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Hap Arnold: Our First General of the Air Force

BY JACK STANKRAUFF, HISTORIAN OF THE YANKEE AIR FORCE • PART ONE OF TWO
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America's greatest air leader of World War Two, **HENRY (HAP) ARNOLD**, laid the foundations of today's Air Force. When World War II started, the U.S. Army Air Force had only a few hundred aircraft and 23,455 men. Four years later it had grown to almost 80,000 planes and 2,372,292 men and women — the largest in the world. Arnold's career spanned over 40 years from the Signal Corps' three aircraft to the aerial might of World War II.

Henry Harley Arnold was born on June 25, 1886 at Gladwyne, Pennsylvania. His parents wanted him to become a minister. When his oldest brother, Tom, decided to forego a West Point appointment for an electrical engineering career, young Henry entered West Point.

One of Arnold's West Point cavalry instructors saw him chewing tobacco and ordered him to spit it out. "I thought all good cavalymen chewed tobacco." Angered at this impertinence, the instructor disqualified Arnold from the cavalry and Arnold graduated from West Point in 1907 as an infantry second lieutenant and was assigned to the 29th Infantry Division. Embittered, Arnold was assigned to the Army Corps of Engineers in the Philippines where he made maps with another lieutenant, George Marshall.

On April 21, 1911 Arnold was posted to duty with the Signal Corps Flying Service at Dayton, Ohio. Young Arnold received flight instruction on the Wright Flyer (one of five Wright aircraft the Army bought) from Orville Wright and later Wilbur Wright. Arnold received Army Aviation Certificate Number 2.

(Army Lt. Tommy Milling soloed a few days earlier.) Later that year, Arnold flew an infantry officer who put several rifle rounds through a tin dinner plate and beat the British in a competition. On August 18, Arnold set a record by flying to a height of 4,167 feet. Later he set another altitude record, in a Burgess-Wright, of 6,540 feet.

Arnold was awarded the first Mackay Trophy for aerial reconnaissance on October 9, 1912. He found a cavalry column hidden in the northern Virginia woods and reported their location to headquarters. Once during a flight Arnold was hit in the face by a large bug, causing him to almost lose control of his plane. From then on, he saw to it that seat belts were installed in all aircraft.

From November 5 to 13, 1913, Lts. Arnold and DeWitt Milling demonstrated directing artillery fire by radio from an airplane. The Army recognized the young aviator's ability, and sent him to organize a flying school at College Park, Maryland, near the nation's capital.

Arnold won one of the first Military Aviation Awards on May 27, 1913 "for courage and ability to complete hazardous tests [acrobatics, which were especially dangerous considering

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DIRECTORY

HONORARY PRESIDENT JORDAN UTTAL
7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230-4939
Telephone: 214-369-5043

OFFICERS

President NEAL SORENSEN
132 Peninsula Road, Medicine Lake, MN 55441-4112
Phone & Fax: 612-545-2698

Executive Vice President OAK MACKEY
6406 East Presidio, Mesa, AZ 85215-0972
Telephone: 602-641-3033

Vice President Membership EVELYN COHEN
Bldg. 6, Apt. 410, 9355 State Rd., Philadelphia, PA 19114-4015
Tel. 215-632-3992 • Fax 215-632-8319

Vice President Communications GENE HARTLEY
3950 Via Real #233, Carpinteria, CA 93013
Tel. 805-684-9542 • Fax 805-566-0185

Treasurer E. (BILL) NOTHSTEIN
40 Meadow Drive, Spencerport, NY 14559
Telephone: 716-352-3350

Secretary and Director of
Administrative Services DAVID G. PATTERSON
28 Squire Court, Alamo, CA 94507
Tel. 510-837-1667 • Fax 510-743-9940

2ADA Representative
Board of Governors E. (BUD) KOORNDYK
5184 N. Quail Crest Drive, Grand Rapids, MI 49546
Telephone: 616-949-5784

GROUP VICE PRESIDENTS

Headquarters RAY STRONG
320 Burlage Circle, Chapel Hill, NC 27514
Telephone: 919-967-2301

44th Bomb Group RICHARD (DICK) BUTLER
16494 Wagon Wheel Drive, Riverside, CA 92506-5850
Tel. 909-780-7421 • Fax 909-780-1459

93rd Bomb Group ALFRED ASCH
6205 Meadow Court, Rockville, MD 20852
Telephone: 301-881-1376

389th Bomb Group FELIX LEETON
7325 Bonanza Place, Greenwell Springs, LA 70739
Tel. 504-261-5300 • Fax 504-261-7197

392nd Bomb Group J. FRED THOMAS
8932 Biscayne Court #1318E, Huntington Beach, CA 92646
Telephone: 714-536-2294

445th Bomb Group RAY PYTEL
P.O. Box 484, Elkhorn, WI 53121-0484
Tel. 414-723-6381 • Fax 414-723-7981

448th Bomb Group AUD RISLEY
682 Slade Avenue, Elgin, IL 60120
Tel. 847-741-7757 • Fax 847-622-3076

448th Bomb Group CHARLES McBRIDE
18 Seaview Dr. No. Rolling Hills Est., CA 90274
Telephone: 310-541-5381

453rd Bomb Group JAY JEFFRIES
17161 Westport Drive, Huntington Beach, CA 92649
Telephone: 714-846-1653

458th Bomb Group E.A. (RICK) ROKICKI
365 Mae Road, Glen Burnie, MD 21061
Tel. 410-766-1034 • Fax 410-969-1452

466th Bomb Group EARL WASSOM
548 Brentmoor Drive, Bowling Green, KY 42101-3773
Telephone: 502-842-0412

467th Bomb Group WALTER J. MUNDY
23020 Basin Harbor Court, Tehachapi, CA 93562
Telephone: 805-821-5101

489th Bomb Group JAMES DAVIS
2519 Shell, Midland, TX 79750
Telephone: 915-683-2443

491st Bomb Group F.C. (HAP) CHANDLER JR.
18 Willow Glen NE, Atlanta, GA 30342-2023
Tel. 404-252-5445 • Fax 404-814-1229

492nd Bomb Group W.H. (BILL) BEASLEY
1525 South Garfield Street, Denver, CO 80210-3022
Tel. 303-756-4766 • Fax 303-759-3684

JOURNAL

Editor RAY PYTEL
P.O. Box 484, Elkhorn, WI 53121-0484
Tel. 414-723-6381 • Fax 414-723-7981

HERITAGE LEAGUE

President CRAIG A. BEASLEY
3459 Celebration Drive, West Valley City, UT 84120
Tel. 801-250-8565 • 801-252-3042

2ND AIR DIVISION MEMORIAL ROOM

Trust Librarian DEREK S. HILLS
2ADA Fulbright American Trust Librarian LINDA J. BERUBE
Second Air Division Memorial Room
71 Ber Street, Norwich, Norfolk NR1 3AD, England

SECOND AIR DIVISION ASSOCIATION



JOURNAL



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MRS. FRANCES DAVIES
57 Church Lane, Eaton, Norwich NR4 6NY, England

ROGER A. FREEMAN
May's Barn, Dedham, Nr. Colchester, Essex, England CO7 6EW

DAVID Q. GURNEY
Bawdeswell Hall, East Dereham, Norfolk NR20 4SA

EDWARD O. INMAN
Director of the Duxford Imperial War Museum
Duxford Airfield, Cambridge CB2 4QR, England

ALFRED A. JENNER
15 Ransom Rd., Norwich, Norfolk NR1 4AJ, England

E. (BUD) KOORNDYK
5184 N. Quail Crest Drive, Grand Rapids, MI 49546 USA

PROFESSOR HOWARD TEMPERLEY
School of English and American Studies
University of East Anglia, Norwich, NR4 7TJ, England

LT. COL. W.D. WUEST
14 St. Andrews Close, Hingham, Norfolk NR9 4JT, England

President's Message

BY NEAL SORENSEN

A pleasant exclamation point to the mid-winter business meeting of your 2ADA Executive Committee on February 20 and 21 was the attendance of almost 100% at the splendid 16th Annual 2ADA Regional Reunion Dinner on February 22 at El Toro Marine Air Base, California.

Co-chaired by Dick Baynes (466th BG) and Jay Jeffries (453rd BG), aided by a very vigorous committee, the entire evening's program reflected devotion to our fallen comrades, coupled with an appreciation of our accomplishments as a major factor in winning the air war over Europe. Thank you for a marvelous event!

The regrettable coincidence of the date (February 22) with the Southeast Regional Reunion held in Orlando, Florida, was the subject of serious discussion at the Executive Committee meeting. Jim Reeves, chairman of the Group Relations Committee, asked committee member J. Fred Thomas to explain a proposed master schedule sheet designed by Harry Orthman. Hopefully, future regional events will be scheduled at intervals which will enable those who wish to do so to attend more than one of the four regional events now being celebrated.

My mail continues to bring in enthusiastic words of support for the proposed B-24 replica (one-sixth size) to be installed in the Honor Court of the Air Force Academy. Due to the lack of positive response by any of the corporations with ties to the manufacture of our plane, the Executive Committee felt any action should be postponed until support, other than from 2ADA members, is available. To all of you who wrote words of encouragement, my deepest thanks. The next step planned will be to contact any and all B-24 units who flew this remarkable airplane. Any success or failure will be reported at Irvine when we gather for our 50th reunion, May 23-26.

The finances of our fund held in trust by the Fulbright Commission of England continue to be an important area of our interest. Due to the excellent work of the Oversight Committee in 1994, the Fulbright Commission's investment advisor moved the funds from low-paying CDs to higher paying financial instruments. One of these, a \$395,000 Citicorp note, matured on February 12, 1997. Former 2ADA Presidents Dick Kennedy and John Conrad have worked with me to select and recommend our preferred investments to Fulbright. Our recommendation was U.S. Government 30-year bonds, which were paying about 6.9% at the date that Citicorp matured.

Unfortunately, Mr. Robin Berrington, Cultural Attaché and Chairman, Fulbright Commission U.S./U.K., had been called home on family business prior to February 12th and re-investment of the funds was delayed. The funds, according to Ms. Susan Wedlake, the cultural attaché's assistant, were placed in a time deposit account at Citibank. This will not provide an adequate rate of return to insure funds needed to support our Fulbright grantee in the future, so corrective steps are being taken.

Both Dick Kennedy and John Conrad have been called for updated recommendations. I also have asked our family broker, Merrill Lynch, for advice. This will be given to me as a goodwill gesture, since Fulbright does not use Merrill Lynch as their investment agency.

Be assured that this matter will be top priority for both the Fulbright Oversight Committee members and the entire 2ADA Executive Committee. The Memorial Library is, and will continue to be, our legacy to the memory of our comrades who died in combat. We must be true to them! ■



SECOND AIR DIVISION ASSOCIATION



THE 2ND AIR DIVISION ASSOCIATION traces its initial meeting to 1948 in Chicago, Illinois. It was organized as a nonprofit corporation in the State of Illinois on January 10, 1950. Members of the original Board of Directors were 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. ■



CHICAGO 1998 CONVENTION

CORRECTIONS

- We are happy to report an error in a previous issue of the Journal that incorrectly listed John McMullen (489th) as deceased.
- Referring to pages 17 & 44 of the Spring Journal: The 2ADA was in England for the anniversary celebration of V.E. Day (not D-Day).

What's With the Union Jack?

BY RAY PYTEL (445TH), JOURNAL EDITOR

The origins of the Union Jack can be attributed to the start of Islam and the migration of its founder, Muhammad, in the year 622 A.D.

In the next century Islam spread throughout the Middle East. Its believers (Arabs) conquered Syria, Palestine, Egypt, Iraq, and Persia. By 750 A.D. Islam spread rapidly from North Africa to the continent of Europe, was beaten off in France, but won out in Spain, in Asia Minor, in the Caucasus Mountains East past Samarkand, Kabul, and in the Indus River Valley in India.

Eventually Rome became alarmed at the spread of Islam, and in 1095 A.D. Pope Urban II called on the European Christianity to restore Asia Minor to Byzantium and to regain the Holy Land for its rightful people, i.e. Christians. The Crusades, in which many "righteous nations" including King Richard "The Lionheart" of England participated wholeheartedly, took many lives and were only partially successful, with Spain completely reconquered by 1492 A.D. after a long struggle.

Now comes the legend . . . the heroic story of St. George, who, tired of slaying only dragons and looking for more adventure, became the soldier saint whose deeds inspired the crusading kings of England. The emblem attributed to him, the blood-red cross of martyrdom on the white field of purity, was adopted by "Richard the Lionheart" and brought into England. The use of what became "St. George's Cross" increased, and King Richard II extended its use throughout his army, replacing various emblems worn by the soldiers of the King's noblemen. St. George's triumph became complete in 1348 A.D. When King Edward III founded the Order of the Garter, the highest order of chivalry, with St. George as its patron and the red cross predominant in



THE CROSS OF ST. GEORGE

its badge. By this means he was adopted as the Patron Saint of England, and his emblem became the national flag.

The Scottish flag is commonly believed to have been derived from St. Andrew the Apostle of Jesus. Tradition has it that he was martyred in 69 A.D. by being crucified on a diagonal cross because he felt he was unworthy of dying on an upright cross as his Lord had done. The relics of St. Andrew were then



The present UNION JACK of the United Kingdom of Great Britain and Ireland, showing the correct hoist position and true proportions when flown on land.

brought to the old England firm in the 8th century by St. Acca, Abbot of St. Andrew's Abbey in Hexham, Northumberland, a county near the Scottish border.



ST. ANDREW'S CROSS

It is said that Angus, King of Picts (one of Scotland's mischievous tribes) founded a church in his backyard, Kilrymont, then on one of his raids across the border to England he persuasively "invited" the St. Acca and his monks to come along to run it. They brought the relics of St. Andrew with them, and in turn the King adopted the saint as his patron in preference to all others. The diagonal white cross eventually was placed on a blue field, which became the flag to represent Scotland.



ST. PATRICK'S CROSS

In the case of Ireland, the white flag with the diagonal red cross has nothing to do with St. Patrick, or the Irish for that matter. Legend has it that St. Patrick was born in 390 A.D. in Wales and was captured by Irish raiders at age 16. He escaped to France and became a monk. By 432 A.D. he felt he should return to Ireland and spread the gospel. His courage was noticed by the Irish King Loigaire, and with the king's protection he established a

strong Christian church despite opposition from the ancient Druids. St. Patrick lived a full life and died of old age in 461 A.D. He was not martyred so he should not have a cross as his emblem according to ecclesiastical custom. Most probably the emblem came from the arms of the Geraldine family of the house of Kildare, who were the foremost among the English families given Irish lands to subjugate the country following its invasion by King Henry II in the 12th century.

Upon the death of Queen Elizabeth in 1603, the line of succession put King James VI of Scotland on the throne as King James I of England. His royal proclamation stated in part: "All our subjects of this Isle and Kingdom of Great Britain and the members shall bear in their maintop the Red Cross, com-



FIRST UNION FLAG (1606)

monly called the St. George's Cross, and the White Cross commonly called St. Andrew's Cross joined together . . ."

At first the new "flag of Britain" was flown at sea from the top of the main mast. Then it became a custom to fly a smaller version at the top of a small mast mounted on the bowsprit, which was the large center spar projecting forward and ahead, from the bow of the ship. The word "Jack" was used as a diminutive name for this spar, and in time the spar and the flag representing the union of Scotland and England became the "Union Jack."

The first Union Jack representing Scotland and England lasted for some 200 years until its final change to become the present flag we know today. The addition of the red diagonal cross somewhat arbitrarily called St. Patrick's followed the suppression of the Irish rebellion. An Act of Union abolished the Irish Parliament, and on January 1, 1801 a Royal Proclamation decreed that "the Union Flag shall be blue, the diagonal crosses of St. Andrew and St. Patrick divided and their colors of white and red reversed in opposite quarters; the latter edged with white, surmounted by the red cross of St. George, also edged in white." This became the official flag of the "United Kingdom of Great Britain and Ireland" and remains the flag to this day.

The final chapter raises the question: Since Ireland is no longer in the United Kingdom,

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The Editor's Comments

BY RAY PYTEL (445TH), JOURNAL EDITOR



The editor shows off his 90mm anti-aircraft shell. "Just a silly 2mm bigger than the famous German 88, but hell on a wild goose within shooting distance."

It has been several issues since I became the editor of the 2ADA Journal. Some of our 2ADA members have written and asked for more articles on museums; others sent in suggestions (but not the articles) on profiles of noted personalities. Some others sent in lengthy poems, but then many others wrote in and said that nobody reads them, so why do I clutter up the *Journal* with them?

