at future conventions which I hope I will be able to attend."

The bookplate on the flyleaf of each book purchased with the interest earned by the fund will read as follows:

**Presented To**  
**2nd Air Division (USAAF) Memorial Room**  
**Norwich Central Library**  
**by**  
**44th Bomb Group 2ADA Members**  
**With Gratitude and Respect**  
**In Honor Of**  
**H.C. "PETE" HENRY**  
**Pilot, 44th Bomb Group**  
**for his many years of dedicated service**  
**to the 2nd Air Division Association and**  
**to other members of his Bomb Group.**

Many letters and notes accompanied some responses. To quote just a couple:

Meg (Cole) Smith, who had an excellent



**Presentation of the portrait of General Leon Johnson to the Mighty Eighth Air Force Heritage Museum. Left to right: Lt. Gen. E.G. "Buck" Shuler, Chairman and CEO of the museum, and 44thers Tom Parsons and John McClane, Jr.**

article in the last issue of the *Journal*, wrote: "Enclosed is my small donation to Pete Henry's book endowment fund. It's a great idea, and certainly a warm reminder of his service to the 2ADA. As the widow of Lt. Woodrow W. Cole (KIA 1/21/44) I contacted Pete for information about Woody's service and details surrounding his death. For fifty years I had no knowledge of that data until Pete and Will Lundy provided me with the information to pursue it."

And Harry Orthman wrote: "I wholeheartedly concur with your plan to establish a book endowment fund in Pete Henry's honor. No one has contributed more to his group and the 2ADA than Pete. He has been a tireless worker ever since I have been a member of the organization. I didn't necessarily agree with all his policies, but certainly respected him for his aggressiveness. In fact, he was responsible for my finding out about the 2ADA after I initially joined the 8AFHS."

My thanks to all of you for your great support of this effort. All of the proceeds have been forwarded to the Memorial Trust and the endowment fund has been established.

On 17 September 1996, Tom Parsons and John McClane, representing Sue Johnson Vandenberg, presented a portrait of General Leon Johnson to the Mighty Eighth Air Force Heritage Museum in Savannah. In making the presentation Tom stated: "General Johnson's daughter, Sue Vandenberg, asked me on behalf of the 44th Bomb Group to present the painting to the 8th Air Force Museum." Mrs. Vandenberg was unable to be in attendance as she was in England at RAF Mildenhall attending the dedication of the U.S. Air Force Third Air Force command headquarters building in the name of General Leon Johnson. He was the first commander of the 3rd Air Force in the U.K. (Mrs. Vandenberg also sent a contribution for our special book endowment fund.) The portrait, painted by Joe King of Winston

Salem, NC, hung in the living room of the Johnsons' home for many years. "This is the first portrait we've received here," said retired General E.G. "Buck" Shuler, chairman of the museum. "General Johnson was a famous combat leader during World War II. It was my privilege to meet the General when I was commanding the 8th Air Force."

Also at the museum, on 18 November a ceremony took place to dedicate a memorial honoring the men who were lost on the 18 November 1943 bombing mission to Kjeller, Norway. The ceremony was arranged by Forrest Clark and included participation by Brigadier General John H. Gibson, USAF Retired, former 44th Bomb Group Commander; and Colonel Joseph B. Whittaker, USAF Retired, a 392nd Bomb Group member who was lead bombardier on the mission. Forrest is also seeking information about any survivors of the Harold Pindor crew shot down on 29 January 1944 over Belgium. He is searching for latest addresses and crew positions. This was a 67th Squadron crew. Please contact him if you have any info: Forrest Clark, 703 Duffer Lane, Kissimmee, FL 34759.

To those of you who are members of the Eighth Air Force Historical Society, did you notice in the November 1996 issue of the 8th AF News that there were seventeen B-17 pictures (eleven in color) and one B-24 partial nose section ("Lil' Audrey") picture (in black and white)?

I expect that by now all of you have paid your 1997 2ADA membership dues. If not, please consider this a reminder to do so. And speaking of membership, I would guess that each of you know of a 44ther who is not a 2ADA member. Please let me know the name and address of such a person and I will make an effort to encourage him or her to join our fine association.

Hope to see you at the reunion in Irvine, California in May. ■



## 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

### MUSEUM AT HILL AIR FORCE BASE

We have had an opportunity to visit the Hill Air Force Base Air Museum at Roy, Utah on several occasions. We were impressed with the number of restored WWII aircraft they have on display. On behalf of the 492nd Bomb Group and the Heritage League, my son Craig Beasley and I presented the AFHFU with the painting "Liberty's Light Restored" by aviation artist Paul R. Jones.

According to the Air Force Heritage Foundation's *Heritage Herald*, the original Hill AFB chapel built in 1942 has been fully restored. The chapel now occupied a prominent location in the Hill Aerospace Museum Memorial Park. The Air Force Heritage Foundation of Utah is now offering a memorial plaque program for the beautiful chapel wood pews. A donation of \$1,000 will provide a permanent bronze plaque attached to the end of a pew. A \$250 donation obtains a permanent name plate attached to the top of a pew. All donations are tax deductible and will be used for maintenance and beautification of the chapel and the Memorial Park.

### MUSEUM ACQUIRES LONG LOST STRANGERS FROM UP NORTH!

A legendary P-38 Lightning fighter has been prepared and is now displayed at the Hill AFB museum.

The fighter came from Alaska, where it crash-landed on Buldir Island in the Aleutian chain in 1945. The foundation, with the aid of the Air Force Reserve's 419th Fighter Wing, rescued the deteriorating fighter from the uninhabited island in 1994 and shipped it to Kal Aero near San Diego, California for restoration.

Once the P-38 was rebuilt, five men from the 67th Aerial Port Squadron, and a sixth from the 419th Combat Logistics Support Squadron, drove to San Diego, took the Lightning apart, packed it onto trucks and drove it back to Hill AFB for display at the museum.

The P-38 reveals a culture of aviation enthusiasts before the jet era. "These artifacts are in jeopardy of disappearing forever," stated Lt. Gen. Marc Reynolds, AF Ret., AFHFU board chairman. "They are history, and it is important to capture the history before it is gone."

→ → → →

Four members of the Air Force Heritage Foundation (AFHFU) with the assistance of 28 Air Force reservists from Hill AFB's 419th Fighter Wing recovered a Consolidated B-24 Liberator bomber (SN 41-23908). The aircraft had crashed in Alaska's Aleutian Islands 25 miles northeast of Adak Island, on January 18, 1943 during World War II.

The pilot of the unlucky Liberator was Ernest Pruett, then a 27-year-old captain assigned

to the 36th Composite Group at Adak. Pruett, now 81 years old, told the story of how his plane ended up on Great Sitkin Island.

"I'd just been transferred from March Field in California," he began. "Our mission was flying anti-shipping patrols to help out the Navy. Mine was one of six B-24s sent to Adak that day to look for three Japanese supply ships reported to be headed for Japanese-held Kiska Island."

Pruett said the weather that day was typical

*Of the six B-24s that started the mission, only Pruett's made it back to Adak. That's where his luck ran out. With a ceiling of less than 100 feet and dropping, he was unable to see the runway.*

for the Aleutians: "... low clouds and heavy fog, a ceiling of only a couple hundred feet."

Shortly after takeoff at 1430 hours, one of the B-24s developed engine trouble and returned to Adak; moments later, a second one headed back. The first plane landed safely, but the second one skidded off the edge of the runway and plowed into a line of parked P-38s. The rest continued on but were unable to find a target. With darkness approaching, they headed back to Adak Island.

"On the way," Pruett continues, "two of the planes vanished and were never seen or heard from again, apparently lost at sea. Because he still had plenty of fuel, the pilot of the fifth airplane, our flight leader, Linn Moore, opted to fly 500 miles northeast and land at Cold Bay on the south end of the Alaska Peninsula."

Of the six B-24s that started the mission, only Pruett's made it back to Adak. That's where his luck ran out.

With a ceiling of less than 100 feet and dropping, he was unable to see the runway. One end of Adak's runway extended right out to the water's edge. "We could easily have descended over the water until we broke out of the fog, then flown at 50 or 75 feet off the deck to the runway," he explained.

"But the Navy, in its infinite wisdom, had anchored a row of supply ships in the harbor right off the end of the runway. That blocked our only safe approach route, so we had to divert."

Pruett and his eight-man crew considered their options. Regardless of how close they were in Adak, they didn't want to ditch in the 40 degree water of the Bering Sea; any delay in being rescued and they'd freeze in a matter of minutes. They decided to head north to Great Sitkin Island and try to put down there.

Pruett's first two approaches to a grassy field about a mile inland from the shore were too fast, so he kept going around for another

try. With gear up and flaps down, the third approach was perfect and the plane skidded to a halt in about 1,000 feet.

Despite the wet, boggy ground, the fuselage of the B-24 was badly crumpled as it skidded over rocks and boulders hidden by high tundra grass. Pruett said in his flight diary that the plane left all kinds of parts in its wake.

Only the bombardier was injured in the crash landing. He broke his pelvis and had to be carried from the plane.

While the radio operator signaled for help with a hand-cranked transmitter, the crew stretched parachutes over the left wing and took shelter from the cold drizzle. Their distress signal was answered by the USS Hurlbert, a Navy destroyer that plucked the downed airmen from the island at 2330 hours that same night and delivered them back to Adak the next morning.

Although their mission was a total disaster, it was considered at the time as just another day in the life of a wartime bomber crew, and life went on.

### EPILOGUE

Ernest Pruett went on to serve twenty years on the Air Force, retiring in December 1960. In 1995 he was invited by Major General Rex Hadley, head of the Air Force Heritage Foundation's B-24 recovery project, to accompany a team that was going to Alaska to bring back his B-24.

The AFHF had wanted to recover a B-24 in even better condition than Pruett's from another Aleutian island. However, Alaska Senator Ted Stephens foiled that plan, arguing that the Liberator should stay where it was as a memorial to airmen who fought and died in Alaska during WWII.

The AFHF's argument that the plane would make a better monument were it restored to its original glory and displayed in a public museum (instead of slowly disintegrating on an island in the Bering Sea that is off limits to visitors), apparently didn't dissuade the Senator. (*Wouldn't it be better to have this B-24 on display where it can be viewed, and not go to rust and deterioration on a lonely island that allows no visitors? Write Senator Stephens with your opinion.*)

Getting Pruett's Liberator off the remote Aleutian island required a Herculean effort by the 20-man recovery team from the 67th Aerial Port Squadron and the 419th Combat Logistics Support Squadron at Hill AFB.

To reach the site, the team rented a 120-foot barge (actually a former WWII landing craft named "Polar Bear") in Anchorage for \$4,500 a day and chugged up the Alaskan coast for nine days to Adak. There, they picked up equipment and provisions for their stay on Great Sitkin Island.

(continued on page 34)



## 491st BOMB GROUP

POSTREMUM ET OPTIMUM

# the RINGMASTER REPORTS

BY HAP CHANDLER

There are almost 400 491st Ringmasters for whom we have current addresses who are not members of the Second Air Division Association. Mel Mellott, president of our 491st Bombardment Group, Inc. (the 491st memorial organization), recently joined me in a letter encouraging them to join. Current members can assist in this undertaking by pointing out the advantages of 2ADA membership.

A review of our membership numbers over the last seven years reveals that we had 262 members in November 1989, a peak membership of 504 in April 1995, and currently we have 426 active members.

### NORTH PICK MEMORIAL REFURBISHED

The memorial stone at North Pickenham

has been extensively refurbished and improved by the addition of a Norfolk flint wall and brick retainers and walkway, complete with planters. Alan Trattle worked with the town council in completing this project, which was started during our last visit to England in 1995. A return trip to England for the dedication of this improved memorial is planned for May, 1997.

### NEW MEMBERS

We are pleased to welcome the following new members: Richard F. Welsh, Robert W. Warner, Alan S. Johnson, Peter S. Bur (associate), John Formon, Jr. (associate), Henry G. Streat, Jr., and Gerson Zubkin. Hank Liljedahl has reinstated his membership.

### MEMORIES OF THE AIR WAR

This is being written in December while remembering the cold and bitter fighting that erupted on the continent fifty-two years ago: the Battle of the Bulge! How frustrated we were to go out daily to the planes and be unable to fly in support of our beleaguered group troops! Finally, on December 24th, Christmas Eve, the 491st put every flyable craft in the air, 51. Fifty bombed the target, the railroad bridge

at Wittlich. There were 2,040 B-17s and B-24s in the air that day, the largest number of four-engine bombers ever dispatched by the 8th Air Force.

The Air Force command pilot, General Fred Castle flying with the 487th, lost his life when the Luftwaffe attacked the lead group. Thirteen aircraft were shot down. General Castle received the last Medal of Honor awarded to a member of the 8th Air Force.

### NEW JAMES STEWART BIOGRAPHY AVAILABLE

Turner Publishing has just released a new biography of Jimmy Stewart (*see cover story*), the Second Air Division's best known pilot. As I read it, my admiration for this staunch American patriot, a true hero of the air war and a magnificent entertainer, was reinforced and augmented. Jimmy did not have to go into the Army — he literally defied his bosses at MGM to enlist, was rejected for being underweight, and persevered to fly a combat tour and return home a highly decorated colonel, a truly amazing military career. It's all in the book, which you can obtain from the 8th Air Force Heritage Museum in Savannah. ■

# 489TH NOTES

BY  
JAMES M. DAVIS

### ON THIS MISSION, I WAS A CUT ABOVE THE REST!

It was July 24, 1944, and the 8th Air Force was in support of the ground troops of the First Army in its effort to break through the German lines at St. Lo.

The 489th Bomb Group led the 8th Air Force in this effort. Early morning briefing told us we would make our run at 12,000 feet. Since the target could be clearly identified, this sounded like the nearest thing to a milk run since we started our tour — only about five hours, a short time over enemy territory at 12,000 feet; no oxygen mask or sub-zero temperatures — definitely a milk run, or so we thought.

As we approached the target area and opened our bomb bay doors, we suddenly were surrounded by heavy anti-aircraft fire. The first burst of flak hit the plane in front and just above us. The hit was in the bomb bay, and immediately the B-24 was an inferno with flames streaking past the plane's tail. The burn-

*I had blood all over my face and clothes when Dr. Levine looked over my cut and said, "Son, the Colonel has told me there would be NO medical excuse for this mission," as he started shaving and taping me up. "Let us say you will be a cut above the rest today," he joked.*

ing Lib dropped down and out of formation and exploded in a huge ball of fire as it just cleared the rest of our group.

We could feel the flak concussions in front of our plane. The bombardier, Ernest Mackey, was still shaking when we landed — his front turret must have been the Germans' target of the day.

Because of the haze and low clouds, the target could not be clearly identified — we closed our bomb bay doors as the groups were advised to return to their bases. Anti-aircraft fire was very intense and some bursts very large.

The next morning at briefing we were told we would return to St. Lo, and after the previous day's experience, we knew it would be no milk run.

It was dark, and during my pre-flight inspection while entering the plane, I raised up and hit a bomb fin hard enough to knock off my hat. Immediately I felt something running down my forehead and quickly discovered blood! My crew told me I'd have to go to the hospital, and they stopped a truck and asked them to carry me there. On the trip to the

hospital, I was glad I would not be going back to St. Lo.

I had blood all over my face and clothes when Dr. Levine looked over my cut and said, "Son, you did a good job of cutting it open — and it will need sewing up. But for now, I will try and tape it together and I'll sew it up after you get back. You will come back, won't you?" he asked.

I tried to reason with him that I could not fly — I couldn't even put my helmet on, as well as having lost a lot of blood. He said, "Son, the Colonel has told me there would be NO medical excuse for this mission, and you don't need a helmet — you'll only be at 12,000 feet," as he started shaving and taping me up. "Let us say you will be a cut above the rest today," he joked.

When he finished I looked like a mummy. I returned to the plane just in time to start the engines and take off. The flak was not as bad on this run to St. Lo, and we did successfully drop our bombs this time.

Upon our return I went to the hospital and Dr. Levine sewed up my head. Maybe that is the way to do it — I don't even have a scar. ■

# KASSEL MEMORIAL/2ADA MIDWEST REGIONAL REUNION

BY GEORGE COLLAR (445TH)

Sponsored jointly by the Kassel Mission Memorial Association and the 445th Bomb Group, the Second Air Division Association Midwest Regional Reunion was held at the Dayton, Ohio Marriott Hotel, September 26-29, with 225 people attending.

This 52nd commemoration of the 445th's disastrous Kassel Mission attracted many honored guests, including the editor of the 2ADA *Journal* and 445th BG Vice President Ray Pytel and his wife Twyla. Also in attendance were two WWII Luftwaffe pilot veterans, Walter Hein, Herbert Thomas and his grandson Alexander Post. They were joined by our KMMA interpreter, Gunter Lemke, and his wife Trudie, from Germany. These former enemies have been faithful in laying a wreath at the Kassel Mission Memorial at Ludwigsau, Germany, every year on the 27th of September. Former flak gunner Walter Kern and his son Rick joined us from Cincinnati.

Other special guests included historian Luc Dewez from Belgium; former TV anchor Adam Lynch from Pittsburgh (who is now writing an article on the Kassel Mission for *American History Magazine*), and John Edwards, past commander of the American Ex-POWs, and his wife Helga. Colonel Edwards was a gunner with the 445th in 1944. He was shot down on a mission to Magdeburg.

We regret that our friend Walter Hassenpflug and his wife Lisel were unable to make the trip. Hassenpflug is the German historian who has performed intensive research on the Kassel Mission, and we all thank him for his great efforts in making the Kassel Mission Memorial Monument near Bad Hersfeld a reality.

While thirty of the Kassel Mission survivors attended, missing due to illness were Reginald Miner and Gerald Kathol of the 702nd BS, and Frank Plesa of the 703rd BS. The only living Luftwaffe pilot who fought against us that day, Ernst Schroeder (now an architect in Bonn), sent his regrets that his doctor vetoed his trip. Next of kin of Kassel Mission participants included Margaret Schaffer of Pittsburgh (widow of Fred Schaffer, tail gunner on Hunter's crew); Myrtle Bruland of Bellingham, WA (widow of Palmer Bruland, 701st BS pilot); Sarah Schaen Naugher of Ponotoc, MS (widow of James Schaen, 702nd BS pilot); Jima Schaen Sparks of Gaffney, SC (daughter of James Schaen, KIA on the Kassel raid); John Luongo of Staten Island, NY (cousin of Mike Luongo, copilot on Seeds' crew, KIA Kassel); Kay Brainard Hutchins and William Brainard (sister and brother of Newell Brainard, copilot on Carrow's crew, killed by civilians on 27 September 1944.) William Brainard was a gunner on B-17s in the 15th AF. He was shot down and was a POW



**ENEMIES NO MORE!** William R. Dewey of the 445th BG (right) presents a plaque of friendship from the Kassel Mission Memorial Association to veteran German pilot Herbert A.W. Thomas, representing the Community of Luftwaffe Fighter Pilots West. The presentation was made on the 52nd anniversary of the Kassel Mission, 27 September 1996, at the Dayton Marriott Hotel, during the 2nd Air Division Association Midwest Regional Reunion Banquet.

on the 1945 death march across Germany.

A reception was held in the Marriott Trade Winds Annex on Thursday evening, 26 September. Many veterans and historians brought scrapbooks, photo albums, uniforms and artifacts which revived memories of those days in England and Germany over fifty years ago.

Following breakfast on Friday the 27th, an "Early Bird Bus" took fifty veterans and family out to climb through the Air Force Museum's B-24D, "Strawberry Bitch," before the museum opened.

All of the reunion attendees gathered in the Carney Auditorium for the invocation, National Anthem, and introductions. A ceremony of wreath-laying at the 445th monument in the Memorial Gardens had been planned, but the program was held indoors because of inclement weather. The memorial service was conducted by Reverend Paul Dickerson of Waco, Texas, who was tail gunner on Cecil Isom's crew in the 703rd BS. Isom's plane was one of only four that returned to the base at Tibenham safely. Staff Sergeant Dickerson was credited with shooting down an FW-190.

While Taps were beautifully played by an Air Force bugler, three widows placed the wreath — Mrs. Margaret Schaffer, Mrs. Myrtle Bruland, and Mrs. Sarah Schaen Naugher. Following the service, a wide angle photo session was held in an adjacent hall by a professional photographer.

After lunch on Friday afternoon, a special documentary film preview about the Kassel

Mission, produced by the Dzenowagis Group from Okemos, MI, was shown in the Carney Auditorium. The audience was visibly shaken when gun camera films were shown of the actual attack on the Liberators of the 445th on the Kassel Mission of 27 September 1944. These films were obtained from the archives of the Royal Air Force at Duxford by Joe Dzenowagis. A discussion of the Kassel Mission was conducted by several survivors following the film showing.

Later in the afternoon back at the Marriott, Dr. Douglas Collar, history instructor at Okemos, MI High School, part-time disc jockey and jazz expert, gave an interesting seminar on "V-Discs" that were produced and distributed during WWII to provide music for the troops throughout the world in all theaters of operations.

Friday evening we were bussed to the Dayton Convention Center for a social hour followed by a banquet. After dinner, Luftwaffe veteran Herbert Thomas brought a message of friendship from the German Veteran Community of Fighter Pilots. Featured speaker at the banquet was Air Force Major General John Huston, retired chief USAF historian and professor at the Naval Academy, and lecturer at Sandhurst, West Point, and the Air Force Academy. He spoke on "The Kassel Mission in Perspective." General Huston was an 18-year-old navigator flying with the 8th AF in WWII.

Saturday morning we were again bussed to the AF Museum's Carney Auditorium, where KMMA conducted a brief business meeting followed by a talk by the AF Museum Director, Colonel Richard Upstrom. He gave us a complete and interesting overview of the past, present, and future of the museum. The rest of the day was devoted to self-guided tours of the museum.

Our farewell dinner was held on Saturday evening at the Packard Museum, a restored 1930s dealership in downtown Dayton. Musical entertainment was provided by the Cafagna Jazz Combo of East Lansing, MI, featuring trumpet player Matt Collar. The dance floor was crowded as the great swing music of the 40's and 50's filled the air, and all joined in a sing-along. Benediction was given by Rev. Paul Dickerson, then busloads of singing veterans and their families marched into the Marriott. Many didn't want the evening to end, so more songs were sung at poolside to the accompaniment of guitars played by Linda Dewey Bauerle and Bill Dewey, Jr.

Breakfast on Sunday morning in the Marriott Trade Winds Annex saw many reluctant goodbyes exchanged as we broke up and headed home after an very emotional and memorable three days. ■

Those of us who were at Division Headquarters from the early fall of 1942 until the early summer of 1945 saw the staff grow from just a handful of officers and enlisted personnel to a large contingent including service units such as Signal, QM, MP, Medical Facilities, and even a Postal Unit. Many WACs, individual casualties assigned from many different places, and members of combat crews who had completed their missions were brought up to HQ to augment the staff. And even a couple of civilians were sent over from the States. S. Hazard Gillespie, a well-known New York attorney, and Dr. Harry Carver, an outstanding mathematics professor from the University of Michigan, assisted both the A-2 and A-3 sections and were, I believe, part of the Operations Research Section. In addition, there were several British liaison officers attached to the HQ staff and even some British WAAF officers from the Royal Air Force — one whose name I can remember was Daphne Cuming (I am not sure of the spelling), although I cannot remember her duty or rank. I remember a distinguished looking, bearded, British naval officer, Lt. Cmdr. Hughes, who was, I believe, a consultant to the A-2 Section. There was Squadron Leader Shepherd from the Royal Air Force. And there was Lt. Col. Harry King of the British Army and the War Office. Following is another extract from that February 3, 1945 weekly issue of *Target Victory*, a short article nominating Lt. Col. King as "Man of the Division" as follows:



LT. COL. HARRY F. KING

The almost fairy-tale ascendancy of the 8th Air Force was godfathered by the best possible ally to any airpower — the RAF, and British War Ministry. Since the day of 2AD's first mission (November 7, 1942), a key man in 2nd Air Division victories has been flak liaison officer Lt. Col. Harry F. King, of British War Office staff, assigned to 2AD.

Seasoned as an anti-aircraft officer during the Battle of Britain, including a year of flak liaison with the RAF — his experience and planning unquestionably have saved hundreds of 2AD airmen and planes as he routed their missions into and away from enemy targets. Frequently he has flown on missions with our crews to investigate new enemy tactics, loca-

## DIVISION

# HQ

BY RAY STRONG

tions or equipment. Not only at 2AD is he regarded as one of the outstanding flak authorities of the air forces.

When a target is assigned, Lt. Col. King and his associates compute a "flak clock," determining power of enemy opposition at every axis of attack. A "Green" area on the clock is recommended; "Blue" is fair; "Red" areas are to be avoided. Most desirable altitude and approach are forwarded to Operations, who apply wind conditions, etc., in preparing the route as it will be flown.

At any moment the flak liaison can pinpoint to a dot the location of over 90% of the enemy's ack-ack. This sharply evaluated information arrives principally from never-ceasing recon photos, with additional leads from crew reports at interrogations. Any previously unreported information is rapidly checked by reconnaissance, and flak liaison maintains a constant chess game to breach the enemy defenses.

"If you want to know the man most valuable in the successful operations of this division," suggest leading 2nd Air Division officers, "you needn't look any further than our gift from Britain, Lt. Col. King."

→ → → →

I am certain that I have omitted the names of some additional British people who were on the staff. If you have memories about any of them, or anything else about the HQ staff, I hope that you will write to me about it and I will publish it in a future issue of the *Journal* or the HQ newsletter.

→ → → →

Here are some more of the short sketches of a few of those who served at HQ. It is always interesting to me, and I hope to you, to learn about those we knew at Horsham and Ketteringham Hall. One of those was S/SGT. JOSEPH H. TRUNK. Joe's first duty upon arriving in October 1942 was as a clerk for Maj. Richard Bostick at HQ Squadron where he remembers preparing duty rosters. But he soon moved over to the officers' mess and helped Lt. L.C. Oldham take over the mess from the British. Being close to the North Sea, Joe has vivid memories of hearing and seeing in the early days, German bombing of industry and residential homes in the area. While in London he remembers the bombing of one of the hotels for servicemen. Then came the "buzz bombs" and the V-1 rockets sent over by the Germans. He also mentions the English people who were so hospitable to

him and to other U.S. servicemen. Joe says that a cousin, Col. John Pat Dwyer, was commander of a B-17 base near London; a brother, Lt. Paul Trunk, was killed on his 61st mission flying out of Sardinia in August of 1944 while bombing the supply lines during the invasion of Italy; a brother-in-law was killed in Africa in 1943; and a cousin in the Marine Corps was killed in the South Pacific. Quite a big loss for one family to bear. After discharge in September '45, Joe got married, he and his wife had five children, and now have five grandchildren. He worked for ten years as a hotel manager, then moved to Florida and joined the post office as a letter carrier. He retired in 1984 and began working part time for local banks in their mail rooms.

And I have an update from EDWARD G. SCHWARM, who says: "While my stay at HQ was quite short, about three months, before I was reassigned to the 44th BG, it was most interesting and enjoyable. I was associated with some great people for a 21-year-old shavetail — such people as Col. Hughel to whom I reported, Gen. Leon Johnson, LaPonsie, Bruce Pauly, Ivan Stepnich, and Bobby Norsen. I talked with Pauly a few years ago, had correspondence and some good times with Stepnich in San Antonio, and a rousing round of letters recently with Bobby Norsen.

"I am enclosing some papers which might amuse you, Ray. You will note the little adventure Bobby and I had early in my flying days (see page 13, Vol. 32, No. 2, Summer 1993 *Journal*). I had to give up flying PIC ten years ago after a heart attack and a six-way bypass. I still fly occasionally with an instructor as my guardian, do downhill skiing (twenty days this season), and single-hand my 32-foot sailboat. I haven't quite been able to retire completely and serve several clients of long standing in my consulting electrical engineering practice. I am very fortunate.

"The 2ADA Amateur Radio Net is going well. We have about 45 members, and 10-20 participate each Tuesday morning. They come from California, Alaska, Alabama, Florida, U.K., and places in between. It is great fun to hangar fly with the old gang. Thanks again for keeping us informed and interested. From a green-nosed eight ball, Ed."

→ → → →

Elsewhere in this *Journal* is information about the new book *Over Here*, by Steve Snelling of the *Eastern Daily Press*. Reports are that it is very well done with lots of pictures of 50 years ago and includes HQ people, etc. I have ordered a copy and hope to receive it soon.

If you haven't already done so, get your registration form in for the 2ADA 50th Annual Convention in Irvine, CA, May 23-26 (see pages 35 and 36).

I am writing this in December, and you should receive it in February. I trust that everyone had a happy holiday season, and now we can all look forward to spring! ■

# And He Didn't Even Wear a White Hat!

BY ERIC HAWKINSON, FORMER EDITOR, 7TH PHOTO RECON GROUP JOURNAL (8TH AF)

*Editor's Note: Last winter, at the Dallas Southwest Regional Reunion, Honorary 2ADA President Jordan Uttal and then 2ADA President Geoff Gregory arranged for a prolonged tour for the 2ADA attendees which included a really delicious barbecued rib dinner in the hometown of Gene Autry, the metropolis of Tioga, Texas. This is the story of this WWII Army Air Force veteran, Gene Autry. Primary information sources: Gene Autry, Maxine Hansen, Alex Gordon, and Mary Lou Colbert Neale.*



The mind plays funny tricks, and my mind is no different, I guess, from that of anyone else. Over the years I had the idea that in WWII Gene Autry the cowboy singer sacrificed his career as a singer and film cowboy star to become a glider pilot in the U.S. Army. I was wrong. He sacrificed his career all right, but it wasn't a glider he piloted. Autry signed up for the Air Force on July 5, 1942 and his induction took place on July 26, 1942 in Chicago. He was sworn in on the air during a broadcast of "Melody Ranch" at the Pentagon's request and entered the service as a Tech Sergeant, ASN 1609910.

Mary Lou Colbert Neale wrote concerning Gene Autry: "I really do not think he flew gliders . . . I have a great picture of Autry in an aircraft he ferried. We were stationed at Love Field at the same time."

Mary Lou was a pilot in the WASP (Women Airforce Service Pilots) organization.

It took a few months for me to be definitely corrected, but it did happen, and with authority of no less than The Man himself!

"Back in the Saddle Again" is one of many Gene Autry songs I learned to sing way, way back. As a favorite entertainer for many of us we were pleased back in the war years when he entered the service. In August of 1993 he told your writer:

"I never flew gliders. I did fly a variety of planes such as the AT-6, B-24, later called the C-109, and the C-47. I was stationed with the Ferrying Division of the Air Transport Command. I trained at Luke Field and also Thunderbird Field and Phoenix Airport, all located in the Phoenix area.

"I ferried planes over the Burma Hump as well as across the United States. Mostly I flew C-47s transporting supplies and fuel. Hope this answers your queries. My very best wishes to you always . . . Warmest personal regards, Gene Autry."

(Autry was ferrying fuel, ammunition and arms in the China-Burma-India Theater of Operations over the Himalayas, the hazardous air route known as "The Hump.")

From induction in Chicago, Gene Autry transferred to Santa Ana Air Force Base for a short time to do his basic training. Following this stint he then transferred to his home



## TECH SERGEANT GENE AUTRY

base at Luke Field, Arizona and was with the 66th Squadron, still a Tech Sergeant. He was at Luke for a year and a half. He logged time in larger aircraft and was then accepted for flight school at Love Field in Dallas. He received his promotion to Flight Officer and then was transferred to the Air Transport Command. At Love Field Gene was in the 91st Ferrying Squadron of the 555th Army Air Base Unit. His flight officer status became effective June 21, 1944 and lasted until June 18, 1945.

When the air war in Europe ended, he was reassigned to Special Services. Mr. Autry took a USO troupe to the South Pacific for about two months. When the Japanese surrender was announced on August 14, the troupe headed back to the United States. Autry became a civilian.

What is the latest with the singing cowboy turned Air Force pilot?

Back on the charts again! Gene Autry made a pop music comeback — at age 85. The soundtrack from the hit movie "Sleepless in Seattle" has given Autry's trademark song "Back in the Saddle Again," recorded in the late 1930s, new life.

"Back in the Saddle Again has always been a pretty good seller for me," Autry said. "It's nice they're playing some of my songs again." The soundtrack sold more than 2 million copies and was on *Billboard Magazine's* music charts for several weeks, including a week at No. 1. Autry and friend Ray Whitley wrote "Back in the Saddle Again."

"It was just one of those things," he said. "A song comes to you." Autry owns the rights to the song. Now decades after he last sang in public, he is again pocketing royalties, though he declined to disclose his cut. "They called us (Autry and his wife Jackie) and said they wanted to use it in a movie," Autry said.

Let us take a nostalgic look at Gene Autry, America's first and favorite singing cowboy. Autry's career has spanned more than sixty years in the entertainment industry, a career which has encompassed every facet of the business, from radio and recording artist to motion picture cowboy star, television star, broadcast executive, and major league baseball owner.

Gene Autry is the only entertainer to have five stars on Hollywood's Walk of Fame, one each for radio, records, movies, television, and live theatrical rodeo performances.

Beginning his radio career in 1928 and making his first recordings a year later, he was, by 1934, America's favorite cowboy, voted the No. 1 western star by the theater exhibitors of America and by 1940 placing fourth (after Mickey Rooney, Spencer Tracy and Clark Gable) in *Motion Picture Herald's* annual poll of all stars in terms of box office drawing power at the nation's theaters!

In addition to his success in movies, Gene continued on radio, and for sixteen years, until 1956, Gene Autry's "Melody Ranch" radio show was heard weekly over the CBS Radio Network. In 1950, Gene Autry became the first major movie star to enter the television medium, and for the next five years he produced and starred in 91 half-hour episodes of "The Gene Autry Show," as well as producing such popular TV series as "Annie Oakley," "The Range Rider," "Buffalo Bill Jr.," and "The Adventures of Champion."

Gene Autry has appeared in 94 feature films and he has made 635 recordings, over 200 of which he wrote or co-wrote. Some of his best known movies are based on his hit records, including "South of the Border," "The Last Roundup," "Mexicali Rose," "Goldmine in the Sky," "Sierra Sue," "Down Mexico Way," "Strawberry Roan," "Riders in the Sky," and "Call of the Canyon."

Even though I am well over seventy years of age, I think I remember the words to all but two of those songs I sang in my youth. My best buddy in high school tried to teach me to sing a duet with him on "Mexicali Rose." The rest I sang solo.

Autry's records have sold over 50 million copies and he has more than a dozen gold records, including the first record ever certified gold for over a million copies sold, "That Silver Haired Daddy of Mine." Another, "Be Honest With Me," was nominated for an Academy Award. His Christmas and children's records like "Here Comes Santa Claus" and "Peter Cottontail" went platinum for over two million sold, and the second all-time best selling single, "Rudolph the Red-Nosed Reindeer," boasts over 25 million in sales! ("White Christmas" is Number One.)

(continued on page 26)

# Your Heritage League

BY CRAIG A. BEASLEY

Important! Please send in your Heritage League dues promptly! Send to: Ruth Anderson, Vice President Membership, 10159 Highgate Circle, Knoxville, TN 37931-3124.

At the Heritage League meeting in Milwaukee last June, Billy Johnson had lithograph copies, signed by artist Paul R. Jones, of his painting "Liberty's Light Restored." Mr. Jones contributes \$5 to the Heritage League for every copy purchased. If you are interested in purchasing a copy of "Liberty's Light Restored," contact Billy Sheely Johnson, 600 Sandhurst Drive, Petersburg, VA 23805.