To help me get a handle on what our readers (as differentiated from submitters) would like to see in future *Journals*, drop me a line and tell me if you would like to see more or less of:

- A. Articles on air museums?
- B. Poetry, and do you actually read poems?
- C. WAC and WASP activity during the war and now?
- D. Contributions by wives and widows of our members?
- E. Current B-24 activities, shows and tours?
- F. World War II air base stories, both in the U.S. and overseas?
- G. Articles on salvage activities of WWII aircraft?
- H. Current Air Force activities?
- I. Profiles of pertinent Air Force personalities? WWII? Current?
- J. B-24s in other air forces, services, countries?
- K. Contributions by the British about WWII? Or their country?
- L. Articles on flying in general — during WWII? Now?
- M. Pictures of planes, 2AD personages, conventions, etc.?
- N. Articles on England in general?
- O. More or less humor, jokes, funny happenings?
- P. "Things were better yesterday," nostalgia list?
- Q. Letters to the editor?
- R. Unusual or obscure war stories and incidents?
- S. Air shows and exhibits?
- T. Information on veterans' benefits?
- U. Statistics and listings of various data?
- V. Or finally, should we limit stories only to 2ADA combat crew and ground crew experiences?

FROM THE SPRING JOURNAL — NAME FIVE ANSWERS (WORLD WAR TWO FRIENDS, ENEMIES, AND NEUTRALS)

- (1) European allies of Britain: Poland, Greece, France, Norway, Belgium, Yugoslavia and Albania, among others.
- (2) European allies of Germany: Finland, Bulgaria, Rumania, Hungary, and Italy.
- (3) Five European neutrals: Switzerland, Sweden, Spain, Portugal, and The Republic of Ireland.
- (4) Which European nation did all three: Italy was neutral until June 10, 1940, then declared war on France and Britain. After fascism was overthrown in 1943, Italy declared war on Germany and Japan. (The Italians still lost their colonies, anyway!) ■

Report on the Memorial Trust

BY E. BUD KOORNDYK

Due to the inclusion in this issue of the proposed Charity Commission Scheme under whose rules and regulations our Second Air Division (USAAF) Memorial Trust must abide, my report will be brief. The explanation for these proposed changes is given in an introductory article by Matthew Martin, the clerk of the Memorial Trust (see page 36).

The latest information that I can share with you on the rebuilding effort: The Millennium Commission was to meet on April the 9th, and on that date it was to be determined whether our bid for funds to assist in the rebuilding effort was successful. Plans for the project are being drawn up, and from a rough drawing presented to our Executive Committee in Irvine, CA in March, our Memorial Library will be on the ground floor. The library itself will be in the nature of a horseshoe with the open end of the shoe facing the car park and cathedral. Plans are also in progress to restore the fountain which formerly stood in the courtyard of the old library. The positioning of the new Memorial Library is a prime location and considerably larger than the old library.

Hilary Hammond, Honorary Chief Executive, had requested that an advisory committee be formed, knowledgeable in computer technology and also in working with the World Wide Web, Internet, e-mail and in

liaison with our Fulbright librarian, Linda Berube. She is in the process of preparing material pertaining to the 2ADA, the Memorial Library, etc. on a worldwide network. I have asked Felix Leeton, group VP of the 389th BG, who fits all the credentials, to serve as a committee of one to work in liaison with Linda Berube. Felix has graciously accepted this task, which is so important in getting the historical background of the 2ADA and our Memorial Trust and Library on-line worldwide.

As you are all probably aware, Ted Inman, one of my fellow Governors on the Memorial Trust, also serves as the Director of the Duxford Imperial War Museum. Ted has informed me that the new American Air Museum is nearing completion and that the dedication will be held on August 1st. The Queen, along with other dignitaries from England and the United States, will be in attendance for the dedication. I would like to encourage our 2ADA members to become sustaining members of our American Air Museum in Duxford, and if you feel so inclined, to forward a contribution towards funds needed to complete the building effort at the American Air Museum. The address is as follows: Mr. Edward O. Inman, Director, Duxford Imperial War Museum, Duxford Airfield, Cambridge CB2 4QR, England. ■

Executive Vice President's Message

BY OAK MACKEY (392nd)

Following a busy two-day Executive Committee meeting on February 20 and 21 in Irvine, California, it was a real treat to take the next day off, then attend the 16th Annual Southern California Reunion Dinner at the El Toro Marine Air Station Officers Club. Jay Jeffries, co-group VP of the 453rd, was chairman of a ten-member host committee which planned and arranged this most excellent event. 305 2ADA members and guests were served a delicious dinner featuring salmon and all the fixings. Salmon is everyone's favorite fish, and it was excellent. The after-dinner ceremonies featured a talk by Col. Walter Stewart (Ret.) Then Capt. Stewart was the deputy lead of the 93rd Bomb Group on the August 1, 1943 Ploesti mission. The lead crew B-24 with Col. Addison Baker aboard was shot down by enemy fire. Capt. Stewart took over as lead crew. His B-24 "Utah Man" was also severely damaged in the battle, but he was able to limp back to Libya safely. In 1995, he was awarded a belated Distinguished Service Cross, presented by Senator Orrin Hatch at ceremonies at the University of Utah.

A representative from Northrup-Grumman gave a most interesting presentation on the B-2 Stealth Bomber. You may recall the length of a B-24 was 67 feet; the length of a B-2 is 69 feet. The B-24 height is 17 feet; the B-2 height is 17 feet. There are no other comparative numbers between the two bombers. Keep in mind that the B-2 is a flying wing, no fuselage or tail, its wing span is 172 feet, gross weight is over 350,000 pounds, payload over 40,000 pounds, unrefueled range is more than 6,000 miles, range with one mid-air refueling is over 10,000 miles. With modern bombing equipment, the B-2 can independently target 16 aiming points on one pass. In our day, with B-24s, it took many bombers to destroy one target; now one bomber can destroy many targets. The B-24 had a crew of ten; the B-2 has a crew of two, a pilot and a mission commander. Time marches on!

Do you recall reading an article by 2ADA Fulbright librarian Linda Berube entitled "Hello from Norwich" in the Spring issue of the 2ADA Journal? You may want to read it again. Linda has established an excellent relationship with our English friends in East Anglia in the few months she has been there, and they have made her feel so at home in so many ways. Together with Trust Librarian Derek Hills, she was recently interviewed by the *Eastern Daily Press* and by Radio Norwich. She has visited RAF Neatishead Air Base where she was treated to lunch in the Officers Mess, and later went to the underground Operations Room to witness a NATO exercise in progress. She has found time to visit the 448th base at Seething, the 93rd base at Hardwick, the home of the 491st and 492nd BGs at North Pickenham, and the 467th BG base at Rackheath. She and Derek Hills were guests at the annual Thanksgiving dinner sponsored by the "Friends of the 2nd Air Division Memorial" at the Swan Inn in Harleston on November 28, 1996. She has given lectures and talks at the Norwich School for Girls, the University of East Anglia, and Norwich City College. Now, people of the 2ADA, the above is a very abbreviated list of

the activities Linda has participated in since last September of 1996 when she first arrived in England. At the Memorial Library, she is well on the way to getting the library on the Internet/World Wide Web. When that is accomplished, people from all over the world will be able to study and admire our unique, living Memorial.

Lesley Fleetwood and Christine Snowden were the assistant librarians with former librarian Phyllis DuBois. They are still there and are working extremely well with both Linda and Derek. You may recall that the 2AD Memorial Library archives were stored away in a safe place, and were not damaged in the August 1, 1994 fire. Phyllis is working now, on a contract basis, to get those archives in order and properly catalogued.

Some clarification may be in order here. In 1991, the Second Air Division Association made the Fulbright Memorial Library Award (FMLA) in the amount of over \$500,000 to the Fulbright Commission. This money is set aside in trust, and the proceeds of the investments shall be used to pay an "American presence" in the person of an American, who may be a librarian, to work in the Second Air Division Memorial Library in perpetuity. Hence, the title "2ADA Fulbright Librarian." Linda Berube is our first "American presence," and she also happens to be a very capable librarian.

In 1945, money for a suitable memorial in memory of those who died while serving with the Second Air Division of the 8th Air Force was collected from all the 2AD air bases and headquarters. Over £20,000 was collected. This was the seed money for the Memorial Trust of the 2nd Air Division, USAAF. A Board of Governors to administer the Trust was selected from 2ADA members and prominent English people from East Anglia. Not much happened until the Second Air Division Association got into the act, and in 1963 the 2AD Memorial Library became a reality in the Norfolk County Library in Norwich. Over the years, with investment income and more contributions, the Memorial Trust assets now exceed £550,000. Investment proceeds from the Trust are sufficient to pay the Trust Librarian, who will always be an English citizen. Derek Hills is the new Trust Librarian, selected after Phyllis DuBois resigned last August 31st. Proceeds from the Trust also pay the salaries of the two assistant librarians.

The Friends of the 2nd Air Division Memorial is a fine organization of English folk, most from East Anglia, who are, as the name implies, our friends. Last November 10, 1996, there were Remembrance Day services at the Topcroft Church. Besides the Friends, there were representatives from the Liberator Club, the 2ADA, and the Memorial Library. After services at the church, the congregation went to Hardwick to honor the memory of the men of the 93rd BG and the men of all the 2AD. The Rev. Conal Mahoney commenced the service there by having the Stars and Stripes lowered to half-mast while a bugler sounded Last Post. After a period of silence, Old Glory was raised again to the masthead, and the bugler



played Reveille. After the conclusion prayer, the ladies served coffee, tea, and sandwiches. From the report of this event in the Friends Newsletter, the last line reads, "We Have Remembered Them, We Always Shall."

Other more recent activities of the Friends included a tour of RAF Neatishead on March 15, 1997. On March 20th, there was a talk and slides by Mr. K. Wells about the 2AD 355th Fighter Group at Brooke Village Hall. On the 10th of May, a coach was provided to pick up all Friends who desired to attend the North Weald Air Show.

Members of the 2ADA are eligible to join the Friends of the 2nd Air Division Memorial and receive their excellent newsletter, which is issued quarterly. Annual dues are \$8.00 per couple. Make your check out to Jordan Uttal, 7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230. Jordan maintains a small bank account in England, so it is convenient for him to convert your dollars to pounds.

Here are some notes from the minutes of the mid-term Executive Committee meeting in Irvine, CA, February 20 & 21, 1997.

From the report of Membership VP Evelyn Cohen, we learned that the total membership of the 2ADA stands at 7032. 466th BG Group VP Earl Wassom somehow managed to sign up over 100 new members in 1996, and for that, he received the congratulations of the entire Executive Committee. With that in mind, if you have friends or crew members who are eligible for 2ADA membership, please try to sign them up. Your group VP can supply you with membership application forms.

At the general membership business meeting at the Irvine convention on May 25, a motion to amend the 2ADA bylaws to make all group vice presidents and the honorary president voting members of the Executive Committee will be introduced. Approval of a bylaw amendment requires a two-thirds majority vote. If you will be in attendance at this meeting, I urge you to vote in favor of this motion.

As you may recall, the Southern California Dinner at the El Toro Marine Corps Air Station in Irvine, CA and the Florida Regional Dinner at the Clarion Hotel in Orlando were both scheduled on February 22, 1997. This made it impossible for anyone to attend both events, and there were some who wished to do so. A "clearing committee" to eliminate such conflicts has been established with J. Fred Thomas and Evelyn Cohen as members. You will be hearing more about this from Fred, probably elsewhere in this *Journal*. ■

The Lib Will Be There!

BY ROGER FREEMAN, 8TH AIR FORCE HISTORIAN



Members of the Second Air Division Association frequently voice their irritation at the ongoing media acclamation of the B-17 Fortress. Whenever the press and television people have cause to deal with the World War II bomber offensive in Europe, nine times out of ten it is the B-17 that is featured. The reason is the ingrained media belief that the general public only appreciates an account allied to something they know well: and, like it or not, the Fort is the best known U.S. warplane of World War II. Happily, more serious institutions do endeavour to set the record straight, and the B-24 has equal billing with the B-17 in the new American Air Museum in Britain, which is now well on its way to completion.

The fact that in the summer of 1944 there were more Liberators in the United Kingdom than in any other World War II combat theatre has not been overlooked by the Imperial War Museum, which has been endeavoring to obtain a B-24 for permanent exhibition at Duxford — and is still hopeful of eventually achieving this objective. However, the Lib will be there, or “the office end” will. With the welcome support of the 2nd Air Division Association, a forward fuselage section of a B-24D is at Duxford and is currently undergoing refurbishment for display in the new building. The section is that forward of the wing leading edge and includes the top turret, flight deck and nose. Although the relic is from an aircraft which served at a U.S. training base, it will be painted to represent a famous 8th Air Force B-24D, identity yet to be revealed. The 2nd Air Division has further acknowledgement through the P-47 on display being in the colours of its most successful fighter unit, the 56th Fighter Group, and a model airfield. The latter is full scale representation of a typical 8th Air Force bomber station, complete with all living sites and 72 heavy bombers. The identity of the airfield is also on the secret list for the time being.

The American Air Museum in Britain is a twenty million dollar tribute by the British to the role of U.S. air power in 20th century conflict, and a particular memorial to the 30,000 U.S. airmen who gave their lives in Europe during World War II. This new museum is supported by over 60,000 founding members in the United States.

While the display concentrates on the 8th Air Force of those days, it also pays tribute to the 9th, 12th and 15th Air Forces together with the USAAF and U.S. Navy air operations in the Pacific. Other exhibits cover Korea, Vietnam, the Cold War, and the Persian Gulf conflict with examples of U.S. warplanes that operated from Britain during the past half century. Dominating the scene is an ex-8th Air Force B-52 that flew more than 200 missions in southeast Asia. Her Majesty the Queen will open the new museum on August 1st, 1997. All founding members of the American Air Museum will receive invitations. For further details contact the American Air Museum's U.S. office at 1-800-233-4AAM (4226), or Ted Inman, Director of Duxford, at (+44 1223 835000). Ted is also a Governor of the Memorial Trust.

For the record, in August 1944 the 8th Air Force had 1,606 first-line B-24s in England, while other USAAF elements, the U.S. Navy, and the RAF had another 400 Liberators. At this date the 15th Air Force inventory in Italy was 1,079, making a grand total of more than 3,000 Liberators involved in the war in Europe. ■



The Roar That Gave Them Hope

BY JAMES M. DAVIS (489TH)

Our duty as part of the Eighth Air Force during World War II was to drop bombs on German targets such as industry, airfields, transportation, communication facilities, and many other targets as well as to destroy the German Air Force. A terrific price was paid in men and planes.

It was forty-three years later that I discovered that we did much more than we were aware of at the time.

In 1987 Jean and I attended the Second Air Division Association reunion in Norwich, England. After the reunion we flew to Switzerland to visit that country for a week. One day we took an all-day bus tour. About two o'clock in the afternoon we arrived at Bern. The tour director told us that we would have an hour and a half of free time to do what we wanted to. There were about forty people on the bus. They were from all over the world, and I don't believe I heard English spoken. Jean and I decided that we would walk down the street and do some window shopping. We had walked about two blocks and were looking in a window when a gentleman approached and asked if we were on the same tour bus. I had seen him on the bus and told him we were.

He said, "I believe you are Americans." I told him that yes, we were from the United States. He said, "Pardon me, but I would like to visit with you," and suggested we go down the block to a sidewalk cafe where he would like to buy us a drink. We told him we would be happy to visit with him. We ordered our drinks and he asked what part of the United States we came from.

We told him we were from Texas, and he said he always wanted to visit Texas because he had heard so much about it. He spoke good English with only a slight accent. He asked if we were tourists or on a business trip. We told him we were on vacation and had visited England for about a week to attend a reunion, and since we had never been to Switzerland we decided to make a visit before returning to the States.

During our conversation he asked what kind of a reunion we had attended in England. I told him I had been a member of the Eighth Air Force during World War II, and that we returned every four years or so to have a reunion. He asked me what I did during the war. I told him I had been a pilot of a B-24 and flew combat missions over Germany and the occupied countries of western Europe. He paused for a moment before he arose from his chair, and with tears running down his cheek he put his arms around me and embraced me as I had never been embraced before. For a long time he held me in his arms. Finally, with a broken voice he said, "Excuse me but I owe you so much. I owe you my life." He told me I was the first member of an air crew that he had had the privilege to meet,

and he felt so indebted to me and would like to explain why.

He was a young Jewish boy, sixteen years old, living with his family in Poland when the Germans invaded the country in September, 1939. He was taken prisoner and spent the rest of the war in various slave labor camps. He told me the only way they could survive from day to day was hearing the roar of the airplanes flying overhead. They had no knowledge of what was happening, but as long as they could hear the airplanes they had a ray of hope and it provided them the will to survive another day. The noise of the planes provided their only hope and communication to the free world.

After the war he returned to his home town in Poland. There was no home, no family, no kinfolks or friends. They had all been killed or destroyed during the war. He migrated to Israel and started a meat and sausage processing plant which was very successful. The reason he was in Switzerland was that he had gone to Frankfurt, Germany to attend a display of meat processing equipment by manufacturers from all over the world. He had debated for three years whether he could stand to go back to Germany, and at the last minute he decided to go, even though his family begged him not to. When he arrived at Frankfurt and stepped off the plane into the terminal, he suddenly realized that he could not emotionally stand it, and rushed over to the airline ticket desk and asked what was the next plane leaving Frankfurt. It happened to be a flight to Switzerland that was loading and had room. He had a day to lay over before he could get a flight home, so he decided to take the tour that we were on.