Several times I have had the opportunity to visit the Hill Air Force Base Aviation Museum. On behalf of the 492nd Bomb Group, my dad, Willis Beasley, and I, on behalf of the Heritage League, donated a painting to the Heritage Foundation of Hill Air Force Base in Ogden, Utah. They were very eager to receive the picture and agreed to circulate membership applications for the Heritage League. I found it very interesting that the Hill Air Force Base Foundation found a B-24 in Adak, Alaska and have sent it to CalAir in California for restoration, after which it will take its place alongside the many other restored WWII planes they have on display. Most recently they completely restored a B-29. If you are in the area, it is worth the 40-mile trip north of Salt Lake City to visit the museum.

It is with sadness that I must report that Ruth Berkeley has passed away. For those who wish to make a donation in Ruth's name, the family requests that cards be sent to their house and donations sent to St. Matthias Episcopal Church, Main Street and Maple, East Aurora, NY 10452.

Please get your grandchildren interested in this year's Heritage League Essay Contest! The deadline for entries is April 1, 1997. Essay contest guidelines can be found on page 26.

And now the other two winning essays from last year's contest:

## My Grandfather's 12th Mission BY JOSHUA CRAFT

It is Sunday, August 6, 1944. The jeep's familiar squeal immediately wakes my grandfather up. A voice yells, "Bechtols and McCormick, drop your dreams and don your socks — breakfast at 4:45." This signals Harry Craft and Joe Schelzi to wake up and get ready; it's time for "Bachelor's Bedlam" to fly its twelfth mission.

My grandfather and the rest of his crew had learned of their mission the night before, after dinner, when he found the name McCormick posted. He was no substitute this time; he was flying. He was tense, his heart rate increasing and decreasing throughout the day. He pulls on his socks, brushes his teeth, douses his face with water, and pulls on his uniform, including long johns, wool pants, a heat wired jump suit with feet and hand attachments, shirt and sweater, a flyer's fleece-lined leather pants and jacket, a flyer's leather hel-

met, scarf, gloves, and fleece boots.

The briefing started at 5:45, headed by Major O'Neal. My grandfather and the rest of his crew came to the plane shortly after to prepare for a 7:00 takeoff. "Bachelor's Bedlam," B-24J, 458th Bomb Group, was loaded with twelve five-hundred pound general purpose bombs, and twenty-four hundred gallons of fuel.

They took off from Horsham St. Faith airfield, near the city of Norwich. The group flew east to Soltan and then turned ninety degrees north to the I.P. (Initial Point) and Bucholz. Flak, exploding pieces of .55 mm canisters, met "Bachelor's Bedlam" near Weyhe, Germany, but no damage occurred.

As the plane approached the I.P., vision, because of flak and bomb bursts, was not as clear as it had been before. Five minutes before bomb drop, the crew spotted a huge flak cloud, one thousand feet thick and one mile long. It was all they could see. The sound of aluminum being pierced by shrapnel was now a constant.

At the proper time Joe Schelzi tripped the bombs on verbal code, which were later determined to be accurate. Fortunately, "Bachelor's Bedlam" was not hit at this time. Other planes didn't have such luck. A plane turning right was hit, one of its wings fell off, and it started to fall. Only four chutes were seen coming out. Another plane, probably hit in the gas tank, just burst into pieces.

Then BOOM! Something right above my grandfather's head had been hit. In the navigator's position, you're at the pilot's feet, so he knew something above him had been hit. When he turned around there was a hole about the size of an orange right through his 12" compass. McCormick reported his leg had gone numb, and Davis, the copilot, took over.

There was a hole the size of a golf ball in McCormick's knee. He took it well, especially since it was sixty degrees below zero, and his blood froze in mid-air. Fortunately, the bleeding stopped quickly and was bandaged.

The plane had fallen behind, but it filled in a spot in the 389th's formation. They headed to Bad Segeberg, looped west at the 54th parallel, and met light flak at Itzehoe. "Bachelor's Bedlam" shot off its red flares to signal an injured airman, and an ambulance awaited them when they landed. The mission was over.

McCormick had nine weeks of rehabilitation, and then flew another plane. Mel Fields flew "Bachelor's Bedlam" for the remainder of the war. She and her crew spent seven months in England and flew thirty-five missions.

## Honor and Remembrance BY MIKE WALTON

A library is a quiet place in which one can learn, understand, and reflect upon history. The 2AD Memorial Library in Norwich, England stands out because of its purpose and location. Its purpose is to honor those who served in World War II, and the location was chosen so that the English could visit and

never forget the Americans who helped save their country. Even today, young and old come to visit so that they can learn, understand, and remember. The 2AD Memorial Library is more than a collection of wartime souvenirs. The Roll of Honor, flags, maps, tailfins and books on American culture tell only part of the story. Within the library's walls are aging diaries kept by those who served. They echo the battles and emotions of the war years in England. The library grounds consist of a fountain which was made out of stones taken from every state. It is significant that all states are represented, since all states sent young men to fight and die. Collectively, these men represented our nation. The shape, size and color of the stones are as varied as the men who arrived in England to fight there.

Early in the war, France had fallen as well as most of Eastern and Western Europe. England stood alone defending its shores and trying to maintain a foothold in Europe. It was England that continued what seemed to be a futile war against Hitler. The United States entered the war, and suddenly there were thousands of troops on their way. Air bases sprung up all over England. Stars on airplane wings identified the presence of American bombers in British skies. When Prime Minister Churchill spoke of Britain's finest hour, the Americans were a part of it.

My grandfather, Thomas F. Jeffers, had to leave his wife and unborn child to join the war effort. He flew out of a base in England only to be shot down over Germany. Captured by the Germans, he remained in a prisoner of war camp for months. Death, destruction and deprivation were all around him. The English and the Allies fought on and finally defeated the Germans. The English realized that if it had not been for the Americans, they might have lost their country.

In 1993 my grandfather went back to England to visit the 2AD Memorial Library. Like others, he visited the library because he wanted to remember his fallen comrades. He wanted to relive old memories and learn what happened to those he used to know. Above all, he wanted to show respect to the memory of his friends who never made it home, knowing Europe became their final resting place. The library was a little piece of the United States in England, so in a way, it was like going home.

Tragedy struck the library after his visit when a fire destroyed the building. Many of the irreplaceable items there were saved, but not all. Luckily, many people dedicated themselves to rebuilding. With the same valiant effort usually reserved for war, the members of the Second Air Division Association regrouped and started over. With the donations of money and memorabilia, the library will be rebuilt.

The new library will rise like the legendary phoenix from the ashes. Like the men who fought there years ago, it continues its noble

(continued on page 26)



## 389th Green Dragon Flares

BY FELIX B. LEETON

One of the interesting things about being an ancient warrior is that the slightest bit of information can send one into flights of memory and speculation that can spread into almost limitless fields!!

My most recent example happened when I learned that B-24 SN 41-28948 was returned to the ZI on October 15, 1945. The ship was from the 565th Squadron and had the tail marking "-K." It had been in Switzerland since July 12, 1944 when it landed at Boden Birsfelden, Basel, Switzerland. The crew was Thomas Vann (P), Robert Stone (CP), Leon Rosenthal (N), David Brick (B), William Dwyer (RO), Earl Field (TT), George Ristom (TG), Glen Cusic (WG), Roland Rhodes (WG), and Perry Trotter (BT).

I remember the mission well. We came off the target (Munich) in good shape, but soon got the news that -K was falling out of formation and trailing some smoke. I sweated them out, as I knew Vann and Rosenthal and wanted them to make it to Switzerland.

Tommy Vann was a star high school football player in Knoxville, Tennessee and was predicted to be the next U of Tennessee All American tail back. The war heated up and changed all that. I remembered the name, and when I caught up with him at Hethel we talked some about the "auld sod." He also had a bottle of bonded bourbon that he

was saving for his last mission celebration.

"Rosey" Rosenthal was a popular figure who entertained by his tales of woe regarding the insensitivity of the USAAF in its dietary treatment of its Jewish members. Bacon and ham were often mentioned. He also spread some background about the enemy. Having led a sheltered life, I was not too well versed about the conditions in Nazi Germany. "Rosey" did *not* want to go down in German territory.

We kept our fingers crossed as -K peeled off toward Switzerland, and were much relieved when we were told at the debriefing that they had landed in Basel.

After the war Vann went back to UT and played a bit of football for, now, General Neyland, but never regained the star status. He went on to become a successful paving contractor, married a delightful lady and has a nice family. We met occasionally socially and would mention the Hethel days, before either of us knew about the 2ADA. All was going well until he had a heart attack. He was given CPR but was brain dead and lived in a coma for about 20 years!

Marge and I were at breakfast in a Norwich hotel at the 1987 convention when I overheard the conversation at the next table where one of the men mentioned that he had been interned in Switzerland. Being nosy, I couldn't resist butting in to ask when. Getting the 12 July date, I asked if he knew Vann who had been interned at about that time. Col. (Ret.) Bob Stone announced that he had been the copilot.

Wrap-up: Bob reports that "Rosey" Rosenthal died of a heart attack in the '60s and that he had kept up with the Vann situation. Bob's table-mate in Norwich was Col. (Ret.) Ted Katz. Bob Stone, Ted Katz, and I are the only people mentioned in this article who are currently members of the 2nd Air Division Association.

Bottom line: In spite of my best efforts, I was too late for the bourbon!



BY WALTER J. MUNDY

The last issue of the 467th Newsletter, Volume 15, December 1996, was the last issue with Phillip Day as editor and publisher. Volume 16, No. 1 will be edited and published by Robert A. (Rob) Davis, son of Marvin Ralph Davis, past president. Letters and articles with information about the 467th should be addressed to Rob at 1654 Flesher Avenue, Kettering, OH 45420. Phillip has dedicated the last fifteen years as editor and treasurer of the association. He has answered hundreds of historical questions and mailed out thousands of Poop Newsletters. Phillip will continue as treasurer of the association, so keep those contributions flowing.

The next 467th Association convention will be September 23-28, 1997 and will be headquartered at the Nevele Hotel and Resort at Ellenville, New York. We will tour West Point Military Academy and President Roosevelt's estate at Hyde Park. It has been many years since we have had a convention in the New England area. This convention will be especially memorable as a salute to Col. Al Shower, who was a Class of 1935 graduate of the U.S. Military Academy.

**MEMBERSHIP:** I am working on a proposed program to increase attendance and participation by 467th members, and will address some of these issues with members of the membership committee at the next 2ADA Executive Committee meeting.

I am looking forward to my second Executive Committee meeting as there are a lot of business items on the agenda, the Mighty Eighth Heritage Museum B-24 and 2nd Air Division presence being major considerations. The bronze B-24 for the Air Force Academy and the wood model are of great interest. Since our last convention at Savannah and our visit to the museum I have had a lot of comments and interest in increasing the 2AD image there. General Shuler has advised me that the museum is working to improve the B-24 and 2AD role in the Mighty Eighth Heritage Museum.

## 467TH MEMBERS HONORED BY SAR



Topping the Annual Meeting and Awards Dinner staged by the 1st New York Continental Chapter of the Sons of the American Revolution (SAR) in May, 1996 was the honoring of five members who served in the Armed Services. One of them was Clyde E. McDannald (left), a highly decorated bomber pilot in World War II. He was given the War Service Medal by fellow compatriot Col. H. Harding Isaacson, a previous recipient. Both belonged to the 467th Bomb Group in England but never met until they joined the SAR.

**DONATIONS TO MIGHTY 8TH HERITAGE MUSEUM:** We arranged to have a copy of the only color movie tape of an 8th Air Force combat mission donated to the museum. We also donated sixteen copies of the *History of the 467th*, several as reference copies and the balance to be offered for sale at the gift shop. Books, documents, photographs and flight equipment were also donated, including my parachute harness, B-24 bag, helmet, goggles and oxygen mask. All items were received and donations were documented by the staff of the museum. ■

## HERITAGE LEAGUE (cont. from page 24)

mission. To quote Tom Eaton, Chairman of the Board of Governors:

"As it has been said, there are only two forces in this world, the sword and the spirit; and in the end, the spirit always wins."

It is the 2AD Memorial Library that will keep the spirit of friendship and sacrifice alive long after the people who fought the war have passed on. Out of darkness comes sunlight, and whether it is victory in war or rebuilding and renewal of the library, the bond continues between the English and the Americans. Like gold tested by fire, they have both become stronger.

## Heritage League Essay Contest Guidelines

### SECTION I: GENERAL RULES

The Heritage League Essay Contest is divided into three levels of competition: grades 4-6, grades 7-9, and grades 10-12.

(1) Contestants must prepare their essays without assistance other than that needed through personal interviews of veterans, etc.

(2) Any quotations or copyrighted material used must be identified properly. The contestant shall be fully responsible for the use of such material. Failure to identify non-original material will result in disqualification.

(3) The Heritage League shall have the right to edit, publish, and otherwise duplicate any essay entered for use within the *Heritage Herald* and/or the *2ADA Journal* without payment to the author.

(4) The deadline for receiving entries is April 1, 1997. All entries are to be forwarded to the Heritage League President: Craig A. Beasley, 3459 Celebration Drive, West Valley City, UT 84120.

(5) Awards will be presented at the 50th Annual Convention of the Second Air Division Association, to be held in Irvine, California, May 23-26, 1997.

### SECTION II: QUALIFICATIONS FOR CONTESTANTS

(1) The contest is open to all descendants of 2ADA veterans and fallen comrades in the grade levels specified in Section I.

(2) Participants must enter the contest by submitting their essay to the Heritage League President, Craig Beasley, who will forward it to the judging team.

### SECTION III: CONTEST RULES

(1) The official broad subjects for entries shall be chosen from the following list (topics may be narrowed as necessary):

- (A) "What is the Significance of My 2ADA Relative's Military Service During World War II?"
- (B) "The Purpose of the Heritage League"
- (C) "A Day in the Life of a 2ADA Veteran During World War II"

(D) "Life at \_\_\_\_\_ Airfield During World War II"

(E) "Freedom: Our Most Precious Heritage" (as it relates to World War II)

(F) "Why I Would Like to Visit the Old American Bases in East Anglia"

(G) "The B-24 Liberator" (may be specific about particular positions and their duties, and/or the role of the B-24 in World War II)

(H) "Why I'd Like to Ride on a Restored B-24"

(I) "What are the Ties That Bind the Americans and British Since World War II?"

(J) "What is the Significance of the 2AD Memorial Library in Norwich, England?"

(2) Essays must be typewritten (double spacing required) or neatly handwritten in ink.

(3) Essays shall contain no less than 300 words nor more than 400 words (grades 4-6), no less than 500 words nor more than 600 words (grades 7-9), and no less than 700 words nor more than 800 words (grades 10-12). In determining the number of words, every word must be counted, regardless of length. In footnotes containing quotations, the quoted material must be counted as part of the text.

(4) Each entry must begin with a title page containing the following information: name, address and telephone number of the author, grade level, and total number of words contained in the essay.

(5) The chosen title should be on the top of the first page as well as on the title page.

(6) Each page, including the title page, should be stapled together, not paper-clipped, in the upper left hand corner.

(7) Each entry will be numbered by the essay contest chairperson on the title page and a corresponding number will be indicated on the actual manuscript. The title page will be detached so there will be no identification for the entries other than the chairperson.

(8) Judging will be completed by a panel of three judges who will individually rank the entries. Their combined ratings will determine the winner.

(9) Any protest in the conduct of the judging team must be made immediately after the condition is noted that brings about the protest. Protests received other than immediately after the winners are announced will not be considered. The essay contest chairperson will decide all protests in conformity with the contest rules. The decision of the contest chairperson is final and no higher appeals will be recognized.

### SECTION IV: SCORING

Scoring procedures at all levels of the contest will be identical and will conform to the following schedule of points:

- (1) Material Organization (interpretation of subject, adherence to theme, and logic) . . . 40 points
- (2) Vocabulary and Style (diction, phraseology, and continuity) . . . 30 points
- (3) Grammar, Punctuation, and Spelling . . . 20 points

(4) Neatness . . . 5 points

(5) Adherence to Contest Rules . . . 5 points

### SECTION V: PENALTIES

(1) Failure to write on one of the ten topics listed in Section III, or a topic closely related to one of the ten topics listed, will result in disqualification.

(2) Failure to identify the total number of words in the essay: deduction of 5 points.

(3) Failure to stay within the prescribed number of words: deduction of 5 points for each 25 words over or under the specified number.

(4) Failure to double space (if typed) or write in ink: deduction of 5 points.

### SECTION VI: AWARDS

The following are the only awards to be given at various levels of the contest:

The Heritage League will award medals for the first, second, and third place winners in each of the three designated grade levels.

In addition to first, second and third place medals at each level, first place winners will receive a \$100.00 U.S. Savings Bond. ■

### GENE AUTRY (continued from page 23)

Autry's great love for baseball prompted him to acquire the American League California Angels, and his ambition today is to build a bigger and better baseball club, win the pennant, and be in the World Series.

Gene said, "A long cherished dream came true with the opening, in November 1988, of the Gene Autry Western Heritage Museum, which is visible from Interstate 5 (Griffith Park: 4700 Western Heritage Way) in Los Angeles. This museum has been acclaimed as one of the finest museums in its depiction of the history of the American West and for its displays of authentic historical artifacts and collections of paintings, bronzes, costumes and coverage of all aspects of frontier life from the Conquistadors to the cowboys of today.

In the late 1980s, Gene Autry and his movie sidekick Pat Buttram (who always called him "Mr. Artery") hosted 93 episodes of the 90-minute "Melody Ranch Theater" show on the Nashville Network spotlighting the telecasting of his old Republic and Columbia movies. The show was one of the highest rated programs on TNN and the films were shown several times a week and repeated over a dozen times each year.

Among Gene Autry's many honors and awards are the National Cowboy Hall of Fame induction, the Songwriter's Guild Life Achievement Award, and the Hubert H. Humphrey Humanitarian of the Year Award.

Funny thing, when I was a Seattle resident in the pre-war years, we used to sing "Back in the Saddle Again," and now "Back in the Saddle Again" is the theme song for "Sleepless in Seattle."