He asked us to go with him to Israel, where he had a lot of friends who would be just as happy to meet me. He showed us a picture of his daughter's wedding party. The party was made up of the highest government officials, including the leader of Israel, the defense minister and all of the cabinet members. He assured us that we would get royal treatment and be most welcomed guests. We explained that we could not go at this time because we had to get home, but that some day we planned on visiting his country. I am sure it would be a trip that we would always remember.

He was the most grateful and gracious person that I have ever met.

Somehow all those difficult times I experienced while flying my tour seems to have a different meaning. Until I met this gentleman I never realized that just the sound of an airplane could give a person the will and courage to survive another day. I never regretted the effort and difficulty it took to survive a tour. Now it seems such a small effort compared to the untold millions who suffered so much in Europe during the war. ■

GOOD NEWS FROM GROUP RELATIONS

BY JAMES H. REEVES (HQ)

This year's mid-term 2ADA Executive Committee meeting was in Irvine, California, February 19-22. The meeting was well-attended by members of the Executive Committee and vice presidents of the association.

Prior to the meeting each group VP had been sent a questionnaire from the Group Relations Committee to be completed and returned prior to the meeting. The Group Relations Committee and group vice presidents discussed the contents of the questionnaire and presented nine items for discussion at Executive Committee.

Among the important items for discussion and results were:

In future all vice presidents will have a vote at meetings. To improve group attendance at annual conventions of the 2ADA, J. Fred Thomas, a long-time member of 2ADA, a past president and presently the VP of the 392nd BG, was appointed to work with Evelyn Cohen, convention chairperson, on scheduling dates for future conventions in order to improve group participation and avoid conflicts.

Improved communication between the 2ADA and the Heritage League were discussed in order to promote growth, leadership responsibility, and participation of League members. Craig Beasley, president of the Heritage League, participated in the business meeting.

Other items of discussion:

Mid-year meetings of the Executive Committee will continue as in the past.

Membership Recruiting: Many ideas were given in order to find "lost souls" who are not members of 2ADA. Earl Wassom, VP of the 466th BG, was recognized for getting the largest number of new members in recent months.

Financial Status: No changes in present procedures.

Fighter Group Participation: Two VPs are working on this project. All VPs were given opportunity to share in discussions in order to improve involvement from the entire membership.

Four Group VPs were recognized for their tenure of service to their respective groups: Bill Beasley (492nd BG, six years); F.C. "Hap" Chandler (491st BG, seven years); Ray Strong (HQ, ten years); and Rick Rockicki (458th BG, sixteen years).

The Group Relations Committee wishes to thank all VPs for their interest, enthusiasm, and participation at the mid-term meeting. ■



BY R.D. "DICK" BUTLER

In January we sent out 108 letters to former 44thers who have addresses in Southern California and were not currently members of the Second Air Division Association. The purpose of the letters was to advise these people of the advantages of membership in the association and to let them know about the upcoming fiftieth annual convention to be held in Irvine, California. It was considered that these people might like to attend the event with it being so close to their residences. The results of this effort were excellent, and we have eleven new California members for our association. We welcome: Robert W. Stenstrom (Huntington Beach), Robert L. Schaper (Escandido), Thomas G. Waters (Rolling Hills Estates), John Ferenz (Santa Maria), Raymond M. Pedroza (Azusa), Col. Frederick W. Fowler, USAF Ret. (Riverside), Harry M. Merrifield (Winnetka), R. Russell Rees, Jr. (Corona Del Mar), Mack Mercuriadis (Torrance), George F. Holland, Jr. (Whittier), and Brig. Gen. Robert L. Cardenas, USAF Ret. (San Diego).

General "Bob" Cardenas is truly a distinguished aviator. He joined the 44th BG and 506th Squadron in early 1944, coming from a test pilot position at Wright Field. On 18 March 1944 while flying as command pilot with Ray Lacombe of the 67th on a mission to Friedrichshafen, Germany, the crew was forced to bail out after the aircraft suffered severe battle damage. Captain Cardenas landed in Lake Constance near the Switzerland shore, to which he swam and became interned. Upon his return to the United States he became an experimental test pilot during "The Glory Days at Muroc." He has flown more than thirty different types of aircraft. He was in charge of the XS-1 supersonic project and piloted the B-29 which dropped then-Capt. Chuck Yeager into the realm of supersonic flight. He was also the chief test pilot on the eight-jet-engine Flying Wing that flew 42 years before the introduction of the B-2. Both aircraft have identical 172 foot wingspans.

During the Korean War, General Cardenas was assigned to Wright Field and Edwards AFB testing new fighters and bombers. He was commander of the 18th Tactical Fighter Wing on Okinawa during the Gulf of Tonkin crisis. He flew the F-105 Thunder Chief in Vietnam and was later assigned to command the 835th Air Division at McConnell AFB, Wichita, Kansas, training F-105 combat crews for Vietnam. He is a graduate of the Air War College. He was Chief of the Aircraft and Missile Programs Division in the Pentagon, Chief of Special Operations Division at Strike Command



Four 44th Bomb Group pilots hold the original oil painting by artist Nicholas Trudgian, "Operation Tidal Wave - The Ploesti Mission." Left to right: Dick Butler, Charles Hughes, Bill Brandon, and Bill Cameron.

Headquarters in Tampa, Florida, and Commander of the Air Force Special Operations Force. He returned to Europe as Vice Commander, 16th Air Force, Spain, the U.S. Deputy to Live Oak under SACEUR, and spent his last two years on active duty as Chief of the JLDivision of the Joint Strategic Targeting Staff which was responsible for the U.S. nuclear war plan.

From 1973 to 1983 General Cardenas was an executive with industry. In 1983 he was appointed to the White House as the California coordinator for President Reagan's Southwest Border Economic Action Group. He resigned in 1985 and accepted appointment from the Governor of California as Chairman of the Juvenile Justice and Delinquency Prevention Advisory Group as well as member of the California Council of Criminal Justice. He has also been affiliated with the California Veterans Board, the policy-making body for the California Department of Veterans Affairs. In 1987, he was elected chairman of the board. We are very proud to have General Bob as a member of our association.

In the "Folded Wings" column of this issue you will find the name of Robert S. Lawson. We were deeply saddened to learn of his passing on 13 February 1997. Bob was one of the key people at Shipdham all during the war. He served as commander of the 1132nd Quartermaster Company which supported the 44th Bomb Group. Goodman Griffin, who was Group Executive Officer, states that many of the improvements to the living conditions of those who served at Shipdham were due to Bob's resourcefulness and leadership. Griffin says that he, Herman Shackman, the group supply officer, and Bob were known as the "Shipdham Mafia" as they found "innovative ways" to get things done. Bob led the 44th con-

tingent in the grand victory parade through the crowd-lined streets of Norwich on Sunday, May 13, 1945. He marched again through the same streets with members of the Second Air Division Association in celebration of the fiftieth anniversary of VE Day on May 7, 1995. Bob and our 2ADA Honorary President, Jordan Uttal, had been friends since 1930 when they attended high school together in New York. He retired as a colonel in the Air Force Reserve. Bob will be truly missed, and we want his wife, Ruth, to know that the thoughts of all of us are with her.

The photo above depicts four of us from the 44th Bomb Group who flew on the low level Ploesti mission of 1 August 1943. The official name was "Operation Tidal Wave." The four of us were invited by the Military Gallery (an aviation art distributor company) to Ojai, California on 11 February 1997, to sign limited edition lithographs of Nicholas Trudgian's detailed painting, "Operation Tidal Wave," which is a moving tribute to the 1700 air crew members who flew the torturous Ploesti raid. Depicted exiting the target at extreme low level are B-24s of the 44th and 98th Bomb Groups. Behind them fires rage among the structures of the refineries as yet more crews enter the holocaust. Nicholas Trudgian is a landscape artist who paints in the time-honored tradition, and it shows in his aviation art. In a recent poll, his prints earned him a rating in the top three aviation artists in the world.

William H. "Bill" Brandon flew "Suzy Q" on the raid as the 44th's lead pilot with group commander Leon Johnson as command pilot and copilot. Then-Colonel Johnson was awarded the Distinguished Service Cross. He went on to a very distinguished career in the Air

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392nd B.G.

BY J. FRED THOMAS

Beautiful! Just great! Four articles of need-ed and most interesting news about the activities in Norwich and Norfolk in one *Journal* issue. The last issue had Tom Eaton's review and David Hastings' and Linda Berube's reports, as well as an article from John Page and the Friends of the 2nd Air Division Memorial. While not trying to detract from our usual reports of the dying and crying and heroic acts of our 2AD people in WWII, we believe our members need and appreciate reports directly from the scene of action. Those named above, and numerous others who are serving on our behalf, are real people in the real world who are taking time out of their real lives to see that we complete our mission of leaving a lasting memorial to our efforts and our losses by our 2AD while in unison with our British friends to win World War II. We hope that articles from Britain will be a regular feature in the *Journal*. Information from the source is so much more meaningful than getting it by the process of osmosis, which is too often the case.

While on the subject of articles, I want it known that my two subjects reported in the "Letters" section of the last two issues of the *Journal* were not "letters." I wrote an article in which I addressed three problems that should concern all hands: (1) The matter of conflicting dates of the many and various reunions. (2) The matter of all group VPs having a vote at the meetings of the 2ADA Executive Committee. (3) The lack and slowness of information from the scene of our memorial activities getting to the troops. For the lack of space, we presume, it served our editor better to break my article in two. Or maybe he thought it better to put those flak barrages in more than one issue lest the shock of sensibilities be too great. Whatever, we appreciate the fact that most of the matters addressed were published. And, speaking of flak, I had some incoming, mostly light and ineffective, however. The friendly responses were greater. We had several "atta boys." One asked why I didn't speak out like that when I was president. I had to plead youth and inexperience. Whether my writings had any bearing on the matters or not, we believe you have noticed more information out of Britain and other quarters in the last two issues of the *Journal* than in years. After the members have approved the change in the 2ADA bylaws at the coming convention, all group VPs will have the vote at Executive Committee meetings. Pity it didn't happen fifteen years ago, but that's history. As for clashing dates of reunion, we will have more to say about that.

More recently, we have spent a lot of time coordinating with the other fourteen VPs of the Division and working with Jim Reeves and

his Group Relations Committee to prepare for the Executive Committee meet at Irvine. We had an amiable and most productive meeting.

What have I done recently for our own 392nd BG, you ask? Well, I've written a thousand letters. Quite a number were exchanges with our members. Further, we have exchanged letters with Denis Duffield and Phyllis DuBois regarding 392nd BG business. More about that later. John R. Becker, La Canada, CA, reported the death of their crew's bombardier, Dewitt A. Miller, in April 1996. They were an original crew that went over with the group in the 576th Squadron. They managed to get shot down on January 4, 1944 over Kiel. That meant 17 months at Stalag Luft I. John says he is the last remaining member of the crew. Worth J. Thomas, Thomasville, NC reported the death of their crew's pilot, Edward H. Nehring, at Syossett, Long Island, NY on July 14, 1996. They were with the 577th Squadron, flying 25 missions from August 1944 to February 1945. Our condolences have been sent to both members. Another member, Mr. Estelle Weems, picked up on my e-mail address and sent a message. Helped make my day. Seems Mr. Weems was in somewhat of an unusual situation. He was on flying status and assigned to Headquarters. He reckoned that Headquarters didn't want a second lieutenant living with the "brass," so he lived in a hut with ground officers. He would like to reunite, if possible, with his hut mates: Ralph Elliot and others without first names listed: Pennington, Sq. Exec.; Johnson, Sq. Maintenance; Turner, Armaments; Ollie ??, Maintenance and Copoola, Sq. Admin. We sent Mr. Weems the address of our member Pennington (Houston, TX), whether or not it is the right Pennington. I have nothing on the others. Perhaps some of you may help. If he flew with a squadron, he didn't say, but his address is: E. Weems, 789 Harbor Road, Southport, CT 06490. E-mail: Weemco@aol.

I thought I'd never have to report any SNAFU from the 392nd BG. But, heavens! we have finally had a case of a big SNAFU. We blame it on old age, distance between participants, and the misunderstanding of our intent and the spoken communications. Here's how it went. During our recent three days of meetings with all the group VPs of the Division and the 2ADA Executive Committee, the subject of group endowments to the Memorial Trust came up for discussion. Seems that several years ago when, I think, our own John Conrad was Association President, all groups were asked to set up an endowment of a minimum of £700 in honor of those who served with their particular group. At that time, £700 amounted to about \$1,000. Later, John made two endowments of more than the minimum. Somehow, someone thought that one of John's endowments was a group endowment. Not so, it turns out, and rightly so in our opinion. Division bookkeeping shows our 392nd group as being delinquent. Regardless, the pressure was put on all delinquent groups to ante up so that the trust fund's target could be more

quickly reached. That resulted in my being a pressure point. With that, I called Col. Lawrence Gilbert, CEO of our 392nd BGMA, and gave him the word. It was my intent to take the civilian route and raise the £700, which now amounts to about \$1150, by passing out and mailing flyers to those who always support us and those well able to contribute to the collection. I passed out flyers to our members at the Southern California Dinner and mailed a few. A week later, Dorothy and Willis Miller, Dick and Eleanor Hoover, John and Wanda Conrad, Myron and Blanche Keilman, and we had contributed \$550. We were well on the way. It was mostly my fault, I suppose, because I had meant for Col. Gilbert, et al to pass the hat, word, or whatever at the Orlando reunion while he had quite a number of members present. I had no doubt that we would have the £700 without any big problem. However, Col. Gilbert took the military route and put the matter before the Board of 392nd BGMA. After consideration, it was voted that the BGMA treasury would give the money which, we understand, will be recouped at a later date. I didn't know any of that until one of the pilgrims who went to Orlando came back and called to say that I didn't need any help. The BGMA was picking up the tab. It tends to be comical now, but at the time, I wasn't my happy self. SNAFU is what it was! In the meantime, the \$1000 had been changed to £1000 by mistake; quite a difference. After a number of phone calls, all hands seem to be synchronized. After a call to Col. Gilbert in mid-March, we will continue to seek donations from all who will and can afford to help. Since we are already halfway to our goal, since the BGMA monies will have to be replaced, and considering that it might be late in the year before BGMA funds will be available, we hope all hands will agree that the best course is to continue with our collection in order to get this behind us and carry on with other matters. Please make your checks out to the 392nd BGMA and annotate them "For 392nd BG Endowment Fund to Memorial Trust." Mail your check to me since I will be keeping score. I will forward them to our treasurer of BGMA, Rocky Rothrock. Our address is on page 2 of this *Journal*. We will be killing two birds with one stone. Our group will be shown as having fulfilled our endowment commitment, and the 392nd BGMA as a whole will be shown as the donating organization. YOUR HELP WILL BE APPRECIATED.

Now about the 392nd BG business with Phyllis DuBois and Denis Duffield. A few weeks ago, Phyllis wrote that she had learned that Denis has a large amount of all sorts of material which she thought we would want archived in the 2AD Memorial collection, if Denis was agreeable. We were optimistic that Denis would be agreeable, and while Phyllis made sure, we ran the matter by Col. Gilbert and Oak Mackey. Both agreed that we should take advantage of the opportunity, by all means. We know of no other such source which will be available

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The other day I received a call, and a very excited voice on the line reminded me of myself when, as a tourist to England in 1991, I stumbled, quite by accident, into the Second Air Division Memorial Library in Norwich. It was there that I first learned of this organization. I did not even know that it or any other 8th Air Force veterans groups existed. Bill, my caller and a 466er, had just found out about us and was excited to get into the loop and learn more. He has joined our ranks and is one of our newest recruits. I am confident he will be an active participant. How did he find us? While browsing in a book store, he saw a book which was about his old outfit, the 466th Bomb Group. While leafing through its pages, he saw pictures and read accounts which "caused my heart to palpitate . . . my mind was instantly flooded with chilling memories of the past which I had almost forgotten." An aircraft named "The Black Cat" was pictured in the book with its crew of twelve which later went down on 21 April 1945 on a mission to Regensburg. Only two of the twelve crew members survived. *Wings of Morning* was Bill's reintroduction to his old bomb group and he was one excited fellow over this newfound contact. The amazing part of this story is that Bill was the pilot of a lead crew in the 784th Squadron, 466th Bomb Group. Exactly ten days earlier on 11 April 1945 Bill Hendrix and his crew flew a mission to, of all places, the oil refinery at Regensburg in the aircraft "The Black Cat."

ANOTHER PERSPECTIVE

My phone rang again and modern technology made the gentleman's voice on the line sound like he was next door. He was not. The caller stated that he was Colonel Bob Stocks, the Military Attaché assigned to the American Embassy in Rome. As he identified himself, I mused, "Yeah, the Italian Ambassador's office calling." I am constantly getting "official calls" from "old geezers" of the 2ADA who proclaim, with their fake and poorly executed British accent, that the Lord Mayor of such-and-such city is speaking, but I acted sensibly, and sure enough, he was the Military Attaché. Evelyn Cohen had given him my number. The colonel had received a call from Italian General Vincanzo Camporini who had been reading a book written about the 466th Bomb Group entitled *Wings of Morning*, the story of the ill-fated crew of "The Black Cat," and he had some questions about some WWII military terms used in the book. Could I help him? I responded that I would try, and answered

four out of five of the general's questions, which I suppose was a passing performance. Cindy, my wife of 50 plus years, was listening to my end of the conversation and by the look in her eyes, I knew she was thinking that she could get rid of this telecommunications marketing dude in short order. Fortunately, I answered the phone. Both of these telephone conversations were amazing — from callers with such different perspectives and interests about the story of the last American bomber shot down over Germany in World War II.

THE HERITAGE LEAGUE'S YOUNGEST MEMBER

Well, not all of us could be lead crews, or heroes, or make the headlines in *Yank Magazine*, but we all had something very much in common. We all had dreams of finishing up the war and making lives for ourselves. Often these dreams were not well defined, but our ultimate goal was to get back home and proceed from there with our lives. Some of our guys were married, a few had very small children, others had serious commitments to a cute girl back in the States. Others were still shopping around. But I don't remember anyone aspiring to be a grandparent. With the passing of time and with the natural events which follow family life, it does occur. While in Milwaukee one of our couples, Jim and Elinor Russell, proudly announced in our hospitality room that they had been presented with their first grandchild. Had we known in advance, we would have a walking cane for Jim. Since we missed that opportunity, we did the next best thing by taking up a collection and signing up James B.F. Russell III as a member of the Heritage League. Without any doubt, this attentive little lad is the youngest member in all of the Heritage League. Another first for the 466th, Jim and Elinor, and the League!

MEMBERSHIP DRIVE

Our membership drive teams deserve a salute for the success of their recruiting effort since our meeting in Milwaukee. Before our joint effort, we were signing up only a very few members and associates each quarter. Since the fall of 1996, we have added over 100 new members! And according to Evelyn Cohen, our Vice President Membership, there are more who have already responded but I do not yet have names and the exact figures on them. They will be listed elsewhere in this *Journal*. I received two calls from two different fellows who both saw names of new members on the list who were their former crewmates. They wanted addresses and phone numbers so they could get back in touch. Another newly signed member got on his computer, began looking for the names of former crew members, and he located his pilot and navigator. All of these guys are excited and are planning to get together with us for a crew reunion! This experience has generated a contagious spirit, and more and more of us are getting involved. We can't stop now! ■



James B.F. Russell I (standing) and James B.F. Russell III (not standing) who, according to the grandfather, is a future space pilot.

392ND B.G. (continued from page 10)

so that future generations and historians will have no doubt about the contributions made by the 392nd BG toward the winning of WWII. It comes as no surprise, however, that there is an expense involved regardless of how and by whom. Phyllis estimates that the minimum cost will be \$500 for the cost of copying and her labor. It may well be more. It depends on just how much material we choose to have archived. Further, if Denis spends his time producing and transporting the material to Phyllis and back home, we are more than obliged to pay our debt to him. Those costs are indefinite at present, but we must prepare for them. That's why we advise that we and our members take care of the endowment fund up front so that we will have the money remaining in the treasury of the 392nd BGMA to take care of the archiving costs. Further, the availability of the money in our 392nd BGMA treasury will come much closer in coinciding with the dates when the archiving costs are known.

You may read this before our May convention at Irvine. Regardless, we expect quite a number of our members to attend. We have exchanged letters with a Belgian gentleman. He and a friend are joining us in the search for war stories. I'm sure our folks will make them welcome.

It's likely that I am out of space. If you need my services, you have only to ask. If you want to help me, send me the name of a new member for the 2ADA. Before closing, however, I want to wish the best of health to the person who passed the black plague to me at El Toro. I've had the walking pneumonia for two weeks. It damned nigh killed me.

E-mail: BomberB24@aol.com ■



Open Letter To the 93rd

BY ALFRED ASCH

I am happy to report that Cal Davidson is recovering from open heart bypass surgery. He left the hospital on February 25, 1997 and reports that he is starting to feel good and hoped to start driving his car in early April. Cal, we are all pulling for you!

LIVING MEMORIAL AT THE ARLINGTON NATIONAL CEMETERY

The project is moving forward for our 93rd memorial plaque at the Arlington National Cemetery. I am working with the cemetery horticulturalist, Mr. Dihle, for the selection of the tree to be planted in April, and the plaque design has been approved by the Superintendent, Mr. Metzler. Contracting for its manufacture was to be accomplished during April. The design was published in the latest "Ball of Fire" publication. Let's plan on holding dedication ceremonies during the early part of October of this year, probably on a Friday. I will ask for Air Force support with at least an honor group and bugler. Out-of-towners will be invited to stay at the same hotel or motel. Bus transportation will be provided, with a tour of the cemetery following the ceremonies and lunch and the Fort Meyers Officers Club. We can have dinner together at the hotel that eve-

ning and simply entertain ourselves. Attendees will be free for the weekend to visit Washington, D.C., travel, or as you choose.

8TH AIR FORCE HERITAGE MUSEUM

According to the latest new releases by General Shuler, the museum is coming of age. Almost 40,000 people visited the museum during its first eight months of its operation. The objective is to build up visitorship to 500 per day. Membership is almost 5,000 now, but there should be many more when one considers the thousands of 8th Air Force veterans and interested citizens and students who should become members. The museum has a great program for their Memorial Gardens, i.e., Wall of Valor and individual memorial plaques. Cal Davidson suggested to me that we start thinking about having names of some of our notables on the Wall of Valor or an individual plaque. Generals Timberlake and George Brown immediately come to mind. We have others of distinction — two pilots received the Medal of Honor and four the Distinguished Service Cross. This will be an agenda item at the Irvine convention. The museum is starting other programs such as archives where one can have stored historical information for later retrieval, the library is functional, and the cafeteria and gift shop are operating.

The staff is planning its first anniversary celebration at the museum May 15-18, 1997. The 93rd's display case is to be completed by then. As I have done in the past, I encourage

you to join the museum if you have not already done so. The address is: Mighty 8th Heritage Museum, P.O. Box 1992, Savannah, GA.

TED'S TRAVELLING CIRCUS

Some of you have called me about ways and means of getting our history book authored by Cal Stewart. Yes, he and Peg have moved. Their new address: Carroll Stewart, Apartment 323, 7150 Holmes Park Road, Lincoln, NE 68506, phone (402) 484-6046.

SEMI-ANNUAL 2ADA EXECUTIVE COMMITTEE MEETING

Paul Steichen covered the semi-annual Executive Committee meeting for me in February. He reports it was a good one. He was also highly complimentary about the speech given by Walter Stewart about the famous low altitude Ploesti raid. Walter was the main speaker at the 2ADA Western Regional Reunion held in February. Thanks, Paul!

DID YOU KNOW?

I received a letter from Earl Zimmerman of the 389th reporting that he received a jigsaw puzzle from his daughter which she bought in Houston, and it turned out to be a 93rd airplane, probably "J" model, coming in over the coast of England on the way home. The name of the B-24 was "Safe Haven." The puzzle was purchased at a Wal Mart store. Do any of you have information about "Safe Haven"? If so, send it to me and I will include it in subsequent issues of the *Journal* and the BOF. ■

489TH NOTES

BY
JAMES M. DAVIS

The 489th Bomb Group spent approximately six months in the European Theater before we were rotated back to the States to be converted to B-29s and assigned to the 20th Air Force in the Pacific. We were scheduled to be the first bomb group to operate out of Okinawa, which had just been captured. We were on our way, but a typhoon beat us to Okinawa. We sat in Nebraska for weeks waiting for the base to be repaired. During that time the atomic bombs were dropped and the war ended. We never made it to the Pacific. Our foot lockers did, and it took months for them to return.

Because of that brief period of time, we are the smallest group in the 2nd Air Division Association. We usually have an excellent number of members who attend our 2nd Air Divi-

sion Association conventions. We are usually in the top two or three groups in attendance. Excellent leadership from Charles Freudenthal, Bud Chamberlain, and Neal Sorensen has been a major factor in our group's excellent attendance.

I would like to express my sincere appreciation to the 489th members for their support of the 2nd Air Division Association.

This year the 2ADA convention is being held in May at the Hyatt Hotel in Irvine, California. In February the 2ADA Executive Committee held their mid-year business meeting at the Irvine hotel. It is a beautiful hotel and an excellent facility, located in a beautiful area of Southern California. I encourage all 489th members as well as all 2ADA members to make plans to attend the 2ADA reunions. I guarantee you will enjoy it and be glad you came.

The American Airpower Heritage Museum (AAHM), which is the museum part of the Confederate Air Force, is planning on having Lois Harrington, Director of Oral History at the museum, be present at our convention to record oral history for 2AD members. If you have already made record of your history during WWII, please bring it with you. If you have

not recorded your history, Ms. Harrington will be available to help you do it. For those who have not made record of their WWII experiences, I would encourage you to do so, for you will enjoy it much more than you realize, and it will be another part of the exciting history of World War II. The museum has thousands of oral history records from people who lived through the WWII era. Many of those individual records are the only ones. About a year ago Ms. Harrington recorded the experiences of a German pilot. He had never recorded it, and it is most interesting. A few months after the recording was made, he died. He was a very interesting person to visit with. He came to the States in 1957 as a representative for Mercedes-Benz and later retired in the Hill County of central Texas. I had visited with him several times. He told me that he flew thirty-seven different German planes during WWII and was shot down several times. I asked him why the 262 jet never became active in large numbers during the war. He told me they could never solve the problem of the turbine blades flying off at high RPM. Many of us should be grateful they had that problem. He always explained, "I was on the wrong side." ■



491st BOMB GROUP

POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY HAP CHANDLER

MAY IS A BUSY MONTH!

By the time this is published the Second Air Division convention in California will be history, the rededication of the refurbished North Pickenham memorial completed, and the first anniversary of the Mighty Eighth Air Force Heritage Museum celebrated. Then, on to St. Louis for our sixth 491st reunion in October. Whew!!! Thought we were supposed to slow down!

At least there were no powdered eggs for breakfast, multi-layered climb-outs on oxygen and flak and fighters over the target. Some things do get better.

At home there are the American Legion, VFW, Round Tables, Elderhostels, and assorted "senior citizen" activities to keep us young. One of the most rewarding of these late-in-life activities has been the Second Air Division Association. What wonderful friends we have discovered and enjoy; how many trips to England and other reunion sites we have made. In short, what would we do without this wonderful and unique organization that has enriched our lives. And, most important, enabled us to recognize in perpetuity our comrades who gave their lives in freedom's cause.

GROWTH OF THE 491ST BOMBARDMENT GROUP (H), INC.

One day prior to the Second Air Division Association convention at Hilton Head in November 1989 we held our first organizational meeting. (For emphasis I have deliberately underscored the organization of our group as *part of a Second Air Division Association* reunion). Since then the growth of the 491st Bombardment Group (H), Inc. (our own memorial association) has been remarkable. We have an active roll of over 600 members, and a dynamic search committee which continues to locate members, some as far away as Israel. We have had six annual reunions, including memorials at the Air Force Museum, the Air Force Academy, and soon, at the 8th Air Force Heritage Museum. Together with annual recognition of outstanding contributors to our progress, two memorials were dedicated honoring Generals Fred Miller and Jack Merrill. These memorials at the Dayton museum are unique in their tribute to our wartime leaders.

Who would not be proud to be a member of such an active and vibrant organization?

We are soon to have a group display at the Savannah museum with memorabilia donated by many of our number. Our group flag was

in place there for the opening, one of two 8th Air Force groups so recognized. In short, for those of us privileged to participate it has been a Maximum Effort with outstanding results. Just as, in the fall and winter of 1944-45, we led the 8th Air Force in bombing efficiency, the postwar 491st continues its outstanding record.

COME HOME AGAIN

Coincident with the growth of our own organization there has been a flagging effort to support the Second Air Division Association. This is understandable given the energy and effort required to achieve so much in such a relatively short period of time. Recognizing this problem, several Ringmasters have organized a recruiting drive to bring as many of our 491st comrades as possible back into the fold, or, in the case of some, to enlist them for the first time.

Bill Nelson has Pennsylvania for his assignment, Louis Bur is in the Midwest, Harold Fritzer in Oregon and Washington on the West Coast, Tanner Freeman in Texas, and Bill Rigg in Oklahoma. Eventually we hope to have individuals recruiting in all fifty states.

We need all the help we can get to bring our membership in the 2ADA back. Can we count on you to help? Drop me a note if you would like the names of non-members you might be able to reach in your area.

CHANGE IN BYLAWS

Our first 491st president, Bill Rigg, called from Bartlesville to express his strong support for the addition of all 2ADA vice presidents as voting members of the Executive Committee. J. Fred Thomas of the 392nd Bomb Group suggested such a change in a letter published in the *Winter Journal*, page 43. You can find

the letter directly below the picture of our new North Pickenham memorial.

This suggestion was adopted by the Executive Committee at their mid-winter meeting in Irvine. It will be voted upon by members present at the annual business meeting of the association on May 25th. If carried by a two-thirds majority of our members voting it will result in a change in our bylaws granting the vote to all our vice presidents.

Several have called and written expressing support of this action. It will serve to strengthen our bonds with our bomber and fighter groups. It is hoped that it will also provide additional strength and continuity to the association and its objectives. The positive acceptance of this major change in our bylaws is an indication of the vitality and responsiveness of our unique veterans organization.

CALIFORNIA HERE WE CAME

The 2ADA Executive Committee met at the Irvine, California Hyatt Regency in February. As reported above, the motion to grant all vice presidents a vote on the Executive Committee was approved. There was vigorous debate about a number of issues, without the acrimony sometimes present at meetings of this sort. We "agreeably disagreed about some of the issues," but with the best interests of the association at heart, moved forward.

"RINGMASTERS LOG"

Our group publication continues to expand in its new format. The most recent edition contained the wartime experiences of many of the wives of our members. A unique and unusual approach. Our congratulations to all who participated in this undertaking. ■



B-24J "Lookin' Good," piloted by Gene Scamahorn (852nd Squadron) on final approach to North Pickenham. This is the aircraft that will be displayed in model form at the Mighty 8th Heritage Museum in Savannah. It has been painstakingly restored by John Formon, whose father also flew this plane, and whose report of his project appears on page 28 of the Fall 1996 Journal.

MIGHTY 8TH AIR FORCE HERITAGE MUSEUM IS OFF TO A GOOD START; FACES BIG CHALLENGES IN 1997

SAVANNAH, GA — The Mighty Eighth Air Force Heritage Museum experienced a very gratifying and encouraging year in 1996 and now faces some very large challenges in 1997, according to museum chairman and CEO Lt. Gen. E.G. Shuler, Jr.

"We overcame a lot of challenges last year, and now we must meet a whole new set of challenges in 1997," said Shuler as he gave his "stockholders" report to the Georgia Chapter of the Eighth Air Force Historical Society, January 25th in Atlanta.

"The most important achievement in 1996, of course, was the opening of the Heritage Museum on May 13 with almost 5,000 Eighth Air Force veterans and family members attending," said Shuler. "Since then we have continued work on the museum. The Rotunda has added permanent flooring, plants, organization banners, and will soon have flags of all 56 American states and territories. The Canteen snack bar opened on July 26 and is very popular with visitors. And the Memorial Gardens are going strong with more than 40 memorial plaques, five large free-standing monuments, and more than 400 names on the Wall of Valor."

Phase II of the museum exhibit plan is well underway with the opening of the Schweinfurt/Regensburg Raid exhibit. Work recently started on expanding the "Honoring The 8th" Gallery. More unit display cases are being assembled so that more individual unit artifacts can go on display. A new theater is also being built in the Eighth Gallery, and work continues in the Combat Gallery, Escape and Evasion area, and Prisoner of War area with additional signs, lights, and artifacts going in regularly. More and more exhibit construction and installation work is being done in-house with the recent creation of the museum workshop stocked with donated tools.

A new film is being made for the Freedom Theater, and Shuler hopes to have it ready for the first anniversary celebration which will be held at the Heritage Museum May 15-18, 1997. At that time the museum will also introduce a new show in the museum art gallery featuring the work of a prominent aviation artist.

The library has become one of the most popular areas in the museum, with almost 4,000 volumes donated and available. The museum archives continue to grow rapidly and visitors will soon be able to access information on a computer terminal in the Rotunda as well as in the library. Well underway is the educational program which will make the entire museum facility, including the library, available to teachers and students for their use.

Almost 40,000 people visited the Heritage

Museum in its first eight months open, Shuler reported. "That's a good start, but we need to increase that many times over to get the 500 visitors per day that we need. Membership is almost 5,000, but with the thousands of Eighth Air Force veterans and interested citizens and students, we should have ten or twenty times more than that. In 1996 we had fifteen reunion groups visit the museum, and many more are signed up for 1997 [and] 1998. The museum has also hosted dozens of meetings, banquets, and parties with more organizations signing up every day. Clearly people are realizing what a superb facility is available to them and they are using it. That's great for income for the museum."

Fund raising is still a top priority for the museum, according to Shuler. "We have some very specific financial milestones we must meet. The first was to raise \$1.5 million to go into the debt service reserve account as required by Chatham County. We have done that, and now we are working hard to raise the second \$1.5 million required by the county by December 31, 1997. Approximately \$250,000 of that has been pledged, so we must pick up the pace to meet that next milestone. We also plan to create a Heritage Museum endowment with an ultimate goal of \$20 million accumulated through memberships, unit donations, grants, bequests, donated stocks, and other gifts."