Gene Autry and his music have a definite way of growing on you! So, here he is in 1997 at age 89 and still batting a thousand in everything he does! ■

# The Castle Air Museum, Atwater, California

SUBMITTED BY CHARLES SILL (93RD) AND JOHN M. ERICKSON (445TH)

The Castle Air Museum is an outdoor museum with 42 military aircraft on display. There is also an indoor museum housed in a WWII barracks building which has a number of artifacts ranging from the World War II era to a B-52 cockpit simulator. The aircraft range from a B-18 to an SR-71 and include bomber, jet fighter, trainer, transport, and utility aircraft. Highlights of the collection include a B-24, RB-36, KC-97, KC-135A, B-25J, F-104, F-105, FB-111, B-47, and B-52D. The museum also has an F-4 Phantom II, painted as a Thunderbird aircraft after it was determined that it had actually been one of the Thunderbirds for four years. In addition, there are an F-80, F-84, F-86, F-89 and F-101, Douglas B-26, C-45, C-46, C-47, C-56 (Lodestar), RB-57, BT-13, AT-6, Douglas B-18 and B-23, B-45 and C-123, plus several utility types. There is also a B-29 with Korean War era markings of the 28th BS, 19th BG, a WB-50 and a RAF Vulcan. The restoration crew is about to begin work on a C-54E/R5D. The museum would like to have one or more World War II fighters, but none have become available.

The Castle Museum should be of particular interest to 2ADA members, as the museum has a B-24. It currently has the tail markings of the 93rd as they were originally in March 1944, but will very probably be repainted soon with the colored tail markings as they were from April 1944 on. This particular aircraft was found in Bolivia and came to Castle several years ago

in pieces. It had been converted to carry cargo. The museum restoration volunteers rebuilt it to B-24 configuration, using turrets, etc. from several sources, including a couple of turrets from a B-24 that crashed in a lake in the Sierras in 1944. It is displayed as a B-24M-5CO, tail number 441916. It is fairly complete, but does not have any bomb racks, as they were unable to locate any in usable condition. One noticeable change in the cockpit is that the instrument panel has flight instruments for both pilots. Building a new panel in the original configuration has been discussed, but so far the maintenance and restoration work load hasn't provided any time to do that. Unfortunately, either the research into the background of the aircraft was not done or has been lost, so it is not known exactly where it came from or its history. At any rate, a visit to Castle would give 2ADA members a chance to show their children and grandchildren what a B-24 really looks like. The museum also has several other aircraft not usually seen in other museums. The RB-36 is one of a very few in existence, as are the B-18 and B-23.

The museum was established under Air Force sponsorship and was originally intended to display the aircraft used at Castle when it was a basic flying school and later by the 93rd Bomb Wing (and 93rd Bomb Group). Castle was the post-WWII home of the 93rd until the base closed on September 30, 1995. Aircraft

used by the 93rd include the B-24 (of course), the B-29, the KC-97, the B-47, B-52, and the KC-135.

With the closure of the base, the museum is now operated by the non-profit Castle Air Museum Foundation and is self-supporting through admissions, memberships, and donations. Restoration and maintenance of the aircraft is done by volunteers. Some donations by groups and individuals are designated for the maintenance of specific aircraft. All but one of the displayed aircraft are owned by the Air Force Museum at Wright-Patterson AFB. They do not, however, provide any financial support for the Castle Museum.

The Castle Air Museum is located at Santa Fe Drive and Buhach Road in Atwater, California. It is about two miles east of SH 99 and there are signs on the freeway showing the exit (Buhach Road). Atwater is about 120 miles south of Sacramento on State Highway 99 and about six miles north of Merced, one of the gateways to Yosemite National Park. Museum hours are 10 am to 5 pm in the summer months and 10 am to 4 pm in the winter. There is a snack bar type restaurant and a gift shop on the grounds. There is ample free parking, including room for motor homes and other types of RVs. Admission charge is \$5.00 for adults, \$3.00 for seniors, \$2.00 for children 12-18, and children under 12 are free. An Internet web site is in the works and should be online soon. ■

# The Kalamazoo Air Zoo, Kalamazoo, Michigan

SUBMITTED BY DICK GIESING (392ND)

The Kalamazoo Aviation History Museum is dedicated to educating the public about the contribution of air power to the Allies' success in World War II and to preserving the aviation heritage of this nation for present and future generations.

The museum is unique in that most of the aircraft displayed have been restored to flying condition and are demonstrated at air shows throughout the United States and Canada.

Prominent among those planes comprising the museum collection are the Curtiss P-40 "Flying Tiger" and the three Grumman "cats" — the "Wildcat," the "Hellcat," and the "Bearcat" — that inspired the museum's nickname, the Kalamazoo Air Zoo. Other famous aircraft on display include the Boeing N2S-5/PT-17 Stearman, the Spanish version of the Messerschmitt HA-1112-M1L (Bf 109), the North American SNJ-5/AT6-G Texan, the Chance Vought FG-ID/F4U Corsair, the Republic P-47D-40 Thunderbolt, and several others. All Kalamazoo Air Zoo airplanes are World War II originals, authentic award-winning restorations and rare, historic specimens.

In addition to the aircraft displayed in the hangar, there are other informative exhibits, including engines, instrument panels, a Link Trainer, and models of many of the aircraft

flown by both the Allied forces and the Axis powers during World War II. As you enter the exhibit area of the museum, your eye is caught by the first of many exciting and educational displays of World War II memorabilia. Vying for your attention are panoramic photo murals, mounted engines and propellers, championship trophies, military aviation uniforms worn by WWII men and women, framed photos of wartime newspapers, and a Kalamazoo Room of aviation artifacts donated by local citizens.

For those interested in the maintenance, overhauling and restoration of planes, the museum maintains a technical library on aircraft of the 1930s and 1940s. The library is open to the public and is available for research and reference during the museum's normal visiting hours. In a well-equipped workroom, much of the detail work in maintaining and restoring museum aircraft is carried out, and visitors may view the restoration of the planes on weekdays while the work is in progress.

Schematic panoramas of the first U.S. offensive of the war at Guadalcanal in August 1942, and of the D-Day invasion of Europe in June 1944, provide an unusual perspective of these historic events.

Its exterior walls bedecked with the flags of those nations who struggled for air supremacy

and ultimate victory in World War II, the Kalamazoo Aviation History Museum is more than just a collection of aircraft and aviation memorabilia. It is a permanent tribute to the men and women who then served and who now serve their countries in the air.

The city of Kalamazoo, Michigan is located at the junction of north-south 131 and east-west I-94. To reach the Kalamazoo Air Zoo by road, travel on I-94 to Exit 78 (Portage Road exit). Take the south ramp off I-94 onto Portage Road. Then proceed south past the entrance of the Kalamazoo Municipal Airport to Milham Road. Turn east (left) on Milham Road and drive one-quarter mile to the entrance and parking area of the Kalamazoo Aviation History Museum at 2101 East Milham Road.

And because the museum is located on the premises of the Kalamazoo Municipal Airport, it is easy for a pilot to fly in. Upon landing, simply ask ground control for directions to the museum — and taxi up!

The museum is open Monday through Saturday from 10 am to 5 pm and Sunday from 1 pm to 5 pm (closed on holidays). Admission is \$3.00 for adults; \$1.00 for seniors and children age 7-11. Children under 7 are admitted free. For further information you may call the museum at (616) 382-6555. ■



## 392nd B.G.

BY J. FRED THOMAS

Before I start running a number of things by you, we congratulate Ray Pytel on the outstanding Winter 1996 *Journal*. I can't recall a better one. The selection of stories and reports were great. You've spoiled us, Ray. What's for an encore? (Ed. Note: No matter what you say, Fred — you ain't gettin' more than one Letter to the Editor in each issue!)

Now, about that running. I don't know who or what is running the calendar, but it's out of control. One day it was Halloween and suddenly it was Thanksgiving. As I write this it is Christmas time. We hope you had a great one. I had forgotten when you read my last report; therefore you didn't get our best wishes as we would have liked. You read Oak Mackey's message and he begins, "It is now November." He must have been an airline pilot, always thinking ahead.

Since my last report, we have had some good news and some bad news. The worst was when we had a call on October 27 saying that our crew's copilot, Donald Whitford, had died that day at his home in Jacksonville, Florida. It wasn't too unexpected, as Whit had been in declining health for two years or more. Elva and I were able to attend the funeral on October 30. I was honored to be a pallbearer, but it is something more than a little traumatic when you find yourself bearing a friend and comrade of fifty-two years on his way west. Whit was a good man. He left two fine, well-educated sons; one married with three children. As sad as it was, it was a breath of fresh air being in their company. Whit was like many cadets who graduated in December 1943. He wanted to be a fighter pilot, but instead, he was handed the right seat in a B-24. He never complained; in fact, I can't remember him complaining about much of anything. I couldn't have had a better copilot. He let me do all the cussing of the Army, or anything else that needed cussing.

### 392ND BOMB GROUP ANTHOLOGY:

#### 20th Century Crusaders

Edited by Bill & Marge Braddock

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**Colonel Joe Bush dedicates memorial obelisk at Wendling, 1945**

Ironically, our 392nd BG had taken another hit when Karl Stupski died there in Jacksonville just two days before Whitford. Karl and his wife were friends of the Whitfords, and there was Emily visiting Karl's wife when Whit's funeral was only two days away. An odd and cruel quirk of fate.

There are articles in the Winter issue of the *Journal* to which I will refer. One is the article on the Pima Air & Space Museum by Ralph Elliott. We enjoyed it, since Elva and I visited the museum in September. I enjoyed it as much as any air museum we have visited, and that is more than most. We didn't meet as many of the managers as Ralph did, but those we did meet were most friendly and gracious. One gentleman told me he would like to find some B-24 men so as to interview them and make a documentary. I came home and went through our 2ADA roster, and sent him about a hundred names of men who live within the Tucson-Phoenix area. We hope they can arrange to get together. Another impressive item is that B-24 that Ralph mentioned as being in Hangar 3 — it is the cleanest and shiniest B-24 you will ever see. Bill Davenport and his 446th Bomb Group people contributed to the efforts of the museum, and as a result, the plane is painted in 446th BG colors. Also, the 446th BG has quite a memorial display there alongside and on the wall behind the plane. Their Roll of Honor is the center of attraction. The whole thing is well done.

Another article that we hope you read and digested is Oak Mackey's Executive Vice President's Message. He referred to several things that prey on all group VPs' minds. He gave an excellent rundown on how Evelyn Cohen and the association go about collecting the annual dues. We hope our 392nd BG members, and everybody else for that matter, have paid their dues by the time you read this. Evelyn will have her second notices out by that time and soon she will have a burr under my saddle, and that smarts. Oak put it very well.

Along with the above, Evelyn put a note in

a recent roster update which said she "dropped" 630 members last April because of non-payment of dues. I hope that will strike you as it did me. This is the sort of blow that we don't like to tolerate. I figure that's nearly 9% of our total membership. I inherited seventeen from Oak when I took the VP job again. I have written them and sent them an application form to use to rejoin us. I also asked them to write to me and let me know their reason for dropping out. I want to know if it is something we have done or haven't done that turned them off: Are we too expensive; do they feel that the average member isn't given his due regard by those of us who work on their behalf; are they not considered when convention sites are picked out, etc. If it is one thing or a number of things, we want to know about it so we can put your answers on the table at the Executive Committee meetings and see if we can correct whatever the problem might be. Of the seventeen whom I wrote, I have had two replies. One said he just overlooked paying his dues and wondered why he hadn't had anything from the 2ADA. He is coming back. The other member said he just didn't know anyone in the group anymore and hadn't attended any reunions or meetings, so he just gave it up. I will not try to push membership upon him, but I will let him know, member or not, he is still one of our family and we will be of service should he need us at any time. We do appreciate his answer and we hope we will have answers from the others. Should we get names in the spring of some who are in danger of being dropped, we will write them a similar letter. Let me know why things are so. Please don't let me lie here like an unfulfilled lover without a kiss. One thing further about membership numbers: Evelyn Cohen's list shows our 392nd BG as having 386 members. That's a pitiful shame. It puts us eighth in the division of fourteen groups, when we were the fourth oldest and one of the foremost groups in the division. We hope that informa-

*(continued on page 30)*

## Attlebridge Tales



by Earl Wassom

How are combat aircraft named? Some come from the names of wives or girlfriends back home, or fictitious seductive-looking females, or the likeness of crew member(s), or the names of hometowns, or the unusual characteristics of the aircraft itself, i.e. "Consolidated Mess." But the name of our featured aircraft was birthed from a trailing wire antenna. Antenna, you say? Yes, the antenna found on a B-24 Liberator bomber. It was a 150-foot long flexible copper wire stored internally in the aircraft on a spool-type reel, with a 10-pound lead weight on the end of it. It was used for long-range radio transmission on medium or low frequencies. Located in the radio compartment on the flight deck, the weighted cable was cranked out and trailed below and behind the plane in the slipstream. The operational manual states: "Know the length of the antenna you are operating. Full transmission may save the life of your crew." But in this story, the use of the antenna combined with weather conditions almost spelled disaster.

The pilot, A.A. Kraft, picked up a B-24, 42-52597, at the Willow Run factory in Michigan. Kraft had a new aircraft, a new crew, a new assignment to a new bomb group (the 466th), and faced new and exciting challenges. Headed for the Eighth Air Force in England in February, 1944, this new crew took flight at West Palm Beach, Florida and landed at Waller Field, Trinidad. The next day they flew to Belem, Brazil and then on to Fortaleza. Now was the time for the big hop with 2,000 miles of water and the equator to cross before reaching Dakar, the capital city of Senegal, Africa. Just beyond the point of no return . . . well, let's let James Bates, the waist gunner, tell it:

"Enroute to Dakar . . . we were caught in an electrical storm. We were lit up like little Las Vegas. The radio operator had the trailing antenna out and lightning struck the antenna entering through the catwalk leading to the nose of the aircraft. It destroyed the radio completely; the navigator earned his pay from that point into Dakar. The tail gunner was asleep near the catwalk at the time. He had a G.I. flashlight hooked to his belt, the electrical strike destroyed the flashlight, burned the fabric in his flight clothing and left a hole in the fuselage large enough to crawl through. Luckily the tail gunner was only stunned. We flew on to Morocco where the repair of the plane took place, then on to Shannon, Ireland and then on to Attlebridge. We decided the appropriate name for the plane would be "Lady Lightning."

There you have it! James Bates finished his tour of missions, flying 29 of his 30 missions in "Lady Lightning."

Not all of the aircraft stationed at Attlebridge



**LADY LIGHTNING CREW MEMBERS, April 1944.** Left to right: Carr (3rd engineer), Kraft (pilot), Danylo (tail gunner), O'Flaherty (copilot), Hughes (1st engineer), Monfort (navigator), Bates (waist gunner), Seigal (bombardier), Cless (2nd engineer), Greene (radio operator).



**FELTS CREW REUNION, 26 September 1996, 8th AF Heritage Museum, Savannah.** Left to right: Harry Bender (left waist gunner), Charles Dondes (navigator), Cody Hall (copilot), Charlie Felts (command pilot), Dick Kennedy (2ADA liaison to 8th AF Heritage Museum), Ed Weidner (right waist gunner), Clint Swanson (tail gunner), Ed Kimmel (bombardier).

were named. One in particular went by "no name." A specific air crew was never assigned to it, and as hard as the ground crew worked to keep it flying, it was just one of those "ugly ducklings." From the beginning, it was a dud. Air crews complained about it all the time, and the squadron commander, I am told, declared, "I just wish that d . . . plane would go away and never return." Wouldn't you know, that was a self-fulfilling prophecy?

On 12 March 1945, Mission #202 for the 466th Bomb Group, the Felts crew was as-

signed to A/C 44-40357 (no name) and headed out for Friedberg, Germany. At 1105 hours, the #1 engine leaked oil, the oil piled up and froze, and the engine was feathered at 1202. In an effort to keep up, the strain on the remaining engines caused a second engine to quit. At 1239 the bombs were dropped on target from 20,100 feet and they turned toward their home base and England. From that point on, a third engine started to give trouble. At 1350 hours, the whole crew bailed out, all with-

(continued on page 30)

## ATTLEBRIDGE TALES (continued)

in sight of each other over Valkenburg, Holland. They all landed safely near a cemetery and were escorted by American burial personnel to a headquarters. And so ended the saga of the demise of A/C 44-40357 as documented by Charles Dondes, navigator on the Felts crew in our group history, *Attlebridge Diaries*.

The narration goes on to say that the aircraft went into a flat spin and had a pancake landing at Sibbe. Half a century later, an invitation from the citizens of Valkenburg, The Netherlands, brought the Charles Felts crew back to Valkenburg (the site of the crash), on April 19-23, 1995. Crew members present were: Charles Felts, pilot; Edmond "Cody" Hall, copilot; Edward Weidner and Harry Bender, gunners; Richard Dondes and his wife (who represented his father Charles Dondes who was unable to attend); and Edwin Kimmel, bombardier, who was a member of the crew but was not on the ill-fated mission. A twelve-year-old Netherlands boy, Louis Bergsteyn, had picked up the pilot's cockpit window, which was intact, and kept it for fifty years. Now mounted on a 2' x 3' wooden plaque with the picture of a B-24 and the names of all crew members and their positions engraved on brass plates, it was presented to the crew. Then after 51 years, on 26 September 1996, the seven remaining crew members, Charles Felts, Edmond Hall, Ed Weidner, Harry Bender, Clint Swanson, Charles Dondes and Edwin Kimmel met again for another reunion, this time at the Eighth Air Force Heritage Museum in Savannah, Georgia. "The Window" picked up at Sibbe, The Netherlands in 1945 is now among the 466th Bomb Group treasures on deposit

at the Heritage Museum to help the generations to come to better understand those wartime experiences. So, the infamous, unwanted, unnamed aircraft #44-40357 is remembered by a window in a place of honor, while "Lady Lightning" and others like her were relegated to the scrap heap and remain only as memories.