To sustain the Heritage Museum, Shuler has set some lofty goals and targets. "To meet our obligations to Chatham County we have set a target of \$1.75 million in contributions in 1997. We need to get our life membership total up to 20,000 people. We need to get our daily average attendance up to 550 people. We need to get at least 30 reunion groups into the museum in 1997. We have set a target to get a B-17 or B-24 bomber for aircraft for display in the museum by 1998. And we are working to get \$500,000 in grant money to complete Phase II of the museum exhibit plan.

"These are some lofty goals, but keep in mind that we are creating a one-of-a-kind world class facility that has already received a lot of praise for its concepts and accomplishments in its first year open. Also keep in mind that museums grow and evolve with time, and that will necessitate these goals being adjusted as we grow," said Shuler. "But with your continued individual and collective support we can reach those goals and thus leave a fitting memorial to all those who served in the Mighty Eighth and provide generations to come with a world class educational facility and repository of information and artifacts."

The Mighty Eighth Air Force Heritage Mu-

seum was built to honor the more than one million men and women who have served in the Eighth since it was created in Savannah in January, 1942. The 90,000 square foot museum is located at the intersection of Interstate Highway 95 and U.S. Highway 80, seven miles west of Savannah, Georgia, in the town of Pooler. The Heritage Museum is open to the public from 10 AM to 6 PM seven days a week, closing only on New Year's Day, Easter Sunday, Thanksgiving Day, and Christmas Day. ■

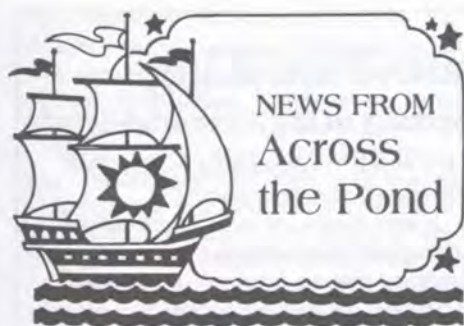
44TH NEWS (continued from page 9)

Force, serving as a commander of several important commands, and retired as a major general. Bill Brandon recently joined the 2nd Air Division Association and we are proud to have him as a fellow member.

William R. "Bill" Cameron was pilot of "Buzzin Bear" on the raid. Before the mission he asked British anti-aircraft gunners which plane in a low-flying formation they would fire at. They told him they would shoot at the highest. Bill took "Buzzin Bear" through the Ploesti inferno lower than most other pilots and got her home with only minor damage. He, too, was awarded the DSC for his part in the raid. He went on to a distinguished Air Force career, retiring as a colonel.

Charles Hughes flew the mission as pilot of "Flossie Flirt." A 40-millimeter shell exploded in the back of the plane, wounding three of the crew. Control cables were severed except for two strands of wire in the multi-wired cable. The fuselage was perforated all around with sizable holes, and there was a hole in one of the wing tanks, on top of the wing about the size of a large hat. Low on fuel, Charlie headed for Turkey and was interned. Subsequently, he escaped on a fishing boat to Cyprus. He was awarded the Silver Star and retired from the Air Force as a colonel after thirty years of outstanding service.

Richard D. "Dick" Butler was copilot of "Earthquake McGoon." Leading a three-ship element of the formation which was assigned to strike the Creditul Minier refinery at Brazi, which was designated the "Blue Target," bombs were placed squarely on the distillation plant. After taking a flak hit in the number three engine, "Earthquake" ripped into and severed a barrage balloon cable in the same damaged area. Despite this and other damage, the aircraft flew on and made it safely back to the base at Benghazi. The "Blue Target" was the only refinery that was completely destroyed and never returned to production during the war. Dick received the Distinguished Flying Cross. He spent his entire career in the Strategic Air Command and also retired as a colonel. ■



THE TRIUMPH OF THE "ACCIDENTAL TOURIST"

Editor's Note: Tom Eaton's retirement from the 2nd Air Division Memorial Trust signals the end of a very special relationship. As reported by Steve Snelling of the Eastern Daily Press, Norwich, England, Tuesday, January 14, 1997...

It was a grand alliance born of the accident of chance. Tom Eaton cannot resist smiling at the memory of it all — the extraordinary coincidences and the improbable circumstances that led him 24 years ago to the mountain resort of Colorado Springs and the beginning of a glorious new chapter in the special relationship between Norwich and thousands of American air force veterans.

"It was a crazy decision in many ways," he recalls, a sparkling smile lighting up the room. "We'd only just come off a £25 travel allowance and the likes of me had never contemplated that the United States would be a country one would be able to visit.

"We had school fees to pay. It really was a big step to take, but I couldn't help remembering something my mother had said to me in her later years: 'You know what I have regretted in my life have been my economies, not my extravagances.' And she was right.

"In terms of our living standards and our way of life, going to America back then was an extravagance." He pauses almost for effect before tellingly adding, "But if I hadn't done it I would have regretted it all my life. It opened up another world which has enriched me and my family, and I hope the city as well."

At 78, Tom Eaton, solicitor, one-time territorial soldier, politician, civic leader and tireless campaigner on behalf of his native city is, as you may have gathered, a man of many enthusiasms.

As a young man home from the war and the horrors of Japanese captivity, he threw himself with characteristic gusto into local politics. By the age of 40, he had already held office as the third youngest Lord Mayor in Norwich's history. As forthright as he is charming, he has applied the same measure of dynamism to all aspects of private and public life — whether it be in the offices of Overbury, Stewart and Eaton, where he continues to work on a full-time basis, support for his old county regiments' museum, or the future of the city that has been part and parcel of his entire life and his family's home for the past 200 years.

But of all the myriad interests he has sustained with the kind of vigour you associate with men half his age, none rank higher than

his 40-year association with the United States 2nd Air Division Memorial Trust, which has just come to an end with his retirement as Chairman of the Board of Governors.

"I have done a lot of things in my life," he says, "but if you take it over a period of years, my work with the Trust and the library that is their living memorial has to be one of the most satisfying periods of my life."

Given all of that, it seems incredible now to imagine that it might never have happened had it not been for the vagaries of fate. But then it was, in many ways, an unlikely association from the outset.

For when, in the early months of 1945, the first seeds were sown for the creation of a unique and lasting memorial to the men of the 2nd Air Division who had died on missions flown out of Norfolk, Tom Eaton was languishing in the notorious Changi Jail camp, one of thousands of East Anglian territorials abandoned to their fate in the last days of the disastrous campaign in Malaya.

His only experience of American involvement in the conflict was during the ill-starred voyage to Singapore when the bulk of the 18th Division found itself being transported aboard U.S. troop ships.

Indeed, when he joined the Memorial Trust in 1957 — an appointment he owed entirely to his mayoralty — he was the only British Governor at that time to have had no experience of the so-called "friendly invasion" when an influx of thousands of U.S. airmen turned the fields of Norfolk into a "Little America."

"All I knew was gleaned from my mother, who told me of the days when the skies were black with American bombers," he explains. "I had no involvement in the setting up of the Trust. The idea of a memorial library was a *fait accompli* long before I joined.

"Of course I, like many others, was excited by the prospect of Norwich having an American library. It was something very special, but beyond that I had no idea where it would lead me."

Officially dedicated, amid much pomp and ceremony, in 1963, almost fifteen years later than originally anticipated, the living memorial created in the heart of the city's new central library was a tangible link with a proud past and an enduring legacy of a lasting friendship. But as far as Tom was concerned, the Trust would continue to play a relatively small part in his life for the next ten years.

"Looking back it was all somewhat frustrating being a governor then," he admits. "We met at most twice a year, and when we did it was simply a question of making grants available for books the librarian either required or we could afford.

"Any idea of being proactive and of raising funds never entered our heads. If anything we were concerned not to do anything that might offend American susceptibilities."

All of that changed with the onset of inflation and the veterans' decision, in 1972, to stage their annual convention in Norwich, thus setting in train a remarkable series of coinci-

(continued on page 16)



EATON RETIRES (continued from page 15)

dences that resulted in Tom Eaton winging his way to the United States on a visit that would herald the start of closer ties.

The labyrinthine story behind that trail-blazing expedition is remembered with relish. "It was," he laughs, "all an extraordinary accident. You see, when the convention was first mentioned it was all rather indefinite, and by the time the dates were announced I'd already booked my family holiday in France."

"But then at the last minute it was put back because, as I later discovered, the Post House Hotel, which was in the process of being built, wasn't ready for them, which meant I could attend."

That in turn led to the Eatons inviting a group of Americans to tea and an invitation to attend the next convention, in Colorado Springs. Once again, it was a meeting which very nearly did not happen. A late change of dates led to Tom making his circuitous and exhausting journey with his son, and the rest, as he only half-jokingly says, "is history."

"Up until then," he explains, "we moved from year to year with no overall plan. There was inevitably a kind of remoteness. We never knew what ideas the Americans would come up with."

"Going to Colorado Springs was rather like unblocking a stream. Once the communications started, they grew and developed. Suddenly people became aware of what we were doing. The villages near the former bases became more active, and it all coincided with many of the Americans approaching retirement age, which allowed them more time to travel."

"I'm sure it would have happened sooner or later with or without me. It just worked out that I was the catalyst for change."

And that change affected him as much as anyone. Within two years he had withdrawn from local politics — the final straw being the Conservative Government's restructuring of local government — and within four years he had become chairman of the Board of Governors of the Memorial Trust. Politics' loss proved to be the Trust's gain.

In the 21½ years since then, the ties binding the veterans and their families to Norfolk have grown steadily stronger with thousands of Americans making the transAtlantic pilgrimage to the scenes of their youth.

But at the heart of this enduring and endearing grand union has been the American library — the "living memorial" to thousands of young men who lost their lives in the fight against Nazi tyranny. "It is a great resource and we must be thankful to the vision of those who saw the tremendous potential in providing this wonderful educational facility," says Tom.

Since the early 1970s, hundreds of thousands of dollars have been raised — monies which have helped not only to maintain but to expand this rare resource. The 1980s saw the arrival of direct American involvement through the introduction of Fulbright librarian Bertha Chandler and her successor as

The 2ADA Welcomes Paul King

New Chairman of the Board of Governors of the Memorial Trust



NORFOLK, ENGLAND — Paul King can remember the heavy drone of hundreds of bombers flying out of Norfolk during the Second World War.

He was only four or five and was not old enough to join the boys cycling to Hethel to wave at the planes and their American crews as they left for another mission.

But he was brought up with a strong sense of the Americans' influence in Norfolk.

"I am mad on people and travel and I have always been enormously grateful for what those flying from Norfolk and Suffolk did to defend freedom so that I am alive today," he said.

So naturally Paul King was delighted to be appointed first a governor and now chairman of the Memorial Trust of the Second Air Division USAAF. That's the

trust which is responsible for the Norwich-based memorial library.

It also does a lot more to encourage and support links between the county and America, getting involved in reunions, exchanges, the Internet, conferences, conventions, trips, and sponsorship.

Paul King claims no qualification, other than a deep interest and enthusiasm for the role.

He also loves getting involved in committees, trusts and boards.

He works full time and is the chairman of Property Partnerships of Nelson and Norwich Hotels fame.

He is also a trustee of the Great Hospital, a governor of Norwich School, a founder member of the Norwich Historic Churches Trust, and a member of the High Stewards' Committee of Norwich Cathedral.

It includes being chairman of the building committee involved in the proposed Millennium Visitors Centre for Norwich Cathedral, freeman of the City of London, and a member of the Redundant Churches Committee of the Church Commissioners of England.

"Our company and I personally take a great deal out of Norwich and you have to put a great deal back," he explained.

He also makes sure he finds time for his wife Hester, three daughters and grandchildren. They all spend three weeks in France together every year, enjoying a family holiday.

→ → → →

Reported by Jo Malone
Evening News, 27 February 1997

Trust librarian, Phyllis DuBois.

By 1994, with the success of the library seemingly assured, Tom Eaton was ready to take his leave. But then came disaster. The heartbreaking fire which destroyed the Central Library and the American library along with it, saw years of work disappear in a pall of smoke.

That there was, however, never any question that the "living memorial" would rise from the ashes was testament to the commitment on both sides of the Atlantic. "There was too much to do to stop and weep," says Tom. "We had to get the library up and active again, and that is what the Trust and the 2nd Air Division Association have sought to do."

Now with it up and running, albeit in the temporary surroundings of Ber Street, he feels the time is right to finally bow out. He makes no secret of his annoyance and sense of frustration at the way in which he believes a new library has become "bogged down in politics and talk of Technopolis." But with new plans

yet to see the light of day, he believes a younger generation is needed to carry the "living memorial" into a new era. "To use a media expression, this is a natural break," he says.

And despite everything, he is convinced that the future of the city's unique memorial library remains bright. "There will always be tremendous potential for it in terms of education, and as long as the Trust has the vision, all will be well in the end."

Meanwhile, one final act remains to be played out before the final curtain falls on his 40-year association with the Trust, for in May he will fly to California to attend his last convention. After that, his thirteenth visit to the States since his trip to Colorado Springs all those years ago, he promises to fade into the background.

"My enthusiasm for the Trust and its objectives remains undiminished, but I shall not interfere. Fresh minds are needed and, in any case, as the saying goes, 'There's no one so dead as last year's Lord Mayor.'" ■

An alarmist? No. A realist? Yes. As such, we must take stock of what has led to a near chaotic situation within our Second Air Division Association. Unless given serious thought by all concerned, our association as we have known it will soon cease to exist. Is that what our members want, or do they care enough to help bring matters to a manageable state? This writer cares, and we would like to think that we are joined by all concerned and thinking members when we consider the alternatives. We will get what we deserve if we go with the status quo.

Let's take a look at our situation as we view it today, and let the chips fall where they may. Consider: We now have ten groups with independent representative managers and "stand alone" reunions. Five groups do not. According to the numbers listed by our Group Relations Committee, we have roughly 2,000 members without "stand alone" reunions being outnumbered by approximately 4200 members whose groups do have those "stand alones." All worthwhile and interested group members have a strong esprit de corps and different love for their groups than for the division. However, we must consider assimilating those different emotions if our division association is to survive into the rather short future we have. We believe there is room in our hearts for dedication to both group and division.

Further consider: What is the attitude of those managers who are independent of the regular connections with the Division? Do they consider the effect their group programs have on the welfare of the Division, or do they say in effect, to blazes with the Division and care less as to the results? Only the groups' members can answer that, but evidence shows that we have several in the latter category. We will not try to change their philosophy, but we suggest their members give our concerns some thought and help bring their managers closer to the fold.

Let's look at the situation we have had this year. First, through the lack of checking and coordination, the Florida Regional 2ADA reunion was scheduled for the same date as our annual Southern California El Toro Dinner. I must assume some of the guilt for that calamity due to the lack of attention to the calendar. But, matters were worsened by the fact that our own 392nd BG scheduled a two day "stand alone" reunion following the Florida area reunion. We know how it happened, but the further fact that the 2ADA Executive Committee mid-term meeting coincided and was held in conjunction with the El Toro affair, made it so that many 392nd BG members and others could not attend both affairs as they normally would. A pity and some unneeded resentment. Now, we understand that one of our groups has scheduled a reunion at Tucson on the very same dates that the 2ADA annual convention will be held at Irvine, CA in May. We have no knowledge as to how that happened, but it smacks of the lack of care and coordination by all concerned. We do know that mixed emotions exist among the ranks of that particular group as well as consternation by many who would like the Division convention to be a rousing success. We must, in the future, prevent a gaffe such as the above.

A final survey and consideration. What is the dedication toward the Division by your

Your Division Needs You!

BY J. FRED THOMAS (392ND)

group VPs and other managers? As they go, so goes the dedication of the members. Most group VPs are dedicated and cooperative individuals. Sad to say, however, it is evident that we have a small number of groups where needed dedication is sorely lacking. In some groups, the VP would like to be a stronger leader, but he has little backing from the more independent managers. We can't make it so, but if the members concerned want a change, it will be made. We have been on the scene and know how some of the attitudes have come about. However, it's history and we can't change it. To let the past continue to cause anyone from doing what is best for the majority is folly.

We have cited most of our important concerns. Now, what to do to prevent our association from oblivion? Others may have better suggestions. If so, great! We will list ours as of now. As for the status quo: If you care enough to read this, you must have an opinion. Do you care whether or not the 2ADA continues on its mission to complete and leave a lasting and "living" memorial to what, for whatever reason, we all fought for and some died for? Or will we let some picayunish matter of the past keep us from continuing on our way to success? We have a most worthy memorial as a catalyst for Division coordination in Norwich. Shall we throw it away? Think about it!