## MEMBERSHIP DRIVE

Invitations are still being sent to 466th Bomb Group members who are not yet signed up with the Second Air Division Association. The number of new members listed in the Winter 1996 *Journal* is impressive, and you will find additional names posted elsewhere in this issue. At this time we have 377 2ADA members. But the 466th Bomb Group Association has 1288 on its roster. This number represents all known 466ers who are members of either the 8th AFHS, the 2ADA or both, as well as those who are not members of either. If you are reading these words, you have already been reached and are a member. It is the other 911 we are still trying to recruit. That number (911) has a ring of emergency — we must reach all of them! We as Attlebridgers will be stronger as a result. So, if your buddies or crew members, or children, are not recruited, let us work together to enlist them all!

## MAIL CALL

I like the feedback I am getting from you. With your letters come additional insight and with it, historical accuracy and new information. *Attlebridge Tales*, Fall 1996, gives G.W. Lumpkin's account of the 25 April 1944 mission to Mannheim. Recently I received reinforcement for my previous story from Bill

Tikey, squadron lead on that mission. He relates the following:

"We were flying 'Slick Chick' and I was leading the 'last of the last.' Major Herman Laubrich was my copilot. He was a good squadron commander (785th) and the enlisted men loved him because he cared about their well-being."

Bill goes ahead to say, "I have letters from my navigator, Hank Tevelin, and (then Captain) Col. Harold Berman, who were on this raid. Harold was our group navigator who states that he flew in the nose as pilotage navigator (next to bombardier Francis Spigelmire) and believes he first saw the elusive target and told 'Spig' to turn right. I believe it actually happened this way, and a lot of credit is due Harold as well as 'Spig' on this mission. The short bomb run was very successful, and the flak in that (hole in the sky) was the worst I've ever seen . . . Lumpkin was right! It was brutal!" Tikey exclaimed, "This is one of my most memorable missions!"

Welcome news from England: Earlier, I reported concern for Donald Thomson's health. Don and Cathy are part of our support team at our Attlebridge Memorial. I have received word that Donald has apparently beaten cancer and has returned to work. His tests show no signs of tumors, and his hair is now growing back. He is disappointed that it is grey instead of the original dark brown, but on the brighter side, he reports that it is much thicker than in recent years.

Our hearty congratulations to our own Colonel Richard C. (Dick) Baynes, who has been elected to a four-year term as Director, 8th Air Force Historical Society! ■

## 392ND BOMB GROUP (continued)

tion will cause you the concern that it does me. We have maybe a thousand names on the 392nd BGMA list. I will do all I can to improve our membership numbers in the 2ADA, but I will need your help.

Oak Mackey also mentioned the AFA 50 celebration at Las Vegas in April. That should be well worth attending. My son, who is president of the O'Hare Field chapter of AFA, and I have made our reservations. We expect to see a great many of our members there, and we are hopeful about seeing some with whom we trained in cadets or otherwise.

We had two inquiries recently from people who wanted information about their kin who served in WWII. One was from an active Air Force man who wanted to know what happened to the plane "Pink Lady" so he could surprise his father-in-law, a Mr. Thrower, who was a member of the crew of the plane. Ernie Barber helped me with that one — the plane was blasted over Friedrichshafen after Thrower

had flown it. We could find no picture of it. The other inquiry was from a younger man who wanted to know about his kin who was KIA with the 392nd BG. We found a good report of that mission in Bob Vickers' book *Liberators from Wendling*. We sent the information along to those asking, along with applications for membership in the 2ADA. I also suggested to the man from Florida that he take his father-in-law to the 392nd BG reunion at Orlando. He should be able to get more information there. Regardless, we do what we can for those asking. It indicates that some do remember that WWII was a serious matter.

A couple of items of good news. We have kept in touch with Myron Keilman, our 579th Squadron CO. I'm sure many of you heard from him at Christmas, but he called recently to help me with "Pink Lady." He said he was feeling as strong as ever. That's great! And Denis Duffield, our friend and representative at Wendling, wrote that his daughter, Julie, and her husband had presented them with a new grand-

son. Do you remember when we met Julie as a pretty girl at the age of eleven? Now she is a pretty young woman with two children, a girl and a boy. Does that age you, or what? We know that Denis and Hilary are proud.

Oh, by the way, we had another packet of information from Dr. Kent Layton about his dad's crew reunion. It arrived well after I had made my report for the Winter *Journal*, but Sam and crew had received a letter of commendation from Bob Dole as well as Bill Clinton, et al. It's important that we report that, especially here in Orange County.

A closing article of importance. It seems that our members in South Carolina are in a quandary as to whether they should lower the Confederate flag at the Capitol in Columbia. That's a tough call. That flag was carried in battle by a young Rebel soldier. His name: Strom Thurmond. We will keep you updated.

In the meantime, you all write, you heah? My e-mail address is: BomberB24@aol.com; Prodigy is: UBBR43A. ■



# NEWS OF THE 453RD FROM FLAME LEAP

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

This should reach you at some time in February, 1997, so this is an appropriate time to urge each and every one of you to check to see that you are up to date on your annual membership fees for both the 2ADA (\$15) and our 453rd Group Association (\$10). It is also the time for your resolve to mail in your registration form for our annual national 2ADA convention this May in Southern California.

This is also the first time for us to correct some of the information we gave you about the super-great 453rd group reunion we will be having in Washington, D.C. next October. **RALPH McCLURE** informs us that after changing the hotel we had initially planned to use, we found that we also had to change the dates announced earlier. The finalized dates are for October 3, 4, 5, and 6.

Ralph also engineered a toll-free (800) number for you to use when you are registering for your hotel room. We each must make our own hotel reservation. To arrange for yours, call 1-800-465-4329 for the Holiday Inn "National Airport." This spring, you will be receiving a special mailing which will include a form to be used in registering with us for the D.C. reunion.

Note that along with the change in hotel and the change in dates, there is also a reduction in the per person cost, down from the announced cost to \$212. This year of 1997 is shaping up as the year of two outstanding, totally memorable events for the members of our 453rd Bomb Group. Don't be left out.

We got a telephone call from **PAT RAMM**. A perfect connection — it sounded like he was in the pub just down the block! His concern was about a request submitted to us by a villager, Julian Goodey, to help fund another project in the village of Old Buckenham. We have not heard anything since their initial request. They are proposing a project to add a wing on to the existing hall for a recreation center. They also hope to enlarge the parking area. We had to defer the entire matter to our next group business meeting in May in Irvine, CA, when Pat will be with us and hopefully be able to answer questions that come up.

We need you to be there also to discuss the future possible disbursement of our group treasury funds for this project, as well as for other worthwhile projects you may have in mind. We need your input, foresight, and wisdom in all matters such as this. Group officers for the upcoming year will also be chosen at that meeting. Come nominate and vote for

someone. Join us in May, please. You will be glad you did!

At this writing, we have nothing definite in the hopper as regards the 1998 453rd group reunion. We need you to come forward and offer us the opportunity to visit your own corner of the world. If where you live has a facility that is large enough to house a gathering of a hundred and fifty or so of us, it has to have something going for it that will draw us there.

One of our members, **JOHN KASSAB**, is looking into his area, which incorporates the vicinity of Mobile, Alabama. Many of us were in nearby Biloxi, Mississippi for basic training. **FRANK KYLE** of Stoneham, Massachusetts, will present a plan for our consideration, and **ALEX WALLACE** is also checking out options. We presume he has the Lake Tahoe, South Shore area in mind. We should hear more in May, and hopefully come to some decisions.

**WIB CLINGAN** and **DIANA** missed being with us this past year. In as much as Irvine, CA is in their own backyard, they are looking forward to joining us in May. Wib continues to offer Jay and I guidance in your group affairs, all of which we solicit and appreciate.

While in Jackson, **WILBUR** and **JEANE STITES** reported on their continued efforts to produce a quality group newsletter. It is no easy task, and we want them to know that you join us in offering our expression of gratitude that they continue. To help them, they have asked that we send them good quality photos that might be used as cover pictures. The quality and readability of the written articles we have continued to submit to them remains high, and our editors look forward to continued input.

We must mention our reunion in Jackson one more time. **ED BECKER** can select a menu for us any time! Our reception buffet dinner included large shrimp, roast buffalo, and turkey! The banquet meal included grilled chicken breast and large shrimp, both seasoned in a manner that far exceeded the flavor of most mass-produced culinary dishes served at our affairs. At our "chuck wagon" dinner, the rib eye steaks were of the "had there been udders we could have milked them" variety! Needless to say, many of us went off our diets while there.

The chuck wagon dinner was in combination with live entertainment that consisted of four very talented "buckaroo" types with a running patter of humor interlacing the great musical numbers. All of this had even the most staid of us holding our sides in laughter. The entertainment was billed as "original," and it was.

Thank you, Ed, for the opportunity you gave us to share your Jackson Hole country with you.

Some of us had to reach Jackson via those small turbo prop jobs, the ones that have overhead storage racks so small that the only carry-on luggage that fits into them is mother's purse! Even the bags of peanuts they pass out have to be half-sized!

For some flights inbound to Jackson, bad weather was encountered during the approach along the eastern front of those Wyoming mountains. We heard more than one of our members report the formation of ice on the prop spinners that would break away and sound like flak shrapnel peppering the fuselage. How about another Oak Leaf Cluster for these folks?

Amazingly, we continue to make contacts with heretofore missing, long time friends. New members include **GONZALO B. TORRES** and **ROBERT E. WICKHAM**.

Gonzalo and his wife Maria live at 5381 Circus Lane, El Paso, Texas 79912. After flying with the 733rd from his assignment in Pocatello until July of 1944, Gonzalo was transferred to the 459th in Italy. In all, he flew 30 missions. Gonzalo re-enlisted in 1947, retiring in 1973 as SMSGT.

Robert Wickham and his wife Hilda live at 3251 Grady Lane, Woodbridge, VA 22192. Robert flew on **JACK ROTH**'s crew, along with **IKE BRIGGS**, **BERT WISEMAN**, **ROY BOCHNUS**, **TOM DUBA**, **B. MULLINS**, **D. HEATH**, **C. McNEIL**, and **R. MONTGOMERY**. Robert didn't say so on his application, but it appears that he too was a service career man, retiring as Colonel.

We welcome you guys, and hope to see you as members of the 453rd BG Association as well as the 2ADA.

Since our initiation of "stand alone" group reunions, we have sent one first class mailing to each of you each year. To avoid serious, unintended complications, it must be the responsibility of each of us to make certain that Evelyn and Frank each have our correct mailing address. Please, if you move, post haste, provide Evelyn, Frank, and your post office with your new address. It provides us with more insurance against error if we also have your current telephone number available for confirmation. Should we then be given word from a source, such as your local post office, that you, as an addressee, are deceased, we have some chance of checking out the details. You, hopefully, realize that it is not our intention to prematurely classify anyone as deceased, but deprived of current data, we have little chance of avoiding such rare, but traumatic, instances of error. Believe us, we do try for you!

Take care, and let's meet in Irvine! ■



### 8TH AIR FORCE HERITAGE MUSEUM TO HOLD 1ST ANNIVERSARY CELEBRATION, MAY 15-18

The Mighty Eighth Air Force Heritage Museum, Savannah, Georgia, will hold its first anniversary celebration at the museum May 15-18, 1997. The celebration will begin on Thursday evening, May 15 and conclude with a memorial service on Sunday morning, May 18. Friday's events will be geared toward visiting school children in the morning and activities for 8th Air Force veterans and families in the afternoon and evening. Saturday's events will be geared toward the general public. For further information call the Heritage Museum toll free at 1-800-421-9428.

### 2ADA MIDWEST-EASTERN U.S. MINI-CONVENTION

This event will be held in the Harrisburg-Hershey, Pennsylvania area, Marriott Resort, September 25, 26 & 27, 1997. To register, contact Ray Souders, 431 Lewisberry Road, New Cumberland, PA 17070, Tel. (717) 774-3960. See "The Editor's Comments," page 4, for more details. Also check with Ray Souders about a "Gettysburg Battlefield Early Bird Special" on September 24th (this is separate from the above convention).

### POOR BOY ROSTERS

The 2ADA "Poor Boy" Roster, current as of August 8, 1996, is now available for \$5.00 from C.N. (Bud) Chamberlain, 769 Via Somonte, Palos Verdes Estates, CA 90274-1629.

### DUES PAYMENTS, FOLDED WINGS, CHANGES OF ADDRESS, MISSING JOURNALS

All of the above should be sent to 2ADA Membership Vice President Evelyn Cohen, Bldg. 6, Apt. 410, 9355 State Road, Philadelphia, PA 19114-4015. Do not send these to Ray Pytel.

### SUBMISSIONS FOR THE JOURNAL

Again we remind you that any material sent to Box 627, Ipswich, MA will be returned by the Post Office. This address is phased out. Send all submissions for the Journal to the Editor, Ray Pytel, P.O. Box 484, Elkhorn, WI 53121-0484.

### SECOND AIR DIVISION HISTORY, VOLUME 2

"Second Air Division History, Volume 2" inquiries should be sent to Turner Publishing, P.O. Box 3101, Paducah, KY 42002-3101 (the same address as in their advertising).

### "SEASON'S GREETINGS"

The Editor and his staff (Twyla) thank all of you for the hundreds and hundreds of greeting cards you sent us over the holiday season. We are sorry that we cannot reciprocate, unless we program the computer to do so or forget the December 15th Journal deadline. In view of the Executive Committee meeting February 20-22, a very, very bad idea — we might be fired!

## New Members

### 44th

William F. Cornely  
Emil J. Strug (489th)  
Horace L. Watkins (446th)  
Glenn D. Moore (AM)

### 56th

Martin J. Stanton

### 93rd

Joe Calvan  
William C. Hogan  
Edith Keilt (AM)

### 389th

Bruce L. Adams  
Roy E. Braly  
William D. Fortner  
James M. Holcombe  
Wendell C. Mustain  
Herb Carlson (AM)  
Geneva F. Dearing (AM)  
Dorothy B. Turner (AM)

### 392nd

Col. David A. Greene (Ret.)  
Alfred Hersh  
Lt. Col. Ralph B. Linzmeier (Ret.)  
Morton Salsberg  
Emily Whitford (AM)

### 445th

Samuel O. Ashburn  
Henry G. Bender  
Rodney M. Petersen  
Darrell E. Reed  
Ray F. Souders  
Diana Vuillemin (AM)

### 446th

Alfred Knopf, Jr.

### 448th

R.T. Collins  
Jack M. Garrett  
Arthur K. Howell, Jr.  
James L. Huston, Jr.  
J. Albert Riggsbee  
Cheryl W. Hatley (AM)  
Kathy Yant Jackson (AM)  
Hope Rowe (AM)

### 453rd

Earl M. Griffin  
Walter Matthau  
Dr. Frank J. Pickett  
Gonzalo B. Torres

### 458th

William W. Bothwell  
Joseph M. Feldman  
Renee A. Johnson (AM)

### 466th

Heath H. Carriker  
Joseph Ciaramitaro  
Charles Dondes  
LTC Paul D. Gilson (Ret.)  
Norman J. Gorg  
H.L. Heafner, Jr.  
Dr. M.W. Henrie  
LTC Robert H. Hosek (Ret.)  
Eugene Kondis  
Harry R. Landers  
David McKalip  
Charles F. Parker  
George W. Pierce  
Emil J. Raska  
Thomas W. Rugh  
A. Clifford Smith  
John J. Sturock  
Oliver P. Whittington  
Carol A. Kendrick (AM)  
Mary J. Lorenz (AM)  
Richard C. Lorenz (AM)

### 467th

Harold P. Goldman  
Neal R. Guntrum  
Glenn L. Kenagy  
Stanley Kilar

### 489th

Philip P. Genussa  
Jean F. McGrath (AM)  
Cecile M. Swenson (AM)

### 491st

Stephen S. Rosenfield

### 492nd

Jack Lyons (44th)  
Ray Maynard (44th)

### SM

Leon H. Burnap  
Mary Hanson  
Patricia Kent  
CW03 Jack Long (Ret.)  
Gordon A. McCoy  
Stephen W. Pope  
Geoffrey W. Smith

## Madingley, The Home Of Our Heroes

BY JOHN "HARD" KNOX (445TH)

In August, Dede & I visited our friends David and Josie Jaggard who own a farm, part of which was our 445th Bomb Group base at Tibenham.

One day we all drove over to Cambridge to see the American Cemetery established in 1944, mostly for American servicemen who served as crew members of British-based aircraft. I know some of you have been there. It is the most beautiful cemetery we have ever seen; also the saddest. Among the 3,812 headstones and the 5,126 names of the missing carved on the 427-foot stone wall are many, many 2nd Air Division crew members.

The following tribute is engraved across the top of the stone Wall of the Missing: "In proud and grateful memory — those men of the United States Army Air Force who from these friendly isles flew their final flight and met their God. They knew not the hour, the day, nor the manner of their passing, when far from home they were called to join that heroic band of airmen who had gone before — MAY THEY REST IN PEACE."

The cemetery is located outside Cambridge, England on a country road leading into the village of Madingley. In 1995, Pauline Anderson of Cambridge wrote the following poem about our fallen comrades:

### The American Military Cemetery at Madingley

An eagle soars on its mast up high  
A focal point for all who pass by,  
In scenic splendour for all to see  
In the beautiful village of MADINGLEY.

White crosses march down a green hillside  
As those they name marched before they died,  
In the war that was meant to make men free  
Now they rest in the village of MADINGLEY.

The Wall of the Missing behind them stands  
Built by many good craftsmen's hands,  
Recording their names for posterity  
Altogether now in MADINGLEY.

Thousands of names carved out with pride,  
Their young lives cut short as too early they died,  
Now the Stars and Stripes over them proudly flies  
Under the friendly English skies —  
in MADINGLEY.

They came across the ocean wide  
To fight for freedom, but sadly they died.  
They gave their tomorrows that others might gain  
Though the conflict is over their peace will remain  
In MADINGLEY . . . . .