About group reunions. We like them and

we understand why others like them. However, it is paramount that we coordinate and cooperate with the Division when plans are being made for separate group reunions. And vice versa! Any concerned should consider what the other is doing or has done. It goes without saying that the greater the time between a group reunion and the Division convention, the less the effect on the success of the Division's program. The 2ADA has determined that its conventions will be held in late May or early June. The 8th AFHS conventions are held in the fall. Those facts should be kept in mind by all planners. Some fudging can't be helped, but discretion is not hard to come by. If one or more groups stage reunions on or about the same dates, there is not great concern; but when group dates collide with Division dates, we all suffer. Further, everyone knows that most members, due to age, finances, or other family activities, will more than likely attend just one reunion or convention. However, a time distance between reunions will allow more to attend more than one, especially those who are involved in group and division affairs. When the subject arises, most say "what we need is a schedule monitor." Well, you have one and we are it! We in no way plan to try to dictate when or where any group can have a reunion. We offer the service of keeping tabs on who is doing what, with the hopes that all group VPs and planners will keep us informed so we may help those so inclined to coordinate and cooperate for the good and success of everyone's program. Harry Orthman, 492nd BG, has created calendars for us which list all groups and organizations with slots in which we can record dates of all planned reunions. A copy will be kept up to date for Evelyn Cohen, 2ADA VP Conventions. All group VPs of 2ADA have indicated they will cooperate with us.

We appreciate your time and any support given us. The desires of the sincere majority will rule. We hope you will help us continue into the sunset. ■

New Members

HQ

G. Rile Blackwood

44th

Bernard Abrams
M/Gen. William Brandon (Ret.)
B/Gen. Robert Cardenas (Ret.)
John Ferenz
Gerald W. Folsom
Col. Frederick W. Fowler (Ret.)
George F. Holland, Jr.
Mack Mercuriadis
Harry M. Merrifield (453rd)
Raymond M. Pedroza
Norman W. Purdy
R. Russell Rees, Jr. (392nd)
Robert L. Schaper
Robert W. Stenstrom
Thomas G. Waters

93rd

Kyle T. Dockery
Donald L. Hanlon

Robert G. Stone
Mike Fantasia (AM)

389th

Richard L. Argyle
Glenn W. Binder
Benjamin Kubala
Frank Libondy, Jr.
Gracen C. Moreland
Edward J. Quigley
Paul F. Rochette
Gene R. Shanley
Menelaos Toskos (AM)
Ruth Wise (AM) (453rd)

445th

John E. Bach, Sr.
Earl F. Bruck
Paul M. Dickerson
David P. Smith (AM)

448th

Hugh Ewing, Jr.

Robert T. Johnson
Robert H. Kessler
Chester J. Labus
Charles N. Rust
Philip B. Thompson

453rd

Robert J. Biner
Alexander Heisig
Harold M. Seiberlich
E.R. Stephens
A. James Cumming, Jr. (AM)
James G. Lofton (AM)

458th

George A. Griffin
Julius Gross
Ralph E. Peters
John P. Roberts
Hilda Jarvis (AM)
Darin Scorza (AM)

More on Page 39!

Again I am beginning this page with a quote from the supplement to the February 3, 1945 issue of *Target Victory*. I hope that these reprints will bring back some old and pleasant memories.

"8TH AF — GIANT AT THREE"

"This week the 8th Air Force observed the third anniversary of its birth — at Savannah, Georgia, January 28, 1942. A two-minute silence at attention on every bomber and fighter base of the 2nd Air Division remembered the comrades who fell in building the achievements of this greatest of all air forces. Services at each post chapel were dedicated to all members, past and present of the 8th.

"On its day of birth the 8th Air Force possessed little more than a prayer — not yet a wing nor an airplane, and no personnel. But on October 9, 1942, the 8th thundered 108 B-24 Liberators and B-17 Forts against Lille industrial plants — the first 100-bomber raid in daylight. Seven weeks previous a 'test tube' mission of 12 Forts had bombed Rouen railway yards — but with the Lille 100-heavy-bomber mission the 8th had flung its flaming challenge of daylight precision en masse to the Luftwaffe, reigning lords of the sky over Europe.

"Sixteen months of three-dimensional battle, straining valor and skill of the hardest, continued to block the 8th's goal of air supremacy. Not even partnership of the immortal RAF assured mastery yet. Then in February 1944 came "The Big Week." Thousand-plane missions fought their way in on February 20, and for four out of five days, crunching German aircraft production at Gotha, Furth, Brunswick, Regensburg, Rostock, Oschersleben, Leipzig. Long-range Thunderbolts, Lightnings, and Mustangs began to escort the heavies deep inside Germany. The Luftwaffe was outmaneuvered and outgunned — able only after licking its wounds for long recuperative periods to mount any challenge to the Allies — and never to best the fighters of the 8th or its bombers.

"Every airman and every ground soldier of the 2AD has constructed some measure of this heroic record — some to degrees beyond praise. Eight Medals of Honor have been bestowed to members of the 8th Air Force — five of them within the bomb groups of the 2nd Air Division."



Somehow it seems that that the 52 years that have passed since 1945 have slipped by much too quickly. Yet my memories of the time I spent in and around Norwich are still vivid. And my experiences while serving at HQ were valuable training for my life since that time.

I haven't had much correspondence from the HQ bunch lately. You need to write to me with news about your life, your memories, and experiences while serving at HQ, etc. Everyone likes to read about what went on during that important part of your life and since. Maybe you have something in your archives worth publishing?

I have received and read the new book *Over*

DIVISION HQ

BY RAY STRONG

Here: The Americans in Norfolk in World War II. It is very well done, full of pictures and will bring back many memories. It can be ordered from Images of Britain, 5761 E. La Palma Ave., Suite 142, Anaheim, CA 92807. Send a check for \$38.90 which includes shipping and handling. It even includes that picture of the WAC basketball team and Coach Roberts!

"The 2AD was a great experience in life. Something was about to happen almost every day; sometimes every minute. Positive attitudes had to control — negative minds would be lost in the shuffle."

Several months ago I had a note from LEWIS B. HOWARD. I quote from his letter as follows:

"I have really enjoyed reading the *Journal* and especially Newsletter #19. Real sorry to know that Fritzie has passed on. She was a great gal, as were many of the WACs at K-Hall. My traveling days may be over. My knees are giving me a fit but Louise and I are going to try to continue coming to Dallas (for the SW Regional). My doctor doesn't look too comfortably toward replacing both knees due to general deterioration in that area. I can still walk pretty well on level ground but have very little strength in the knees." Lew, by the way, was one of the thirty 2ADers (many with wives) who attended the first 2AD reunion in October 1948.

And I have had a letter from RICKY & JIM KIERNAN from which I quote as follows:

"As I had mentioned in a previous letter to you, Durwood Covert had not been doing too well. I received a call early Monday morning (December 8, 1996) that Durwood had suffered a stroke during the night and passed away peacefully. Ricky and I went to the wake earlier this afternoon — it is very sad to see old friends such as Durwood pass on.

"Ricky and I visited our old haunts at Ketteringham Hall, Norwich and Horsham St. Faith last June and had a grand time. We contacted Ms. DuBois who was kind enough to make so many, many arrangements — even had a story with pictures in the local paper. Let me tell you we were treated like royalty. Ms. DuBois located a family (three sisters), the Luckett girls, with whom Ricky had stayed the night before our wedding. Believe it or not, they remembered us as well, as their dad was the organist at our wedding, and they even remembered their mother shaking Ricky's wedding gown to save the rice for pudding! As I'm

sure you know — all that area has changed so. We did recognize some of the landmarks at Ketteringham — but it's far from the home we knew some 53 years ago."

And, just a few weeks ago, MERTON J. "ROBBIE" ROBERTS sent me his remembrances of arriving at 2AD, saying in an attached note, "I was so impressed with 2AD that each day was a new experience." His letter follows:

"After an interview at 8th Air Force HQ on a damp, chilly day in October 1943 I traveled by courier to 2nd Air Division HQ. At HQ I was assigned to a room by the assignment officer, Ray Strong. He informed me that another newcomer would arrive later in the evening to share the room. (As time moved on, Ray, who was one of the originals in 1942, did many things for many of us.) At about 10:00 PM the door opened. A 2nd Lieutenant dropped

his luggage on the floor with a thud and said, 'My name is Charles Marlatt.' I then gave him my name. His next question was, 'Where are you from?' I hesitated a moment, thinking that he may be from as far away as Seattle or Peoria, Illinois. I then said, 'I come from a little village in western New York state. No one knows where it is located except me.' I saw his eyes pop when I said I grew up in Bliss, a village in Wyoming County, about fifty miles east of Buffalo. Before I totally finished, he replied that he came from Jasper in Steuben County — just a neighboring county away. His next question: 'Where did you go to college?' I replied, 'A small college at Ithaca.' He replied that he, too, attended Ithaca College. However, I was there about four or five years before Charlie. So we rattled on for some time before getting a good night of sleep. Imagine two country boys landing in the same room together three thousand miles from home.

"As we moved from one day to another, we soon learned that we were moving into a great experience of life — from our dining room service to our various duties from day to day. Our superior officers and all down the line made us feel that we were a part of HQ and that we were needed. After a couple of months, our HQ was moved from Horsham to Ketteringham Hall. Colonel Foote had me promoted to 1st Lieutenant before I got my feet wet. The 2AD was a great experience in life. Something was about to happen almost every day, sometimes every minute. Positive attitudes had to control — negative minds would be lost in the shuffle. There are many fond memories. This is just a note relating to 'Introduction to Duty at 2AD.'"



Keep the cards and letters coming. I need information and stories to put on this page in future issues of the *Journal*! ■

Twenty-four of my thirty lead or deputy-lead missions resulted in flak damage to the aircraft I flew in.

The first target I was to bomb as a member of the 93rd BG on April 8, 1944 was the ME-110 aircraft plant at Brunswick, Germany. The mission would take us over Dummer Lake, "Flak Alley" en route to the target. In addition the largest number of enemy air bases protected Brunswick. Our group following the 44th watched as enemy fighters hit them repeatedly. Within minutes I counted five bombers spinning in and then saw one ship take a direct flak hit in a bomb bay and explode in a bright red flash.

After dropping my bombs and turning off the target, we were again under attack. Another 44th bomber was hit and we counted ten chutes getting out. That day our 2nd Division lost 34 bombers and 24 fighters. My first mission was over, but I would return to Brunswick two more times.

Upon completing my seventh mission with the 93rd, I was assigned to a "mickey" crew and transferred to the 66th Squadron of the 44th BG. My first mission with them was to Brunswick, recalling memories of my first flight. As we approached the target we were jumped by FW-190s and I was lucky enough to shoot one down as he made a pass at us.

The morning of June 5th, the day before the invasion of Europe, my crew was to lead a three-plane javelin formation to bomb a rocket site in the Pas de Calais area. This would be my eleventh mission and was referred to as a "milk run." I lost my first roommate on his 35th mission on a "milk run," and so failed to find this amusing. The two bombers we would lead were from the 489th BG, whose deputy C.O. was Lt. Col. Leon Vance Jr., who would fly with us as the command pilot. He missed the briefing and arrived at our plane with take-off being delayed awaiting his appearance. I now believe he was aware of D-Day and our flight was a diversionary tactic to draw attention to the Pas de Calais area. Our pilot informed him of the briefing instructions, including the fact that we were to make one run on the target. If there was a mishap the bombs were to be dropped in the Channel. After his acknowledgement we took off on the mission. I flew as the pilotage navigator in the nose turret with a series of photographs to aid the bombardier in spotting the target.

The only danger was the flak batteries situated on the French coast. The mickey crew consisted of Capt. Lou Mazure, the pilot; Lt. Earl Carper, copilot; Col. Vance, command pilot; a navigator, a radio operator, a bombardier, a bombardier/navigator, a radio man, an engineer, and three gunners.

As we crossed the English coast it was evident that the invasion of Europe was imminent, in that every harbor along the coast was filled with boats and landing craft.

We climbed to our bombing altitude and headed towards the target. Approaching the IP the aircraft was turned over to the bombar-

Nazi Hell Under My Blue Heaven

BY NATHANIEL "BUD" GLICKMAN
(93RD & 44TH)

dier. Light flak rose off to our right. I indicated the target and the bomb bays were opened. The bombardier called out "Bombs Away." Nothing happened. Every bomb was still hanging in the bays. Either there had been a malfunction in the bombsight or the arming release switch in the bombardier's panel had not been activated.

We turned off the target and I notified Mazure to head over the Channel and jettison the bomb loads according to the briefing instructions. Colonel Vance countermanded my request and ordered a second run, informing us that he was in command of the flight. We turned south of the target at the same altitude and speed, flying parallel to the coastline and giving the enemy gunners an opportunity to zero in on us. We were sitting ducks.

The second run became hell. The first flak burst exploded off our port wing, killing the pilot. The copilot then took over the controls as we continued the bomb run.

Colonel Vance was standing between the pilots when the next blast hit and tore through the flight deck, hitting him. Flak had raked his right leg so that it hung by a shred. At the same time my nose turret took a series of bursts that shattered the plexiglass and cut open my forehead, and ricocheting, hit the base of my spine. Meanwhile the radar operator applied a tourniquet to the Colonel's shattered leg. Flak continued to explode as we continued on the bomb run. My immediate concern was having the bomb bays hit before the bombs were released. The starboard outer engine shaft was snapped with the blade drooping downwards. The top turret was shattered plus part of the right rudder and elevator had been hit. Nearing the previous release point I called out that I would drop the bombs using my turret toggle switch. This would bypass the bombardier's and release the bombs. After the release my turret took another hit, cutting my left hand and blasting off the remaining plexiglass, leaving me sitting in the open air.

Checking my pilotage map I advised the copilot of our position and gave him the return heading to England, since the radar operator was working on the Colonel's leg and the navigator in checking found his maps and table damaged. The radio room had been hit, with the radio operator sustaining wounds. As we headed towards England the plane was hit again, cutting the gas lines and forcing the co-

pilot to cut the switches to prevent a fire, which also stopped the power to the three remaining engines as well as my turret controls.

We started gliding towards England without a prop turning over, when I heard "Bail out!" Then the bail-out bell rang. My turret was turned half around to the port side, with me being buffeted by the air currents. I could feel my hand bleeding in my glove as well as seeing my flight suit stained from the blood dripping down from my forehead. With no power to turn the turret, I called on my throat mike that I was trapped, and as I turned to try to force the turret around, my throat mike wires which had been frayed, separated.

Turning in my seat I watched the bombardier snapping on his chute. Waving to him to turn my turret so that I could fall out into the well was an exercise in frustration and futility. He looked at me, turned and crept through the wheel tunnel toward the bomb bays to bail out. Perhaps he believed my waving had another meaning. Wiping the blood from my face, I tore all my connecting wires free and tried to turn the turret manually without success. It was impossible to get my fingers into the space between the turret opening and my present position. I then disengaged one of the 50-calibre machine gun charge handles, inserted it in the opening and using it as a lever, turned the turret and fell out into the well where my chest chute was lying and I snapped it on to the harness.

Discovering I was paralyzed struck home as I inched towards the bomb bays while we were still dropping in altitude. Leaving the tunnel and unable to stand, all I could see was the dead pilot and what I believed to be another body next to his seat. I continued crawling to the bomb bay and noticed a 500-pound bomb hanging in the forward port bay. Standing on the catwalk was one of the crew, evidently frozen with fear, holding onto a metal strut blocking my exit to bail out. I shoved him out and then rolled off the catwalk, hoping that I wouldn't hit anything as I left the plane.

The ripcord being on the right side of the chute allowed me to use my good hand. After my chute opened I spotted an RAF air-sea rescue launch circling under me, which gave me some comfort since I couldn't swim at the time. With the blood running into my eyes, trying to see was a problem. I still worried that when I hit the water the chute canopy would drift over me and I would drown.

Meanwhile the wind was blowing me towards shore, and when over the cliffs of Dover I blacked out. Fortunately I hit the ground in a relaxed state to find that I had landed on the lawn of the Royal Marine Hospital at Deal. Standing over me was a marine in battle dress, with a rifle pointed at me and asking if I was a Jerry. My response was less than polite, at which time he replied that I was too fresh and must be a Yank.

Believing I was the last man alive to leave the plane, I later learned that Colonel Vance

(continued on page 20)

BUNGAY BULL

446TH BOMB GROUP
BY MARVIN H. SPEIDEL



The article on page 10 of the most recent *Journal* by Ralph Elliott (467th BG) about the Pima Air & Space Museum in Tucson, Arizona made for very interesting reading. While mentioning that there was a B-24 among the many other aircraft, he did not tell the complete story. Said B-24 Liberator stands resplendent as the center of attraction in the World War II hangar in the tailfin yellow with black horizontal stripe of the 446th Bomb Group, the FL identification of the 704th Squadron on its side, and the nose art of the red donkey riding a bomb and the name "Bungay Buckaroo" on the nose. On the wall immediately behind the Lib is displayed the history and other information about the 446th Bomb Group. All this came about as a result of the \$100,000.00 contribution the group made to the construction of the WWII hangar, and the group's pledge of additional funds to provide for the proposed

mini-theater there. Having made the Pima Air & Space Museum their number one priority as the repository for 446th BG history and memorabilia to complement "Bungay Buckaroo," they have not only committed to monetary contributions but to donations of uniforms, artifacts, papers and diaries, and aviation art related to the 446th as well.