By Pauline Anderson

## Folded Wings

(as reported to Membership V.P. Evelyn Cohen)

### 44th

John T. Altman

### 93rd

John F. Keilt  
William A. Martin  
Walter E. Smelt

### 389th

James H. Collins (93rd)  
Robert L. Dawson  
Charles E. Dearing  
John M. Gillotte  
Richard L. Pittenger  
Ernest J. Pohle  
Frank E. Rutledge  
Charles E. Wells

### 392nd

Robert K. Crowell  
Edward L. Falada  
Charles H. Jakobson  
Emil F. Riha  
Stanley J. Stupski  
Donald Whitford

### 445th

Owen D. Fuller

### 446th

Robert S. Larson  
Louis E. Medlock

### 448th

Garth D. Connole  
Robert W. Funk  
Hugh J. Harries  
Joseph E. Holmes  
Eli Roffwarg  
Fred Rowe  
Dale E. Rummens  
Kenneth A. Wheeler

### 453rd

John E. Burkholder  
Edward N. Dekker  
George V. Giovannoni, Sr.  
Harold Houlihan  
Robert B. Sands  
Albert H. Soltau

### 458th

Charles B. Burton  
Collis B. England (492nd)  
Homer L. Foster  
C. Jack Helfrecht  
Roy A. Lint  
Richard C. O'Brien (44th)  
Robert B. Trautman

### 466th

Thomas Tighe

### 467th

Richard C. Olson  
Carl H. Swenson

### 489th

Harold W. Buker  
Harold G. Erbe  
James A. Hillis

### 491st

John H. Boren  
Harry A. Picariello

## Jane Windham, Flight Engineer, Killed in Crash

REPRINTED FROM STARS AND STRIPES, APRIL 2, 1945 • BY JIM RUSSELL



PFC Jane B. Windham, who considered flying for Air Transport Command as a flight engineer no more dangerous than crossing the street, was killed in a crash at a U.K. base on March 31, 1945, the first WAC to lose her life on flying duty in a theater of war. PFC Windham, who was 23, was one of a crew of three aboard a B-17 which collided with a C-47 while attempting to land. None of the crew of either ship survived the crash.

Jane Windham's background was strictly flying. She studied aeronautical engineering at the University of California and could fly anything from a Piper Cub to a B-17. She was a licensed pilot, and taught women to fly before joining the WAC 18 months ago.

She came into the Army with the MOS

of an aircraft maintenance technician and at a Montana ATC base from which she shipped to the ETO five months ago, she earned her wings crewing bombers ferried by ATC to bases in the States and Alaska. On dozens of trips she took over the controls of the big ships, "just to keep her hand in," as she put it.

With ATC's Air Inspector in the ETO, Jane's flight duties were modified by administrative work. She might have stuck to a desk and lived, but she settled this with: "I didn't come overseas to fly a desk."

She was too enthusiastic about flying to be content on the ground. But nothing vexed her more than someone idealizing her for doing a "man's job."

Most reporters, though, had a penchant for plugging this "man's job," a tendency that made her shy about publicity. It promoted too many embarrassing situations. A note scribbled about a "control cable" might not be legible to the reporter come deadline, and most reporters not being flight engineers, the transcription might result in Jane doing something awfully silly with a control tower.

It was the sincerity of this blonde, blue-eyed girl from San Antonio that made her most attractive. Something she said three months ago, haunting and ironic today, summed up her attitude: "I can't say that I envy those men who fly combat," she said. "They put their lives out on a limb every time they go up."

Then she added: "The flying I do is like walking down the street." ■

## 492ND HAPPY WARRIOR (continued)

Although the plane's remains were badly corroded and mangled, it was all there — all but two pieces, the cockpit section and the twin tail, both of which had been removed by souvenir hunters. The recovery team had to cut the B-24 into manageable pieces to get it off the island. They eventually hauled eleven loads of badly weathered, almost decomposed scrap 1.2 miles from the crash site to the shore with a winch and 2.5 mile long steel cable. They worked twelve to eighteen hours a day for 12 days. After they unloaded the B-24 back at Adak, a sailor tracked down the recovery team leader and took him to a storage shed on the base where, hidden beneath a tarp was the B-24 missing cockpit section. According to the sailor, it had been there for years.

A few days later, the B-24 was loaded onto a pair of C-5s and flown back to Hill AFB. There the nearly unrecognizable remains were loaded onto three flatbed trucks for delivery to Southern California.

When the B-24 arrived at Ed Kaleta's Kal-Aero shop near San Diego, it looked in even worse condition than the P-38. But Kaleta, who has restored wrecks for museums all over the world, isn't at all bothered by the condition, size and complexity of his next project. He expects it will take only three and a half to four years to rebuild.

There isn't much of the B-24 that can be used in the restoration. He will have to build from scratch, using original drawings and fiberglass molds from an already restored B-24 as guides for making the metal parts.

Kaleta is already phoning air tanker operators and scrounging around in airplane scrapyards for B-24 and PB4Y-2 Privateer parts for the rebuild. Engines, props, landing gear and instruments are high on his "want" list.

AFHF Chairman Lt. Gen. Mark Reynolds estimates the B-24 restoration will cost upwards of \$500,000. He says it's a good deal, though, because trying to buy one of the very few B-24s that still remain (of the 19,000 built during World War II) would probably cost in excess of \$2 million.

The Utah legislature provided \$125,000 in matching funds to help pay for the 1995 trip to haul the B-24 off the Great Sitkin Island. The pieces are now in California awaiting restoration and Utah lawmakers are being asked to help fund the work.

The museum has been attempting to acquire a B-24 for years because of its great historical significance for Utah, as the bomber was repaired and modified at Hill AFB, and Wendover was a major training center for bomber crews heading overseas.



The above material was taken, with permission, from an article by Chuck Stewart (October, 1996 Pacific Flyer, page B7) and the Heritage Herald (AFHFU), November, 1996. ■

## 2ADA FILM LIBRARY — REVISED 1/97

The following tapes are single copies and are available for rent for \$5.00 each. They will be sent to you via first class mail and we ask that you return them the same way.

"Images of the 2nd Air Division"  
"Faces of the 2nd Air Division"  
"Eight Candles for Remembrance"

Produced by  
Joe Dzenowagis

American Patriots (Series)  
"The Story of the Second Air Division Memorial Room"  
featuring Jordan Uttal

Produced by  
Joe Dzenowagis

"PARADE" — 2ADA in England, V-E Day 1995

Produced by Joe Dzenowagis

"Royal Air Force Tribute to the Second Air Division,  
8th USAAF, by Royal Air Force Coltishall Honor Guard  
and Royal Air Force Wyton Military Band"  
43rd Annual 2ADA Convention, July 1990

Produced by  
Joe Dzenowagis

"24's Get Back"  
"Aerial Gunner"  
"B-24 Liberators in the ETO"

Donated by  
Hugh McLaren

"World War II" with Walter Cronkite  
10 Volumes

Donated by  
Roy Jonasson

"Passage to Valhalla"

donated by William Fili, 15th AF

"Ploesti! B-24s at War — Series I"  
"Flying the Bombers — B-24 Liberator"  
"B-24s at War — Series II"  
"The B-24 Story"  
"Diamond Lil"  
"Start Engines Plus 50 Years"  
"Behind the Wire"

The following VHS tapes are also available for rent from your 2ADA film library.  
Order by Roman #.

I	Remember Them	} Order together	\$3.00
II	A Village Remembers		
V	Ploesti 93rd B.G. in North Africa The Fight for the Sky 2ADA Reunion Film Clip — Norwich 1983		\$3.00
VI	The Air Force Story — Vol. I — Chapters 1-8	} Order together	\$9.00
VII	The Air Force Story — Vol. I — Chapters 9-16		
VIII	The Air Force Story — Vol. I — Chapters 17-24		
IX	The Air Force Story — Vol. I — Chapters 25-26 The Air Force Story — Vol. II — Chapters 1-6		
X	Smashing of the Reich Medal of Honor — The Burning of Ploesti Oil		\$3.00
XI	Some of Our Airmen Are No Longer Missing 2ADA March AFB Memorial Service, 1984 The Superplane That Hitler Wasted — ME-262		\$3.00
XII	The Story of Willow Run Preflight Inspection of the B-24 Flying the B-24 (This tape donated to 2ADA by the 467th BG in memory of Adam Soccio)		\$3.00
XIII	Battleline Series — Bombing of Japan The Last Bomb — B-29s and P-51 Documentary Target Tokyo — B-24s, Narrated by Ronald Reagan		\$3.00
XIV	Aviation Cadet Wings of the Army		\$3.00
XV	Air War Over Europe Target Ploesti Raid on Schweinfurt Counterblast: Hamburg Guided Missiles		\$3.00
XVI	The Last Mission — 5 days of Norwich 1987 2ADA convention plus additional camcorder scenes by several members		\$3.00

Order from: H.C. "Pete" Henry, 164-B Portland Lane, Jamesburg, NJ 08831.

# *Second Air Division Association*

## *50th Annual Convention - May 23-26, 1997*

HYATT REGENCY HOTEL, 17900 JAMBOREE BLVD., IRVINE, CA 92714 • 714-975-1234

### *Schedule of Events*

#### **Thursday, May 22**

Registration & Early Bird Party – Cash Bar & Complimentary Hors D'Oeuvres

#### **Friday, May 23**

Registration • Golf Tournament  
Cocktail Party & Buffet • Awards Ceremony

#### **Saturday, May 24**

Buffet Breakfast • Tours  
Cocktail Party & Group Dinners

#### **Sunday, May 25**

Buffet Breakfast • Business Meeting  
Men's Luncheon • Ladies' Luncheon  
Cocktail Party • Banquet & Dance

#### **Monday, May 26**

Buffet Breakfast • Departure

### *Costs per person*

The costs listed below are for the entire package (5/23 – 5/26) listed above, including hotel room for three nights. For special arrangements, write or call Evelyn Cohen.

Single Occupancy .....	\$505.00
Double Occupancy .....	\$385.00 each
Triple Occupancy .....	\$365.00 each
Quadruple Occupancy .....	\$340.00 each

Deposit with reservations – \$50.00 per person – payment in full by April 1, 1997

Cancellation Policy: 60 days prior to convention – \$15.00 per person charge

30 days prior to convention – \$25.00 per person charge

Full refund at the discretion of the convention committee (if funds are available).

### *Important Notes*

**Extra Nights:** \$77.00 single or double occupancy + 8% tax. Triple or Quad – additional \$25.00 per night. All extra nights and incidental charges are to be paid directly to the hotel upon checkout.

**Non-Smoking Rooms:** 250

**Handicapped Rooms:** Non-Smoking – 13 Smoking – 4

**Parking:** Self Parking \$3.00 per night, Valet Parking \$7.00 per night

**Reservations:** Must be in by May 1, 1997 for guaranteed rooms.

**Tours:** See page 40 for information and reservation form.

**Limo Service:** John Wayne Airport, Orange County – free pickup by Hyatt Hotel at baggage area, 6 AM to 11 PM. 15 minutes after the hour and 15 minutes before the hour.  
No reservations needed.

**Los Angeles Airport – Super Shuttle –** 714-517-6600 for reservations 24 hours before arrival. Cost: \$20.00 per person each way. Time approx. 40 minutes.

**Golf Tournament:** Rancho San Joaquin Golf Course, Irvine, CA (10 minutes from hotel). Calloway rules for everyone, advise if you need rental clubs. Hotel will provide transportation. Cost: \$60.00 per person. Send reservations and check to:  
Harry Orthman, 25382 Adriana, Mission Viejo, CA 92691 (tel. 714-581-0755).

CONVENTION RESERVATION FORM ON PAGE 36 

# 50th Annual Convention - Reservation Form

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Group for Group Dinner Seating \_\_\_\_\_ Group for Banquet \_\_\_\_\_

Single \_\_\_\_\_ Double \_\_\_\_\_ Triple \_\_\_\_\_ Quad \_\_\_\_\_ Will Share \_\_\_\_\_ Smoking \_\_\_\_\_ Non-Smoking \_\_\_\_\_

Arrive \_\_\_\_\_ Depart \_\_\_\_\_ First 2ADA Convention? \_\_\_\_\_

Deposit \_\_\_\_\_ Paid in Full \_\_\_\_\_ Nicknames \_\_\_\_\_

Triple or Quad Additional Names \_\_\_\_\_

DO NOT CALL HOTEL FOR RESERVATIONS, CHANGES, CANCELLATIONS, ETC. ALL OF THESE SHOULD BE SENT TO:  
Evelyn Cohen, Bldg. 6, Apt. 410, 9355 State Road, Philadelphia, PA 19114-4015 • Tel. 215-632-3992

## Tour Options - Saturday, May 24, 1997

- A. **RICHARD M. NIXON LIBRARY & BIRTHPLACE, 9:30 am - 1:30 pm**  
Minimum 40 persons, maximum 46. Tour includes admission, lunch, deluxe motorcoach, tour guide, taxes, and tips. *Cost: \$41.00 per person.*
- B. **HARBOR HIGHLIGHTS, 10:00 am - 3:00 pm**  
Cruising Newport Beach's picture perfect harbor, tour narration includes stories and anecdotes about multi-million dollar waterfront homes and yachts. Lunch in one of Newport Beach's quaint restaurants. Includes transportation, tour guide, taxes, tips. *Cost: \$45.00 per person.*
- C. **EARLY CALIFORNIA TOUR, 10:00 am - 3:00 pm**  
A trip back in time to the early days of California still seen in San Juan Capistrano. Enjoy tour of missions, Father Serra's Chapel, the museum, gardens, etc. Can be seen on a self-guided tour, at your own pace. Lunch is served at a restaurant whose building dates back to Mission days. Depart San Juan Capistrano and drive along scenic coastal route through Dana Point, Laguna Beach and Newport Beach. *Cost: \$40.00 per person.*

**NOTES:** No credit cards accepted. One check per registration form, please. A confirmation will not be sent; your cancelled check is your receipt. Tickets will be held for you at the Whirl-a-Round Tour Desk, Second Air Division registration area, Hyatt Regency, Irvine. Tickets will be sold on-site on a space-available basis only. Written cancellation must be received by Whirl-a-Round no later than Monday, May 12, 1997. Your refund, minus a \$5.00 processing fee, will be mailed to you within 7 business days. If a tour does not meet the minimum reservation requirements, it will be cancelled and a full refund given. Whirl-a-Round reserves the right to cancel tours due to safety concerns or Acts of God. If a tour is cancelled due to inclement weather, a tour of equal value will be substituted.

### TOUR RESERVATION FORM — Second Air Division Association — Saturday, May 24, 1997

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

Trip A - Richard M. Nixon Library      No. Persons \_\_\_\_\_      Check Enclosed: Total \_\_\_\_\_

Trip B - Harbor Highlights      No. Persons \_\_\_\_\_      Check Enclosed: Total \_\_\_\_\_

Trip C - Early California Tour      No. Persons \_\_\_\_\_      Check Enclosed: Total \_\_\_\_\_

Mail this form with your check or money order payable to:

Whirl-a-Round, 17851 Sky Park Circle, #F, Irvine, CA 92614 • Tel. 714-752-9003 • Fax 714-752-5853

**DO NOT MAIL THIS TOUR RESERVATION FORM TO EVELYN COHEN**

# THE PX PAGE

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

## "OVER HERE"

A splendid new book, *Over Here*, has been produced in Norwich by Steve Snelling and the *Eastern Daily Press*. It is a handsome, 200 page retrospective concentrating on the special relationship between us Yanks and the people of East Anglia described as a shining legacy of World War II. It is a record in words and pictures of the great alliance between us, of the enduring friendships that exist, of mission chronicles, of smiles and tears.

There are letters that some of us wrote home during the war, descriptions of parties which visiting Hollywood stars attended, a splendid tribute to General Leon Johnson, Jimmy Stewart, and others. Many of the articles were submitted in the past year by our fellow members, and indeed, some of our 3rd Air Division friends who served in East Anglia.

In addition there are pictures galore, almost 250 of them, most never before published, contributed by veterans or taken from the files of the *Eastern Daily Press*, the Second Air Division archives, the Tony North collection, and other sources.

*Over Here* is truly a celebration of our enduring ties with Norfolk and Suffolk, first-hand recollections of life on and off the bases. It is available for \$31.95 plus \$6.95 for shipping and handling from:

Images of Britain  
c/o ABC Series  
5761 E. La Palma Avenue  
Anaheim, CA 92807

## The Mighty Eighth in Color

BY ROGER A. FREEMAN

The 8th Air Force's leading historian has capped his book publishing accomplishments with another coffee table sized book that captures the excitement and magnitude of that dramatic period with coverage of almost every bomber and fighter group that flew from East Anglia in WWII. Almost 400 photographs depict aircraft, weaponry, and personnel both on and off duty in living color.

Aviation enthusiasts and especially veterans will cherish this addition to your military library. 8½ x 11, 160 pages, hardbound, beautifully dust-covered.

Your check for \$35 plus \$3 S&H = \$38.00, which includes a \$10 tax-deductible donation to the Kassel Mission Memorial Association.

KMMA  
P.O. Box 413  
Birmingham, MI 48012

## B-24

### Cross-Stitch Kits

B-24 counted cross-stitch designs (#SAD10-C) are available for \$7.00 plus 10% shipping and handling on orders under \$75.00. Contact:

A & L Designs  
225 Fairview Street  
Pottsville, PA 17901  
Tel. (717) 622-6102

### FLOATING B-24 PENS

Assorted Colors

\$3.00 each / 2 for \$5.00

### FLOATING B-24 KEYHOLDERS

Assorted Colors

\$2.50 each / 2 for \$4.00

All Post Paid  
Make Checks Payable To:  
491st B.G. Association

Mail To:  
Harold W. Fritzler  
1130 S.W. Chestnut Drive  
Portland, OR 97219-2169

## BOMBER PILOT

The story of the first organization of the 389th Bomb Group through August 1, 1943, Ploesti, and the first D-Day mission, sold out in hardback, is now available in paperback. The price is \$14.95 plus \$4.25 shipping. The author, Philip P. Ardery (Maj. Gen. USAF Ret.), will be glad to autograph the book according to the caller's instructions. Contact:

University Press of Kentucky  
1-800-839-6855

## THE DAYTON TAPE

### Dzenowagis Family Military VideoHistory Project Remembering the 2nd Air Division 8th USAAF in World War II

There have been many requests for a copy of the video we showed in the Dayton Air Force Museum theater during the Midwest Regional Reunion this past September. We are pleased to let you know that this video, which we have designated *The Dayton Tape*, is now available.