An interesting side note: The lead aircraft when the 446th Bomb Group was chosen to be the lead group on D-Day, June 6, 1944, was "Red Ass." Determining that the name might be offensive to civilian eyes as part of any news reports, the powers that be decided to name the aircraft "Bungay Buckaroo" for the day, after which she became "Red Ass" again. When the vote was taken by the group at one of its reunions, the nose art and "Red Ass" topped the list. Once again, other heads, fearing it might be offensive to museum visitors, kept the donkey but sanitized her name. Irv Day, the 446th Florida chapter president, observes that a "Buckaroo" is some kind of a cowboy and that a "Buckeroo" is a figment of a misguided censor's blue pencil. My Funk & Wagnall and I agree wholeheartedly and prefer "Buckeroo" as in our History and on our official blue shirts if such revisionism is necessary to placate faint hearts. Be that as it may, "Bungay Buckaroo" will always be "Red Ass" to all those who served at Flixton/Bungay. ■



389th Green Dragon Flares

BY FELIX B. LEETON

In the time that I have had the privilege of making quarterly comments in this space, the responses have been interesting, sometimes revealing, always appreciated, and an indication that somebody is out there and listening!

A case in point: the Tommy Vann story (Spring 1997 *Journal*). I had known Vann in 1944 at Hethel, was an eyewitness to the events of 12 July when they went to Switzerland, and had known him casually after the war in Knoxville, Tennessee before either of us knew about the 2ADA. I had chanced upon the involvement of Bob Stone by being nosy at a breakfast in Norwich. Now I have heard from two new sources who added to the tale! Walt Ketron of Atlanta advises by e-mail that he had played high school football against T.V. and had known him at Hethel and remembered him well. At the Southwest Regional Dinner in Dallas on 1 March, Tom Stephens of Chico, Texas added to the tale by reporting that he had flown missions as copilot and, in fact, had expected to be on the 12 August mission with Vann.

There are other examples. A search for M/Sgt. William O. Potter, crew chief of -V, "The American Beauty," brought out the investigative talents of George Kasparian of Watertown, Massachusetts, who went to the records in the local library and sent a list of the crew chiefs who were in the 565th Squadron in the summer of '44. This brought on a most interesting telephone conversation with Erroll B. "Red" Drinkwater (crew chief of -N, "Vagabond King") who remembered Potter but didn't know any details.

There are many more examples; i.e. Richard Argyle's story about his "Uncle Merrill" that so engrossed me last year because I had known Captain Merrill Olson at Hethel. The point is that we need to take every opportunity to make sure that such stories are not only related among ourselves at 2ADA, regional, and group gatherings, but they should be passed along in print whenever possible. Earl Zimmerman has been notably productive in this medium. Ken "Deacon" Jones' description of the Royan mission comes to mind. I have bugged Oscar Boudreaux for years to write (or tape) his remembrance of his fall into

the Baltic Sea after a mid-air collision on 20 June 1944. I was a witness. Applying a bit of Newtonian physics I estimate ($S = 1/2 gt^2$) his free fall took 18.98 seconds. Oscar's tale takes longer but contains details ("centrifugal force had the pilot glued to the windshield") that are most descriptive ("I went out the nose wheel door, pulled the rip cord, and my feet hit the water!!") I'll try again.

We have several avenues open to us, and technology is expanding the possibilities by leaps and bounds. There are tapes that survived the Norwich library fire that should be restored. The entries in the Second Air Division history book are important. Stories in the *Journal* or the 389th NewsLetter, and COMING SOON!! the Norwich library entry into the World Wide Web that will make our stories available and accessible to all of us instantly and economically.

Stay tuned!!! ■

NAZI HELL UNDER MY BLUE HEAVEN (continued from page 19)

had stayed to pilot the bomber into the Channel, at which time the 500-pound bomb exploded, blowing him clear of the cockpit. He was rescued by the RAF launch.

There were more injuries as a result of bailing out. The radio operator was not only wounded by flak but also shattered his ankle in landing. The engineer broke his ankle on landing, and I was to learn that the navigator breaking his leg in two places as he landed probably saved his life. He had put down in a British mine field and was unable to move. The pilot, Captain Louis Mazure, is resting at the bottom of the English Channel.

Visiting Col. Vance at his hospital, I learned that he believed that the radio operator had been trapped, not knowing two gunners had freed him.

Colonel Vance was evacuated to the States via a medivac plane which disappeared in the North Atlantic. He received the Medal of Honor posthumously. The airfield at Enid, Oklahoma was named in his honor.

On July 6th I returned to flying combat. The target was the submarine pens at Kiel and I would be the lead bombardier on a PFF bomber. It would be my 12th mission and a long way to my final mission, No. 30.



Editor's Note: Glickman doesn't mention it, but Vance submitted a recommendation for a Silver Star for Glickman, which he did not receive until May, 1996 at Vandenberg AFB during a full dress parade. ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

REUNIONS AND CEREMONIES

Norma, Craig and I attended the 2ADA Executive Committee meeting at the Hyatt Regency in Irvine, California and the 2ADA Southern California Reunion Dinner at El Toro during the last week of February. We spent a few days in San Diego before driving to Irvine for the meeting. We had dinner with Gene Gossett before leaving San Diego.

It was great seeing Tom and Mary Ann Nelson, Bill and Molly Sparks, Pat and Bob Mattson, Harry and Sally Orthman, George and Hope Dukes, and Gene Gossett with his daughter Nancy and son-in-law Mark Brown. Gene Gossett and Craig Beasley participated in the candlelighting ceremony. Craig, as the president of the Heritage League, introduced Bera Dordoni, also a member of the League, who sang a song she arranged to the music of "The Wind Beneath My Wings." The song is dedicated to all of the veterans. "Utah Man" Walter Stewart spoke about the 1 August 1943

Ploesti mission. A prize drawing followed a presentation about the B-2.

By the time this is published we will be getting ready to leave for the 2ADA's 50th annual convention in Irvine, California. Hopefully there will be a large number of 492nd members in attendance. Harry Orthman is in charge of the golf tournament. At this date, the Orthmans, Mattsons, Nelsons, Sparks', Beasleys, C. Beasley, Carl Taylor, and Gene Gossett's daughter Nancy Brown are registered.

2ADA President Neal Sorensen has written about the possibility of a bronze B-24 on the Air Force Academy grounds. I recently received an invitation to attend the B-17 bronze dedication ceremonies at the Academy on Friday, August 22, 1997. The featured speaker will be Col. Robert K. Morgan, USAF Ret., "Memphis Belle" pilot.

HILL AFB LIBERATOR UPDATE

In the Winter issue of the *Journal*, I reported the finding of a B-24 which crashed fifty

years ago on Great Sitkin Island, part of the Aleutian Islands near Alaska. The plane was piloted by Capt. Ernest "Pappy" Pruett. Pruett accompanied the task force who brought the plane back to the U.S. and on to Kal Aero where it is being restored.

Restoration being costly, the Heritage Foundation of Utah, Hill Air Force Base, asked the legislature for help to restore the B-24 bomber where it will ultimately be displayed at the Hill Air Force Base Aerospace Museum alongside 60 other vintage aircraft.

As reported in Utah's *Standard-Examiner* (March 7, 1997) the lawmakers have approved \$170,000 that will enable the foundation to proceed with restoration of a Consolidated B-24 Liberator. Another \$250,000 was approved to continue purchasing farmland development rights to prohibit encroachment near Hill Air Force Base.

Of the 19,000 Liberators built during World War II, only ten exist in museums today. The remaining were lost or melted down for scrap parts. The closest Liberator to the Hill Aerospace Museum is on display at the Pima Air Museum in Tucson, Arizona. Hundreds of B-24s received maintenance makeovers at Hill during the war, so it's only fitting that Pruett's craft be given the care that the Hill museum can provide, said Utah Senator Robert Montgomery. ■

NOTHIN' BUT THE BEST

BY ED WANNER (445TH)

A great crew is about as rare as an eagle's tooth — and you guys know there aren't many of those lying around. Maybe the best crew in the ETO occurred about as often as a total eclipse (or maybe a little oftener). But if it didn't happen to you, well, there was nothing most of us could have done about it — unless you believe in the occult. If you would like to be able to recognize such a crew, read on.

our C.O. threatened to remove me from my crew if I ever brought him back to the field early from a practice mission just because of sickness.

The second airman removed brought a more assertive response. He was from my hometown and felt he was entitled to extra privilege. When he told me he was going to get a dose of claps so he wouldn't have to go

wouldn't come up with the ship's weight on them, but I yelled something at him as I slapped down on the lever and his hand. WOW! Talk about adrenaline. I was furious even knowing that he deliberately scared the pants off of me to get transferred out of 24's — and I wanted him out! The good news was, I got three replacements — gunner, radio operator and copilot — that were high class winners.

"A great crew is about as rare as an eagle's tooth — and you guys know there aren't many of those lying around . . ."

Newly formed crews sometimes had an obvious misfit. I'm not crazy enough to name names (so maybe no one will make me a candidate on a list). Perhaps it was personality, or maybe someone managed to slip through training programs without enough knowledge of his specialty. My crew's misfortune was that three members had to be replaced. Since this 21-year-old was not exactly brimming with experience, it was a traumatic idea.

The first to go was the radio operator. He was cursed with air sickness, which he thought gave him several near-death experiences. If his episodes were like mine, he might have been more afraid that he would live. Anyway,

overseas, that was it!

Just when I thought things couldn't get worse, I got this co-pilot who had been a BT-13 instructor. He was unhappy about being a copilot for some guy he *could have taught a thing or two* about flying a Vultee Vibrator. He reduced the technique of bitchin' to a fine art and reminded us all that he was God's gift to the wild blue yonder.

Taxiing out to takeoff position in Colorado Springs one morning, he asked sarcastically, "Will this thing come up? He pushed the safety button in and tugged up on the gear handle. It was like getting a 25,000 volt shock as I watched, horrified. Subconsciously I knew the wheels

Some crews kept all their originals, but once a whole crew refused to fly with a guy who had been our TAC officer in San Antonio. We all remembered how CS he was, so it wasn't a surprise. Other crews hung together in spite of some friction, and worked together successfully. And then there was a crew like mine and maybe yours that had that rare combination of excellence. But the wheel of fortune wasn't always siding with the superb crews. They went down too!

We'll never know why we didn't "buy the farm," or who was really the best crew in the ETO. It's just enough for us to think ours was the best! *And I think it was!* ■



IN RETROSPECT

IS THE SMITHSONIAN DOING THE "WRIGHT" STUFF AGAIN?

From the 2ADA Journal, Vol. 27, No. 4, Winter 1988

Mr. Bryan D. Kennedy, Research
Smithsonian Books
c/o Orion Books Crown Publ.
225 Park Avenue South
New York, New York 10003

Dear Mr. Kennedy:

As a member of the Smithsonian Associates (I believe that is the terminology) I have always been very pleased, proud and satisfied with the books produced by the Smithsonian Institution.

As a pilot for 48 years and as a pilot of a B-24 Liberator bomber, 445th Bomb Group, 8th Air Force, based in England (from July 1944 through June 1945) with 35 combat missions, I am totally disgusted with the coverage that you (and I assume that you, as RESEARCH, are the negligent person) gave to the Liberator bomber in *The Smithsonian Book of Flight*. But, boy, did you splash around the B-17, the Flying Fortress.

On page 174 you allowed a black and white photograph of a production line of B-24s. In the accompanying explanation of the photograph you stated, "U.S. industry produced an astounding total of more than 360,000 aircraft during World War II." Did you know that 18,842 of that total were B-24s (more than any other airplane, fighter or bomber) and that only 12, 276 were B-17s? You also referred to B-24s on page 205 in connection with the purchase of surplus aircraft by Paul Mantz.

Did you know that in the Pacific Theater there were five bomb groups of B-17s that were replaced with B-24s? That there were an additional eleven bomb groups of B-24s?

Did you know that 94 Axis submarines were sunk by B-24s and none by B-17s?

Did you know that the U.S. Navy used 17 squadrons of B-24s (in the Navy they were designated as PB4Y-2s) but no B-17s?

Mr. Kennedy, please get your act together and study the performance of the B-24s and not the hype of B-17 promoters. The B-24 Liberator bombers were the workhorse of World War II in the Atlantic, European, North African, and Pacific Theaters. The B-17s were bombers, but not in the class or actions of the B-24s.

I know there is nothing you or I can do about correcting the obvious misinformation in *The Smithsonian Book of Flight*. But please tell your fellow researchers, your editors, your publishers, and anyone else who will listen, that the most dominant and effective heavy (at that time) bomber of World War II was the B-24 Liberator.

If you, or any B-17 proponent, disagree, let's start an argument. I didn't make up the above figures. They can be verified easily by any open-minded researcher who will contact the International B-24 Liberator Club of San Diego, California.

Please, let's cut out all this crap about the "Flying Fortress." It was a fire-prone aircraft with small bomb capacity and short range. It was not in the category of the Liberator. The name "Flying Fortress" seems, unfortunately, to enthrall most writers and researchers and blind them to real bomber performance as provided by the B-24 Liberators.

Fritz Mueller, Blanding, Utah

Dear Mr. Mueller:

Please do not jump on Bryan Kennedy for the B-17 emphasis in our book of *Flight*. As editor of the work, I'm the hound to blame. The fact of the matter is that lots more art and photography exists on B-17s, and I suspect this is a result of our own Allied propaganda emphasis on B-17s to help smooth ruffled British feathers. Perhaps it all got started

with *Memphis Belle*. But I really don't know for sure. I do, however, know for sure that the B-17 folks are better organized and better publicized than their B-24 counterparts. And only you and your friends can correct that imbalance.

There are some other hard facts about B-24 Liberators that I do know, and they all have to do with getting the word out. First, most of the editors and researchers who helped in the publication of our *Flight* book were born only after WWII. I'm the oldest person in our division and I was seven years old at the end of the war. We do not have the experience nor the perceptions of those people, like yourself, who flew them. Second, we've received several letters (3) from people who have faulted us for our coverage of the B-24. Third, we asked Jimmy Stewart, a B-24 pilot, to contribute a personal recollection of flying the Liberator. He turned us down. Fourth, I'll venture that your Liberator Clubs and similar associations could do a lot more to reach the American public. The way to do this is to join forces to write a book, rather than chasing down us poor editors and researchers. Maybe I'm talking through my hat, but if you or some of your war friends put the screws on Stewart, I'll bet he'd contribute to or even write a book detailing the important and obviously undersung role of the Liberator. Our Smithsonian Institution Press publishes dozens of aviation titles. And while I cannot guarantee that we would take a B-24 book, I'll bet that a really good account would find a lot of readers and set some scores straight, and I know the Smithsonian would be delighted to consider a proposal.

Finally, when the *Flight* book was first proposed, we almost turned down the idea because we know how vocal and prone to write aviation folks are. We were certainly right about those letters: fortunately most of our correspondence has been friendly, though often taking us to task for not including enough about their favorite aircraft or historical era. What a saga flight has made for itself! Everything cannot possibly be included. But our letter-answering has turned out to be very pleasant. I had no idea that so many Associates are pilots . . .

Joe B. Goodwin, Editor
The Smithsonian Book of Flight

(CONTINUED ON NEXT PAGE)

Liberator unmentioned in Smithsonian text

BY HENRY S. EVANS
REPRINTED FROM THE ANN ARBOR [MI] NEWS
JUNE 18, 1990

The *Ann Arbor News'* recent front page photo of a B-24 brought back a flood of memories. I was stationed at Willow Run as editor of the camp newspaper, *The Willow Run-Up*, which had a masthead photo of a B-24 head-on. After VE Day, I watched the storied planes return to be parked at Willow Run by the hundreds. When the base was deactivated, I was transferred to Chanute Field to make daily reports on news from the wire services.

In 1946, my son was born in Chicago. In 1988 we moved to Ann Arbor to be near him as a Ph.D. out of the University of Michigan and on the faculty of the hospital. We never regretted our move from 30 years in Morristown, NJ.

As editor of *The Explorer's Journal*, I was reviewing the Smithsonian Air and Space Museum book of beautifully photographed planes. There was not one of the B-24 or even mention of the Liberator in the text, although there were plenty of the B-17.

When I wrote to the museum director, he agreed that it should have been mentioned and that if one could be found it would be included in the collection.

That is how it stands. If anyone has later information about the Smithsonian exhibit, I would appreciate being advised. ■

Lt. Col. Harold H. Dorfman, USAF (Ret.).

31-31 138 St., Apt. 1D
Flushing, New York 11354

Dear Colonel Dorfman:

We understand your consternation concerning the absence of a Consolidated B-24 from the museum. Please understand that we are not deliberately excluding it from the National Aeronautical Collection. It is one of several historically significant aircraft that we do not have but certainly wish to acquire.

Unfortunately, despite our best efforts, we have as yet been unable to locate an exhibitable B-24. Although 18,188 were built, most were scrapped immediately after the war. The known survivors are in other collections. We do have the nose section of a B-24J that was used for training and are hoping that we will be able to find a complete Liberator and display it, along with our B-17, B-29 and other aircraft too large to be displayed downtown, at a new museum extension planned for a nearby airport.

We would appreciate receiving any information that you may have that would aid us in our continuing search.