*The Dayton Tape* is one of many source tapes that we are using for the production of *Pride of the Nation*, a more comprehensive work about the Kassel Mission of September 27, 1944, which is still in production.

*The Dayton Tape* is 86 minutes long and includes footage of the 445th taken at Tibenham and Bad Hersfeld, Germany as well as World War II archival battle footage. Following the two-minute opening sequence from *Pride of the Nation*, some of the segments also include:

The 445th receiving the Croix de Guerre in Norwich, England;

German gun camera footage of B-24s under attack — the first 22 seconds of this segment is actual footage from the mission of September 27, 1944;

Survivors talking about their experiences;

A return to crash sites where 445th Liberators were shot down by German fighters;

Highlights of a reunion between former enemies;

The dedication of the German-American memorial to the airmen of both countries who died in that air battle;

Family members of Kassel survivors sharing their memories and feelings.

*The Dayton Tape* may be ordered by writing or calling (517) 349-3246. The cost is \$49.50 plus \$3.50 postage/packaging and will be sent by Priority Mail. We will notify you when *Pride of the Nation* is available.

Joseph Dzenowagis  
4397 South Okemos Road  
Okemos, Michigan 48864  
Tel. (517) 349-3246



To the editor:

I was with the 62nd Squadron, 56th Fighter Group. Because of a conflict with my squadron commander I was denied a DFC and captain's bars that I am trying to recover.

On a patrol mission in the Coblenz area on December 25, 1944, I had a wing tank vapor lock and along with my wing man was separated from the rest of the group. Upon trying to rejoin the group, we ran into thirty or thirty-five ME-109s. After some conflict, it was a losing battle and we managed to escape.

Low on fuel and trying to return to base, we came across a small group of B-24s (ten or twelve) being attacked by about eight FW-190s. This had to be in the area of the "Bulge." Unable to fight, I decided to dive through the formation to break up the attack. We were successful; the FW-190s broke off and took off. Later that day a teletype was sent to our group from the commanding general, Second Air Division, recommending the pilots of LM-P (me and my wingman) for a DFC for breaking up the attack. My squadron commander, Felix D. Williamson (now deceased) destroyed the paperwork along with my captain's papers.

If anyone reading this was on that mission or has any information about it, I would greatly appreciate hearing from you.

Fred Polansky  
3410 East Houston Street  
San Antonio, TX 78219-3814  
Tel. 1-800-460-0988

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To the editor:

Following the successful reunion of war-time decoy site crews at the Norfolk and Suffolk Aviation Museum at Flixton on 14 July 1996, a further reunion is being arranged for Sunday, 8 June 1997, again at the museum. It will be open to the men who served on K.Q. site dummy airfields (including 8AF men who manned the "Q" sites like Rumburgh and Hemplall), Starfish/QL sites, Col. Turner's Dept., Sound City Films, Bryant & SONS, RAF Station Hook (decoy depot), and V.I.S.T.R.E.

For further information, please contact me.

H.J. Fairhead  
48 Monks Cottages  
Langley  
Norwich  
Norfolk NR14 6DG

→ → → →

To the editor:

Although I was a ground crew member of the 389th BG from September '43 until it was deactivated in September '45, I have always felt that reunions were for the combat crews only as their interrelationships were more bonded than ours.

I've been a member of the 2ADA since the early '70s and most of what I know about the air war is through the related experiences of those who flew the missions.

Recently, however, I got Dick Peterson's videotape of "Life on the Ground with the 389th," and after watching it several times I got the worst case of "blues" that I've ever had. Don't ask me why, because I can't explain it. Dick's excellent job of editing and narrating is first class, even though it focused mainly on a squadron not my own, but that's OK.

The tape graphically told what our life on the ground was all about, and in that respect left nothing out. Other than the primary commanding officers I recognized very few faces, and maybe that's good. I have had few contacts with any others in the group except for David Reich, who flew me home from the ETO. I've thanked him for that safe ride many times.

Getting back to ground people: Other than the friendships created by common cause and closeness, I can't seem to recall much "esprit de corps" and I wonder if it wasn't there or if it is simply me? Oh, I liked my MOS and honestly tried to be the best autopilot fixer in the 8th AF. Of course I'll never know, and it doesn't matter much at this date, but I've often wondered if the C-1 or A-5 performed as designed or saved a life holding course while the crew safely bailed out or assisted a landing with control cables severed.

I hadn't thought about these things since separation, but viewing that tape brought back a deluge of nostalgia. The 389th was a fine organization and I am proud to have been one of you. But when you are 76 years old and know of so many folded wings I wonder if it really does one good to look that far back. Especially in light of the state of the union 55 years later!

So, my snappiest salute to all of you, officers and enlisted men alike. You did what was expected and didn't flinch. God bless you all.

Martin H. Schreck (389th)  
141 Fulton Avenue (601)  
Poughkeepsie, NY 12603

*Editor's Note: Anyone care to answer this 76 year old youngster on how valuable his job was? Also, I remember "flinching" a time or two — but no one noticed!*

→ → → →

To the editor:

Do any 446th BG, 20 CBW members remember a dummy airfield on the east side of the Norwich-Bungay road in the general vicinity of Poringland-Brooke-Kirkstead Green? (There were dummy Spitfires parked on the north side of the field.)

If so, please contact me:

Albert Krassman (446th)  
177 Santa Anita Court  
Sierra Madre, CA 91024-2520

→ → → →

Dear Evelyn [Cohen]:

We had a really wonderful time at the convention, and we cannot thank the association enough for so generously bringing us over. It made quite a difference, I thought, seeing everyone on their home soil, where the emphasis was much more on seeing each other again and on the good of the association, rather than seeing the Memorial and the bases, which are the things which dominate in Norwich. Everyone was really welcoming to us, old friends as well as new. It was especially useful to have been able to spend time with Linda Berube and to get to know her before she came over. I think she's going to fit in really well.

I thought Philadelphia compared pretty well with Boston, which most people seemed to think is the finer city. John deCani spent a whole day showing us around, which was very good of him.

Thank you again to everyone for a splendidly enjoyable time, and the chance of having a really fine holiday. We have certainly got the taste for the States now, and hope to return again some day.

Elizabeth & Colin Sleath  
28 Aerodrome Crescent  
Thorpe St. Andrew  
Norwich NR7 0BB  
England

→ → → →

Dear Evelyn:

Now that we are all safely home, I would like to thank the Second Air Division Association, on behalf of myself, Iris and Brett, for inviting us to the 49th annual convention in Milwaukee.

It was a great pity that Iris was taken ill and had to spend the period of the convention in the hospital. She missed meeting a lot of friends, but would like to thank all the people who enquired about her illness, and who after the convention contacted us to speak to her. That's real friendship.

One of the things we enjoy most is meeting people, making new friends, and renewing old friendships.

When we were in Philadelphia, it was very kind of you to invite us to your apartment and take us, Joe, and your delightful sister to a very enjoyable luncheon. We appreciate so much all the wonderful times you give us all, and please do not forget that we will be pleased to have any member of the 2nd Air Division visit us and stay in our home when they come to the U.K. It would be our pleasure.

Thank you once again from all three of us. It was a fantastic trip, one we shall never forget.

Keith Thomas  
Cannells Farm  
Bow Street  
Great Ellingham  
Attleborough  
Norfolk NR17 1JA  
England

→ → → →

To the editor:

I would like to know if it is true that along the French coast the big anti-aircraft guns were manned by women. Anyway, one of them got very personal with our plane as though she may have been singing one of those "He done me wrong" songs. He, she, or it was tracking our plane and firing four rounds that were set to go off at different altitudes. One was on target and exploded just below our plane so close it raised our plane just enough to be above the next burst. That again pushed our plane up and to the left. The next exploded directly in front of #3 engine which made the whole plane quiver. The next burst was just above us and to the right.

One of our left wing tanks was hit and gas was pouring into the bomb bay, #3 engine was badly damaged, some of our hydraulic lines were hit, and the whole plane was full of holes. One piece of flak hit the top turret where I was but only a small piece of glass hit me. I knew we were hit bad, so Matthew Hamilton took the top turret so I, as engineer, could see what needed to be done. I first cut off all the power to equipment in the bomb bay to prevent the chances of a spark blowing us all over the sharp-shooter below and then opened the bomb doors to help blow out the gas pouring in a very big stream.

I knew I needed to go to the back to better see the damage, so I went to the back without my chest pack because the passage was so narrow and I sure wanted my flak vest on, for the flak was hitting very close — that gal or whoever was not giving up. The catwalk was so slick that each time I put my foot down it would slip, so I held on to anything I could get my hands on. The space from the last bomb rack to the door to the back seemed to be the longest thing on the plane, since all I could hold on to was the channels above, knowing that when I turned loose to open the door my feet could slide and send me to the arms of my aggressor. Just as I started to reach for the door, one of the gunners opened it and I was able to grab the frame on each side. God timed that event right to the second.

When I looked out the left waist window there was a huge ball of flames for a few seconds from the gas that was flowing in the engine housing. I took Edward O'Connell's intercom and called for Ralph Manning (the pilot) to feather #2 engine, which he quickly did. Our copilot Dick Stenger cut in saying we couldn't do that, for #3 was out. If the flow of gas had slowed enough to have more vapor, the next flash would have blown us all over northern France. I sure didn't want that gunner below to get my flak helmet! By the time we got on the ground, I could not open my eyes from the burning of the 100 octane gas and hydraulic fluid. I spent two days in a blacked-out room in the hospital, until I could keep my eyes open. Only God could have kept me going until we landed; how else would I have been able to see when going through the open bomb bay, with gas in my eyes?

After getting back to base, I looked the

## Hear Ye Hear Ye Hear Ye

### IMPORTANT NOTICE FROM EVELYN COHEN, VP MEMBERSHIP

- I am sorry that some of you have had your mail returned without an explanation. After 17 years at this address, the Post Office has new equipment that cannot read "06-". Therefore we must now use the following address:  
**Bldg. 6, Apt. 410, 9355 State Road, Philadelphia, PA 19114-4015**  
Since Delaire Landing is private property, we do not appear on the list of city streets. Mail addressed by hand is okay, since they do not use machines for this.
- If you have not yet paid your 1997 dues, this will be your last Journal. So please pay up.
- If you have a change of address, do not wait until you pay your dues — send same at once. Remember that we send our Journals 3rd class and the P.O. does not forward same.
- Snow Birds — a reminder that you do not have to send us changes each time you move. We mail Journals to both addresses, which is the least expensive way.

THANK YOU FOR YOUR COOPERATION.

plane over and found that even some of the control cables were cut so that there was only 1/4 of the cable holding for our landing. We had not painted the name of the plane or had a picture of a fox painted, so the repair crews painted "Hangar Queen" on the plane, due to it being so long out of commission.

We had a great crew — Ralph Manning (P), Dick Stenger (CP), Matthew Hamilton (RO), Edward DiGiacomo (B), Cy Meyer (N), Edward O'Connell (G), Charles Green (G), Robert Courtney (TG), and Nordman (G). I was the engineer. Wish I could find all that are living!

Bill Shaffer (489th)  
Rt. 1, Box 321  
Milam, Texas 75959



To the editor:

At the Kassel Mission Memorial Association/Midwest and 445th Reunion in Dayton I met a former crewman I hadn't heard from or seen since 1944, Pendleton Raines. He was waist gunner on Golden's crew (701st BS, 445th BG) who didn't fly on the Kassel mission because the ball turret was removed "just in time." (I was the radio operator). We had a lot to talk about after 52 years!

I have enclosed a picture (above) of myself and Raines at the reunion.

Jack M. Erickson (445th)  
4090 River Woods Drive  
Auburn, CA 95602-93589

To the editor:

Although I am no longer at the Memorial Library, I have not retired and I have not lost interest in the 2nd Air Division. I will be spending the next six months or so revising the inventory to the 2nd Air Division archive collection — a vital part of the Memorial Library holdings. I will also be adding in all the material we have received since 1992, reunion memorabilia, etc. The inventory will be a primary resource for researchers, 2AD men, relatives, and local Norfolk people who are studying the history of the 2nd Air Division. The archive is permanently and securely stored in the Norfolk Record Office here in Norwich. When I have completed this project I will send a copy of the inventory to the 8th AF Heritage Museum in Savannah and to the new American wing of the Imperial War Museum at Duxford.

Now would be the best time for you to send me copies of wartime documents, photographs, memoirs, diaries, orders, formation sheets, etc. — any paper items that you would like to see preserved in the Memorial Library collection. If you send photos we would prefer laser prints rather than photocopies. We would like to have your personal records, not copies of "Stars and Stripes," "Yank," etc. If you are in doubt about what to send, please write to me.

Send your memorabilia to me here in my country cottage (address below), or, if you prefer, to me c/o the Memorial Library.

I very much look forward to putting all of this wonderful material into order for the future. Please look through your files and send copies of your memorabilia to me for the archive. And let me know if you plan a trip to England. Now that I am not working 40 hours a week in the Memorial Library I will have time to drive you around beautiful Norfolk.

Phyllis DuBois  
22 Hungate Street  
Aylsham, Norwich NR11 6AA  
England

To the editor:

The Summer 1996 issue of the *Journal* announced that Dick Butler of the 458th Bomb Group was finally awarded the DFC. Dick was an old friend of ours, and we were really pleased to read the news.

I think our gang is unique in that we have just had our eighth reunion. Our original crew of the 458th BG, 755th Squadron, which went "lead crew" after our 11th mission was composed of Harold Smith (engineer), Gabe Signorelli (radio), Leonard Armstrong (gunner), George Howard (gunner), Allen Jenkins (gunner), Billy Ruth (gunner), Dale Downs (bombardier), Dick Beaulieu (navigator), Don Webster (copilot), and Chuck Healy (pilot).

We've never had 100% attendance, but we have come close. We've met in Chicago, New Orleans (twice), England, Kissimmee, Lake Tahoe, Minneapolis, Dayton, and our last session was in April in Peachtree City with George Howard as our host. He and his wife, Lil, had built a new home (on a golf course) in this beautiful Georgia City. Naturally we played golf, ate well, indulged in a "little bit" of libation, and of course "embellished" our war stories.

All of the surviving members (five of us) made this last reunion: the Websters from New York, the Beaulieus from California, the Signorellis from Louisiana, the Heals from Minnesota, and the Howards from Georgia.

Charles F. Healy (458th)  
2707 West 54th Street  
Minneapolis, MN 55410

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## LETTERS TO THE EDITOR POLICY

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

All material sent to Box 627, Ipswich, MA will be returned by the Post Office. *This address is no longer in use. Send to:*

Ray Pytel  
P.O. Box 484  
Elkhorn WI 53121-0484  
Tel. (414) 723-6381  
Fax (414) 723-7981

All inquiries about Turner Publishing's "History of the 2nd Air Division, Volume 2" should be sent to Turner's proper address as it was given in the advertising: P.O. Box 3101, Paducah, KY 42002-3101.



**CREWMATES IN SEPTEMBER, 1944. Standing (L to R): Downs, Webster, Healy, Beaulieu, Howard, and Signorelli. Kneeling (L to R): Smith, Jenkins, Ruth, and Armstrong.**



**REUNITED IN APRIL 1996 (left to right): Webster, Howard, Signorelli, Beaulieu, and Healy.**

To the editor:

I have recently moved overseas and am now in Kuwait. I want to be sure you have my address change, as I enjoy the magazine and my membership with the association.

I had some great times with WWII aircraft this year until I had to leave. I spent two weeks flying with a B-17 and a B-24, was able to get some right-seat time, and made an authorized low pass flyby with the B-24 (can't call it a buzz job, right?) WHHHEEEEE!! And I got a B-25 ride in "Pacific Princess." Another thrill of a flight!!! Well, I guess if I gotta go, I had a really good send-off from the warbird community. I will miss it there, but I will be back in 4-8 years to participate again.

I really enjoy the *Journal* and, with me being out of touch with the warbirds, the news is even more important. One of the biggest losses with this reassignment is no longer spending time and enjoying the planes. I had to resign as director of the Livermore air show, since the move was July 1. Worse yet, I missed the biannual of the 91st BG in Tucson in September. That really broke my heart. I had been waiting two years to go to this event. On the other hand, I am now a lot closer to England so maybe I will get a chance to visit or attend a meeting there.

Michiel J. Hanou (SM)  
c/o Chevron Kuwait Pouch Mail  
P.O. Box 5046, C-1309  
San Ramon, CA 94583

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To the editor:

Thanks for another interesting issue. When I got to page 39 of the Fall *Journal* (J. Taddo's "Joisey Bounce") I had to ask myself if this was a postcard. The postcard that started my B-24 collection showed the "Joisey Bounce" with several other 24's in flight. On comparing, it was the same pose but a different photo, and also a different sun's shadow.

My most prized WWII postcard is probably the only postcard of Station 125 where we served with 446th BG. It shows the American Red Cross Clubmobile serving coffee and donuts to many of my identifiable army buddies and myself (note the B-24 in the extreme upper right corner). I got in full length with my nose in a cup of coffee and holding a donut. Judging from the message another GI in an altogether different army unit sent "Mom," these postcards were distributed with the coffee. Did anyone ever get some? We thought they were being nice to us GIs, but it was only a photo op to them.

John Corliss (446th)  
Post Office Box 20899  
Baltimore, MD 21209-0899

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To the editor:

I was Chuck Walker's navigator on all 35 of our combat missions, from June 1944 to January 1945.

In the Fall issue of the *Journal*, another 445th member, Bob Muller, asked if anyone in the 2ADA ever had any experience in a B-32 Dominator.

In June, 1945, after finishing navigation instructor school at Ellington Field, Texas, I was assigned to Fort Worth. My job was to be a navigation instructor on B-32s.

The B-32 looked like a huge B-24, only it had a single tail that looked like it was 100 feet tall. Without learning much about a B-32, I soon found myself on my maiden flight. Everything was fine . . . except the landing!

You will recall that B-24 pilots always landed their planes as near the beginning of a runway as possible. Well, this B-32 jockey landed about a third of the way down the runway at what seemed like 200 mph. I thought he was going to kill all of us! Then, all of a sudden the plane slowed down like a giant hand had reached out to hold it back. That's when I found out that the angle of B-32 props could be reversed to act as smooth, safe brakes.

I wish someone had told me about this feature before my first B-32 flight. I might have less grey in my hair today.

F.H. "Pete" Bradley (445th)  
4 Byram Lane  
Little Silver, NJ 07739

*Editor's Note: So how else would you get to be a "grey haired wonder"?*

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**THE AMERICAN RED CROSS CLUBMOBILE, "SOMEWHERE" IN GREAT BRITAIN**

To the editor:

I had been immersed in politics to the point of neglecting little things such as paying my 2ADA dues until receipt of a firm message from Hap Chandler to get on the stick. When I finally did my duty and today's mail brought the cheery Winter issue, I was surprised to see a letter from my press agent, George Risko, on page 42 mentioning the article in the Summer issue about our 491st Bombshells. When Forsha's crew was made a lead crew and assigned a radar navigator, I was assigned to another crew and Risko — previously the navigator of my new crew — rode the nose turret as pilotage navigator. I was always sure that somebody somewhere had me in mind when this change was made, since Risko almost at once took an anti-aircraft shell fragment through his groin when my new crew was on flak leave.

We did have a lot of fun with the Bombshells; in fact the man who played trombone (who is now the chaplain of the 491st Association) told me that he might never have survived the mental strain of the missions without the hours playing in the band.

Lane's "Bullseye" story reminded me of an earlier event in which we were involved while in operational training at Blythe (California) Air Base. We flew from Blythe to Los Angeles, through the San Gorgonia pass with its snow-capped mountains on either side, and flew over the Memorial Stadium where they were having "war games." We were at 20,000 feet and the searchlights were in a ring around the rim of the stadium. On signal, all of the lights came up from the center of the field and picked us up. We could read our maps and charts without any trouble!

Elwood M. Jones, Jr. (491st)  
5228 Rimpark Lane  
San Diego, CA 92124-1814

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## How a Couple of CW DIT DITS Saved Lives in England

Bill G2AKK, an amateur operator in Great Britain, recalls that during WWII in his job as radio snooper, he found that the German aircrew ops broke the hallowed rules as frequently as their British counterparts. This proved productive, however, because while listening to traffic from a Luftwaffe group it was noticed that at odd intervals there was a "dit dit" sent by one of the aircraft followed by the same signal from others in the group. After counting them a couple times, it devised that there were perhaps 15 in the group. When the final "dit dit" had been heard, a "dit dit" was interjected on the key by G2AKK whose transmitter was tuned to the appropriate frequency, and it could be well imagined what the German group leader said when the wireless op reported the fact that they appeared to have one aircraft too many. What then happened was the w/o called a barrel report (each aircraft giving its own call sign). Thus Bill and his crew were able to ascertain the exact number in the group and discern from the call signs, that it was (perhaps) Kampfgeschwader 100. Someone (in England) was going to get a fire bomb raid as that group was known as the "Lamplighters" but the resultant information enabled fighter control to intercept and reduce the size of the group before they reached their target and it all came from a couple of "dits"!

To the editor:

I always read the "Letters to the Editor" with great interest. The letter in the last *Journal* (Winter, 1996) from my old friend J. Fred Thomas, is worthy of a response. When J. Fred speaks, I always sit up and listen, so here goes with an answer, Fred.

Admittedly, the water surrounding the developing situation at our Memorial Library is a bit murky. Let's see, now — fire, destruction, a move to temporary quarters, planning the new library (with and without Technopolis), the Millennium Commission, new library plans, new possibility of the application of the Millennium funds, the resignation of the Trust Librarian, the appointment of a new Trust Librarian, the appointment of the first Fulbright librarian paid out of the income of the 2ADA Librarian Fund, private architects, county architects, development of the new Charities Commission scheme to take the library into the next century, and the resignation (effective 12/31/96) of the Trust Chairman, Tom Eaton, after so very many years of dedicated service. That sounds like enough to make any water murky. However, new schedules and new people are now in place and working hard and long. All members of the library staff are being utilized in order to extend desk hours to include Saturdays for the first time.

Fred mentioned he had asked questions of some of the members of the 2ADA Executive Committee. With the expanded VP membership of the ExCom, many of the new members are going through a learning phase, so it is not surprising that some may not have had answers. However, I'm sure Bud Koorndyk, our representative on the Board of Governors, your old friend Jordan Uttal, or I could have answered most of your questions.

It is true that many of us are frustrated by the slow start-up of the new facility. However, I think it is fair to say that things are now progressing at a much faster pace than before. The waters should now begin to clear. We must keep in mind that our British friends are encumbered by different government restraints than are we. Their planning and actions are often tied up in political bureaucracy. They do have their ways — as do we.

I'm sure everyone who attends the opening ExCom meetings in February and May, 1997, will be pleased with the clarifications and progress reports given at that time.

One more thing, if I may — I was shocked to learn that my old friend J. Fred Thomas was not aware that all the B.S. in Texas had, several months ago, been shipped en toto to Southern California! Fred, is it possible you haven't been outdoors lately???

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

To Neal Sorensen [2ADA President]:

With reference to your proposal in the Winter 1996 *Journal* for a 1/6 scale model of a B-24 for placement at the Air Force Academy and the 8th Air Force Heritage Museum, I suggest that it would be the height of foolishness to spend \$170,000.00 for another sea gull roost when there are so many other, more important uses for that kind of money. Yes, I understand the frustration over the publicity gap between the B-24 versus the B-17, but matching the B-17 statue for statue is not the answer. The answer lies in extra support for the 2ADA Memorial Room, where there will never be enough books to fill the need or enough help to expand the history function of the archives. An additional \$170,000 for the Memorial would help immeasurably.

You were in attendance as the 467th held its October convention in Pooler, Georgia, and are well aware of their rather sad effort to showcase the B-24 in exhibits and presentations inside the museum. General Shuler highlighted the problem in his speech at the final banquet, but unless the people setting up the exhibits make a conscious effort to change their philosophy, nothing will get done about it. I talked to Joe Dzenowagis last week about the lack of B-24 showing there, and we were both wondering why no effort has been made to use Joe's tapes, which he has offered to them. They don't need a wooden B-24 model in the memorial garden; they need to feature the B-24 in their exhibits. Without that commitment, even present funding from B-24 sources will dry up.

When it comes to telling the B-24 story, the Pima Air and Space Museum in Tucson is doing a much better job than is being done by the Heritage Museum — or any other museum in the country, for that matter. First off, it has a real live, shiny, well-hangared B-24. The 446th BG has been instrumental in setting up the exhibits in the hangar, and the museum would welcome support by any of the B-24 outfits worldwide. There is a tremendous opportunity to get the 2nd Air Division story across to the general public by donations to Pima for exhibits and dioramas. There is a place for "tail feathers" and for exhibits about a specific bomb group if any group wants to take advantage of the opportunity. In fact, \$170,000 would put the 2nd Air Division on the map and such a project should probably be seriously considered.

I'm sorry I can't support your proposal, Neal, but there are just too many other, better places for that kind of money. Please include this letter in the agenda for the February meeting of the 2ADA Executive Committee if the subject is included.

Ralph H. Elliott  
VP, 467th Bomb Group  
6000 West Rafter Circle  
Tucson, AZ 85713-4365

To the editor:

I would like to locate Sgt. James Peterson (Jim), who was stationed in Norwich or the immediate area during WWII. I understand that Sgt. Peterson has tried in the past to locate a family by the name of Cooper without success. Now the Cooper family are trying to locate you, Jim. Due to ill health in their family, the Coopers no longer live in Calvert Street, Norwich, and that is probably why you could not find them. Louisa Cooper (grandmother), Kathleen Cooper, Jennifer Leamon and Doris Cornwell (aunt) need to make contact with you. Sadly, Mr. Leamon is now deceased. So, Sgt. Peterson, or anyone who knew or knows Jim, please make contact with me:

Christine P. Armes  
192 Plumstead Road East  
Thorpe St. Andrew  
Norwich, Norfolk NR7 9NQ  
England  
Tel. (01603) 434627

To the editor:

I'm trying to locate members of the 1821st Ordnance Supply and Maintenance Company. I would also like a complete roster of the company and movement from its beginnings in California (I think) to Flixton Air Base and return in 1945. Please contact:

George E. Terrell  
9910 Vega Lane  
Louisville, KY 40272-2962

To the editor:

Our library has a number of copies of selected back issues of the 2ADA *Journal* (March 1971 through Spring 1996) which are available for \$3.00 each including postage, on a "first come, first served" basis. Checks or money orders (no plastic) should be made payable to the Yankee Air Force and mailed to the Yankee Air Force Library at the address below. State the particular issue(s) desired, or write to me for a list of the back issues we have available. Maybe we can help fill out somebody's collection.

Harold W. Sherman  
Yankee Air Force Library  
P.O. Box 590  
Belleville, MI 48112-0590

To the editor:

Since I was a former POW at Stalag Luft III at Sagan and in the same compound as the great escape in March 1944 with the RAF and Canadians, the videotape "Behind the Wire" from the 2ADA collection didn't show anything that I didn't know, hear or experience.

Good viewing for someone who was not a prisoner of war.

Art Bertanzetti (489th)

To the editor:

I felt that I must write and inform the membership of the 2ADA, and the 491st & 492nd Bomb Groups in particular, that a project started in May of 1995 has now been completed. The week before the 2ADA reunion in Norwich last year, a party of 491st BG veterans came to North Pickenham to discuss with the Parish Council their wish to enhance the memorial, placed in 1987, in memory of those who gave their lives for the peace we enjoy today.

As you are no doubt aware, these projects take time to come to fruition. In this particular case we had to agree on a design which was acceptable to both the group and the residents of the village; once this had been decided we then had to contend with the local planning authority and obtain approval from the landowner. Once these hurdles had been overcome, a local builder provided an estimate of cost, and when this had been accepted, the work commenced. For those who saw the original memorial, the change will be patently obvious. We in the village are more than pleased with the result and believe that it is now a more fitting monument to those brave men of the 491st & 492nd.

I am enclosing a photograph of the completed memorial so that those who have not been able to revisit the village can see that their memory lingers on. Let us remind all members of the 2ADA that you came as friends, you stayed as friends, and for all time you will remain our friends. The links forged in 1942 are as strong today as they were then.

S. Alan Trattle  
Base Contact, 491st/492nd  
12 Latimer Way  
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To the editor:

A particular item in the Summer *Journal* that aroused my interest was the picture in the bottom right hand corner of page 13 showing the original B-24 emerging from the Consolidated hangar in December, 1939.

Your correspondent may like to know that this aircraft was numbered 39-680 and was also the first XB-24B. It was eventually fitted out as a De-Luxe transport.

I have a photograph in one of my books showing the aircraft in flight.

While appreciating that the foregoing may be already known to "Wild Bill" Nelson, I felt I ought to write in case it was not.

Les Willis  
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ENHANCED 491ST/492ND MEMORIAL AT NORTH PICKENHAM

To the editor:

We have a good organization and it has grown steadily over the years; sometimes it would seem to be in spite of what we did. Looking back to the days when I was president of the 2ADA, I went along with the act of having just three group VPs on the Executive Committee. I blame it on some ignorance on my part; however, I did try to get all VPs involved and informed as to 2ADA activities. I'm not saying others didn't, but I'm saying that the system began leading to discontent among our various groups.

When I left the scene, we were in the battle to get an Executive Committee vote for all group VPs. My last letter to all hands was to the effect that if a vote for all VPs couldn't be won, then take a half load and get the vote for half of the fourteen VPs on a rotating basis. Thanks to the efforts of Geoff Gregory, Chuck Walker, et al, three VPs were added to those with a vote. We have been told by several on the committee that an improvement has been made. Now, we believe there is no valid reason that all fourteen VPs shouldn't have a vote.

As it is, all fourteen are welcomed at the meetings and can join in all the discussions, but when the particular vote is taken, eight VPs are on the bench and can't vote. It just doesn't make sense to have eight VPs who represent over half the membership sitting there without being able to represent their members as they would like. Some say that some of those eight are newcomers and not up to speed and well enough acquainted with association matters to vote intelligently. I drank to that for a while, but now I think it's rubbish. It isn't likely that any group is going

to send a VP to a meeting who doesn't have the ability to listen to the debates on any subject and decide how he should vote. He can always abstain from voting if he thinks that the best course.

Further, it could be that the VP of Membership, the American Governor, or any other would make a proposal which would be beneficial to our organization. After the arguments, pro and con, maybe those voting would vote down the proposal while the majority on the bench would have won the day had they had the vote. Many will gasp in horror, but it could be considered that if we have to have eight representatives on the bench, maybe we should put all officers of the committee on the rotating list. No one person's vote is indispensable. Any chairman or officer can make his report and recommendation; then let those with the vote decide. Some say having a quorum attend the meetings might be difficult. No VP with whom I've spoken believes that. Every one of them want a vote and will do all possible to get it. None of our bylaws are etched in stone and we can make the necessary changes. We sincerely believe that giving the vote to all group VPs will do more for group/association relations than any action we might otherwise take. The VPs are always the first on the firing line when it comes to raising money and the like, so let's make all of them a party to how it is used.

J. Fred Thomas  
VP, 392nd Bomb Group  
8932 Biscayne Court #1318E  
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# 50 Years of 2ADA Presidents and Conventions

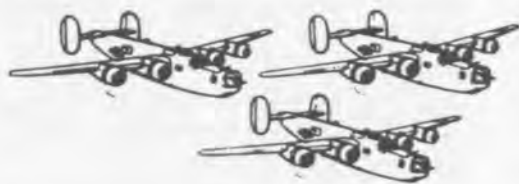
INFORMATION SUBMITTED BY PETE HENRY (44TH), JORDAN UTTAL (HQ), & MILTON VEYNAR (HQ)

Listed below are all of the past presidents of the Second Air Division Association, followed by the location and date of that year's convention. The 2ADA has also made two additional trips to Norwich, England, once in 1993 for the 30th anniversary library rededication, and then in 1995 for the D-Day 50-year anniversary.

1946-48	Howard Moore Chicago (preliminary organization)	1962-63	John Cunningham/Percy Young Chicago, Illinois (September)	1980-81	Dave Patterson Cambridge, Massachusetts (July)
1948-49	Father Edward Seward Chicago, Illinois (October)	1963-64	Jordan Uttal Norwich, England (June)	1981-82	Vincent LaRussa San Antonio, Texas (July)
1949-50	John Cunningham Chicago, Illinois (October)	1964-65	Warren Alberts Chicago, Illinois (October)	1982-83	Andrew Low Nashville, Tennessee (July)
1950-51	Raymond Strong Cleveland, Ohio (October)	1965-66	Warren Alberts Washington, D.C. (June)	1983-84	Charles Freudenthal Norwich, England (May)
1951-52	Raymond Strong New York City (October)	1966-67	Charles Merrill Dayton, Ohio (June)	1984-85	J. Fred Thomas Palm Springs, California (October)
1952-53	Jordan Uttal Chicago, Illinois (October)	1967-68	John Jacobowitz Washington, D.C. (June)	1985-86	E. Bud Koorndyk McAfee, New Jersey (September)
1953-54	Percy Young Chicago, Illinois (October)	1968-69	John Jacobowitz Chicago, Illinois (June)	1986-87	James H. Reeves St. Charles (Chicago) IL (July)
1954-55	Fen Marsh Washington, D.C. (August)	1969-70	Paul Trissel Gettysburg, Pennsylvania (June)	1987-88	Carl I. Alexanderson Norwich, England (May)
1955-56	Stephen Posner Washington, D.C. (August)	1970-71	Ken Darney Cincinnati, Ohio (June)	1988-89	C.N. (Bud) Chamberlain Colorado Springs, Colorado (June)
1956-57	Richard Clough Chicago, Illinois (August)	1971-72	Joseph Whittaker Williamsburg, Virginia (July)	1989-90	Frank DiMola Hilton Head, S. Carolina (November)
1957-58	Stephen Posner Hershey, Pennsylvania (August)	1972-73	William Robertie Norwich, England (May)	1990-91	Richard Kennedy Norwich, England (July)
1958-59	Percy Young New York City (August)	1973-74	William Robertie Colorado Springs, Colorado (July)	1991-92	Richard Kennedy Dearborn, Michigan (July)
1959-60	Dean Moyer Chicago, Illinois (August)	1974-75	William Brooks Wilmington, North Carolina (July)	1992-93	John B. Conrad Las Vegas, Nevada (October)
1960-61	John Karoly Washington, D.C. (October)	1975-76	Goodman Griffin Norwich, England (May)	1993-94	John B. Conrad Hilton Head, S. Carolina (November)
1961-62	Charles Stine Pittsburgh, Pennsylvania (October)	1976-77	Earl Zimmerman Valley Forge, Pennsylvania (July)	1994-95	Charles Walker Kansas City, Missouri (May)
		1977-78	J.D. Long Lake Geneva, Wisconsin (July)	1995-96	Geoff Gregory Lexington, Kentucky (July)
		1978-79	E.A. Rokicki San Diego, California (July)	1996-97	Neal Sorensen Milwaukee, Wisconsin (June)
		1979-80	Pete Henry Norwich, England (June)		

Our 1997 convention will be held in May at Irvine, CA; and next year, also in May, we will be at Oak Brook Hills (Chicago), Illinois. ■

**SECOND AIR DIVISION ASSOCIATION**  
**EIGHTH AIR FORCE**  
 RAY PYTEL, JOURNAL EDITOR  
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## CHANGE OF ADDRESS?

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