F. Robert van der Linden

Assistant Curator, Aeronautics Department
National Air & Space Museum
Smithsonian Institute
Washington, D.C. 20560

Dear Mr. van der Linden:

Thank you for your response to my letter concerning the *total absence* of any display or mention of the B-24 Liberator bomber in the museum. If I may say so, I believe you missed my point, probably because I did not make it too well.

Most of us ex-B24 types know that there are no B-24s available for display, and that displaying a full-size B-24, if available, may not be practical. My point in my last letter was that the B-24 did not exist at present for tens of thousands of visitors to the museum. No photo, no model, no mural, no mention in the computer list. In fact a tour guide I overheard during my April visit was at a loss to explain to a member of his tour group how the B-24 fits into the history of WWII or even what was a B-24. I happened to be, coincidentally, passing on the outer edge of the group wearing a baseball cap with a B-24 patch on the front (purchased at the Air Force museum). Somebody pointed me out and I wound up explaining to the group the B-24's place in history.

I am not a museum curator, so I am therefore less qualified as to how to correct this situation. But I will try. First possibility: an existing very large wall mural of one WWII bomber could be replaced with a new mural showing several WWII combat aircraft. Second possibility: Reasonably sized well-detailed, large (5' to 10' wingspan) scale models of all combat aircraft that are not available could be displayed. Third (and last) possibility is a simple photograph. I have an excellent photograph of a B-24 exploding in mid-air. If I can find the negative I will send you a print, although I don't think I would care to see it displayed; it has bad memories. I'm sure you can find an appropriate photograph in some archive.

If I can be of any further assistance, please let me know.

Lt. Col. Harold H. Dorfman, USAF (Ret.) ■

Smithsonian gracefully backs down in first flight controversy

REPRINTED FROM *NATIONAL AERONAUTICS*, DEC. 1942
BY C.G. ABBOT, SECRETARY, SMITHSONIAN INSTITUTION

It is everywhere acknowledged that the Wright brothers were the first to make sustained flights in a heavier-than-air machine at Kitty Hawk, North Carolina, on December 17, 1903.

Mainly because of acts and statements of former officers of the Smithsonian Institution, arising from tests made with the reconditioned Langley plane of 1903 at Hammondsport, New York, in 1914, Dr. Orville Wright feels that the Institution adopted an unfair and injurious attitude. He therefore sent the original Wright Kitty Hawk plane to England in 1928.

It is to be regretted that the Institution published statements repeatedly to the effect that these experiments of 1914 demonstrated that Langley's plane of 1903 without essential modification was the first heavier-than-air machine capable of maintaining sustained human flight.

Since I became Secretary, in 1928, I have made many efforts to compose the Smithsonian-Wright controversy, which I inherited. I will now, speaking for the Smithsonian Institution, make the following statement in an attempt to correct as far as now possible acts and assertions by former Smithsonian officials that may have been misleading or are held to be detrimental to the Wrights.

- (1) I sincerely regret that the Institution employed to make the tests of 1914 an agent who had been an unsuccessful defendant in patent litigation brought against him by the Wrights.
- (2) I sincerely regret that statements were repeatedly made by officers of the Institution that the Langley machine was flown in 1914 "with certain changes of the machine necessary to use pontoons," without mentioning the other changes included in Dr. Wright's list.
- (3) I point out that Assistant Secretary Rathbun was misinformed when he stated that the Langley machine "without modification" made "successful flights."
- (4) I sincerely regret the public statement by officers of the Institution that "The tests" [of 1914] showed "that the late Secretary Langley had succeeded in building the first aeroplane capable of sustained free flight with a man."

Editor's Note: In a future issue of the Journal we will present "The Wright Side" of Kitty Hawk. ■

And in 1997, the controversies continue . . .

To the editor, 2ADA JOURNAL:

Vacationing in New Hampshire I ran across a great huge book, filled with pictures, called *The National Air and Space Museum, 2nd edition*, by C.D.B. Bryan, published by Harry N. Abrams Inc., New York. I was stunned to find the complete absence of the B-24 — it is not even in the appendix. Made me feel as if I hadn't even been there.

Floyd Johnston (448th BG), Dublin, Ohio

Editor's Note: So what's so great about an "uncorrected" 2nd edition of a book about an outfit that continues not to recognize the 19,000 B-24s and their 180,000 crewmen who flew in them during World War II? Every time they write me for a "contribution" I reply in their own prepaid envelope: "I don't exist — I flew in a B-24." But read on:

To the editor, 2ADA JOURNAL:

According to an article in the February 1997 *VFW Magazine*, here we go again with the Smithsonian!

Now they want to dismantle the Armed Forces Gallery in the National Museum of American History. Shades of Enola Gay!

This collection, which only represents a fraction of the total military memorabilia that the Smithsonian possesses, would then be packed away with an unknown future. If you are opposed, please write to the Secretary of the Smithsonian, Michael Heyman, 1000 Jefferson Drive S.W., Washington, D.C. 20560, and to your representatives in Congress!

Patrick Carry (2ADA Subscribing Member)
2420 Brookside Ave., Waukegan, IL 60085-3380 ■

The Thrill of Joy Flying Over Our Convoys in France

BY AL SABO

67th Observation Group, 8th AF

Being on detached service from the 8th Air Force to the first Army as a liaison pilot, I found myself in an L-5 Stinson with some "high brass" checking out the location and condition of our fast moving ground troops across France in the summer of 1944.

All went well until we found ourselves low on fuel and too far away to get to our home base. It was then that we saw an Army convoy stalled in a heavy traffic jam. I told my passenger that I would land and see if we could get some fuel. He nodded.

I landed and taxied up the road as close as I could. I walked up the convoy and asked for the person in charge. I was told that a captain was in command up ahead. I located him and asked him what the chances were of getting some fuel for my plane, which was needed to get me and my passenger back to our home base.

He answered, "Not so good; the fuel is for the guys up front, and not for guys just joy-flying around." I asked him if that was his final word, and he said, "Yes!"

I said, "OK and thank you," and turned around and started to walk away, when I decided to ask the captain, "What is your name?" He gave me his name, and we both started to walk away from each other when the captain yelled, "Lieutenant, why do you need to know my name?" (I was a Buck Private at that time, but felt that it would be better not to give the captain any more incentive to chew me out.) I answered, "Well, when I get back to my plane I will have to tell the General what you told me about joy-flying around the country, and he may be interested in talking to you in person." The captain said, "You really would not tell him that, would you?" I replied, "That's what you said; what else am I supposed to tell him?" The captain quickly turned around and yelled at some guys standing around some stalled trucks, "This guy needs some gas." Then he asked how much gas I needed; I said, "Six cans of five gallons each." The captain yelled, "Get six cans of gas down there to that aircraft on the double."

I watched and told the guys what to do as the captain went over to chat with the general. When the plane was all gassed up, the general and I thanked the captain and his men and taxied out to take off, when the general asked me if I had any trouble getting the gas from that convoy. I said, "No, sir! They were just too happy to comply!" ■

A Hero Who Brought Out the Best in the French

BY FRANK WHITSITT

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Some American tourists think of the French as arrogant, loath to speak English, and unappreciative of how we bailed them out of two world wars. But Armistice Day (we observe it today as Veterans Day) can be a time for reassessing such hard feelings. Indeed, if some World War II fighter pilots have their way, a very different view of French sentiment toward America may get global attention.

Members of the 364th Fighter Group are planning a tribute to a small village, Remy, in northern France. At Remy the 364th pulled off perhaps the war's most spectacular strafing of a German munitions train. The resulting explosion killed many Germans and a village youth, unroofed much of the community, vaporized the boxcars, and shattered the 13th-century church's stained glass windows. So mighty was the blast that it blew the tail off the P-51 Mustang piloted by Houston Lee Braly Jr., who became 22 years old forever on the village's doorstep, apparent victim of his own marksmanship. (Although to this day, Roy Blaha of Homestead, Florida worries that it was his fire that triggered the explosion that caught his best buddy following him in.)

STUNNED GERMANS

How the people of Remy responded to the near destruction of their village baffled observers then and now — especially the Germans.

A young woman pulled Braly's body from his burning plane. She and others wrapped it in the nylon of his parachute and placed it in the courtyard. Hundreds of villagers then started showering the site with flowers. So enraged were the stunned Germans by this display of affection for the American that they threatened reprisals if the flower bearing continued. The Germans forbade a public funeral but did allow a burial in the church cemetery, with only the priest and a few others present. But the villagers continued to fight with the only weapon of defiance they had — flowers. The morning after the burial, flowers were piled high on the grave. And so it continued.

Lt. Braly, the son of a Brady, Texas dairy farmer, had flown to his death and into the hearts of the French community on August 2, 1944. The Allies had broken out of Normandy and were on the way to liberating the area. When the Americans got to Remy, villagers greeted them with homemade Old Glories and led them to the grave marked with a bent blade from the P-51's propeller.

Steve Lea Vell of Danville, California, a military aviation buff and airline pilot, came across the Remy raid while doing research at the Air Force Archives in Alabama. He passed it along to a friend who had flown with the 364th. So intrigued was Mr. Lea Vell that he visited Remy the next time he was in France. There he visited a local historian, Joel Hiquibrant, who explained why the community welcomed the P-51 attack

even if it endangered their homes and lives.

The traumatic scene said more to the villagers than the daily sight of Allied bombers cutting across the sky. It confirmed that the hated enemy was in trouble.

"What the villagers saw before them — the plane and Lt. Braly's body on the ground — was visible and concrete proof of the total commitment of the Allies," the historian said. "That a young man would come so far to sacrifice his life for the liberty and peace of another people could only galvanize their energies. Who could indulge in self-pity after such an example?"

Mr. Lea Vell ignited the veterans' memories of what had gone before. How can we thank you for your interest in our war? they asked him. There was nothing he wanted from these men, whom he admired as heroes. But . . . how about helping to restore the stained glass windows blown out of the church? It would be a noble *merci* for how the villagers had welcomed the raid and risked so much to esteem their fallen comrade. Yes, but it could be much more than that, says Gordon McCoy of Linden, California, who flew 73 missions with the 364th FG. "It could serve as a memorial to the underground in all of occupied Europe for how it helped many downed airmen evade the Nazis and return to their bases. I can tell you it was a real security blanket for us fliers to know they were down there."

BUOYANT AGAIN

The aged airmen, suddenly young and buoyant again as in their wild-blue-yonder days, have jumped on the idea. Now, instead of riding one another's wing, they are running up big phone, fax and copier bills to fuel this mission. They've founded Windows for Remy to try to raise \$200,000. Mr. McCoy says it won't be easy. But he's confident that the present clear-glass windows will be replaced and is hopeful that Pope John Paul II will be at the rededication of the church that was started two centuries before Joan of Arc was captured in nearby Compiègne.

A year ago today — Armistice Day 1995 in France — French Mirage jets and American F-16s flew over Remy. The body of Lt. Braly was removed to Texas long ago. The woman who pulled him from the plane still keeps a candlelit photo of "the American" in her living room. On that day marking the 50th anniversary of the end of World War II, the villagers dedicated a crossroads where the plane came down as the *Rue de Houston L. Braly Jr.*

To make a tax-deductible contribution towards the replacement of the church windows in Remy, write: Windows for Remy, P.O. Box 644, Linden, CA 95236.

✈ ✈ ✈ ✈

Editor's Note: The 364th Fighter Group escorted a number of our 2AD stragglers home in WWII. Mr. Whitsitt is a writer in Kansas City, MO. ■

16th Annual Southern California Regional Reunion Dinner

BY DICK BAYNES (466TH) AND JULIAN WILSON (453RD)

The 16th Annual Southern California Regional Reunion Dinner on February 22 (always the last Saturday in February) was attended by 300 members, families and friends of the 2nd Air Division. This was the twelfth year we have held the event at the Marine Corps Air Station, El Toro, Officers' Club, and the meal was up to their usual excellent standards.

Members and guests were treated by **NICK KUKLUSH** (466th), **BOB MEAD** (445th), and **PAUL STEICHEN** (93rd), and directed to the three registration tables where **MARGARET BAYNES** (466th), **PATRICIA MEAD** (445th), and **AGNES ROWE** (448th) checked them in and handed out name tags.



PART OF MARK HOAGE EXHIBIT AT SO. CAL REUNION

C.N. "**BUD**" **CHAMBERLAIN** (489th), 2ADA past president, conducted the opening ceremonies. First was the lovely voice of **MARIA GUNNARSSON**, wife of **FRANK CREW** (448th), leading us in the National Anthem. Then we performed the traditional lighting of Eight Candles for Remembrance with members of our bomb groups, fighter groups, and Heritage League participating. This was followed by **MALCOLM "MAC" DIKE** (466th), who gave the invocation. The master of ceremonies, **DELBERT MANN** (467th & 491st), last year's speaker and Academy Award winning director, then took over and introduced **COL. STEPHEN MUGG**, Chief of Staff, Marine Corps Air Station, El Toro, who welcomed us to the base and to the officers' club.

While the excellent meal was being served, **BETH ERTZ**, daughter of **JULIAN ERTZ** (44th), played World War II era music on the piano for our enjoyment. Following dinner, **NEAL SORENSEN** (489th), 2ADA President, offered greetings and reminded everyone of the 50th anniversary convention of the 2ADA to be held in Irvine, CA, May 23-26, 1997. Members of the 2ADA Executive Committee and group vice presidents who had been attending the two-day planning meeting for the coming reunion were asked to stand and be recognized.

CRAIG BEASLEY, President of the 2AD Heritage League, introduced **BERA ERTZ DORDONI**, another daughter of Julian Ertz, who sang her specially written words to "The Wind Beneath My Wings" as a tribute from the Heritage League.

After a break, the program started out with the singing of "Coming In on a Wing and a Prayer" by the Ertz family, because it had special relevance to our speaker, **WALTER STEWART** (93rd). On the air raid of the Romanian oil refineries on August 1, 1943, Stewart, pilot of the 93rd's aircraft "Utah Man," flew as deputy leader, later taking over as mission leader of the target force when enemy fire downed the commander's plane. Stewart led the first strike over the Ploesti refineries, dropping time delay bombs and incendiaries. The raid deprived Hitler's armed forces of 80 percent of what the Ploesti refineries had been producing.

Auxiliary tanks had been installed in the 178-plane strike force that enabled the B-24s to make the fourteen hour round trip flight from the North African base. For most planes, unfortunately, the fifty feet above the tarmac approach to the target resulted in enemy anti-air defenses preventing 54 of the crews from completing their mission. Col. Stewart entitled his talk "To Hell and Back — A Round Trip for Some." No one familiar with the exploits of those brave crewmen could describe the mission as being other than trying to make it to hell and back!

We felt honored to have such a distinguished 2ADA member with us at this reunion. His accomplishments as a decorated warrior leader of



COLONEL & MRS. AL SHOWER AT THE 467TH TABLE

yesteryear are matched today by his everyday life as a valued member of his community in Benjamin, Utah. We thank him for being with us.

Reunion co-chairmen **DICK BAYNES** (466th) and **JAY JEFFRIES** (453rd) thanked Walter Stewart on behalf of all present and gave him a plaque incorporating the tail marking of his plane, "Utah Man," in recognition of his excellent presentation. Jay Jeffries then introduced the other committee members, **FRED BROMM** (445th), **BUD CHAMBERLAIN** (489th), **JULIAN ERTZ** (44th), **DOUG LEAVENWORTH** (453rd), **DELBERT MANN** (467th), **KEN PAYNE** (466th), **JOHN ROWE** (448th), and **PAUL STEICHEN** (93rd).

The second part of the program was presented by **DENNIS C. BEYMA**, who is an engineer in the B-2 Engineering Department at **NORTHROP-GRUMMAN CORP.**, who presented us with an exciting look at the B-2 Stealth Bomber. Northrop-Grumman's engineering department, of which the 453rd's Doug Leavenworth was a member prior to retirement (and where he was a part of the B-2 development team), claims that the radar profile of the B-2 is no greater than that of a "large" dragonfly, while the profile of a B-24 is as big as a B-24! Graphic pictures and videos were used to illustrate the capabilities of this remarkable airplane. By the conclusion of this multimedia presentation, we all had to be convinced of the awesome nature of the B-2 as a weapon system. The presentation left most of us, I'm sure, convinced that the one more fun thing each of us would like to do would be to fly in the B-2!

DOUG LEAVENWORTH (453rd) and his super salesperson wife, **JANE**, supervised the raffle, which raised a record amount for our 2nd Air Division Association projects. A check for \$1,600.00 was sent to the 2ADA treasurer to be given to the Mighty 8th Heritage Museum.

The **LIBERATOR CLUB** was represented by **GEORGE & MICHELLE WELSCH**.

MARK HOAGE provided his usual fine displays of memorabilia.

We'll meet again next year, the last Saturday in February, 2/28/87. Put it on your calendar! ■

The 448th Speaks



BY CATER LEE

At this writing we have two things of special interest to write about. First is our annual 448th Bomb Group Association Reunion held April 9-12, 1997 in San Antonio, Texas at the Holiday Inn Northwest.

San Antonio was the site of many an Air Force veteran's training for WWII, some for just a short period and others longer. It is also an old and historic city of nearly one million people and the tenth largest city in the United States. Plans were to visit Randolph Air Force Base and Lackland Air Force Base, with lunches at the officers' mess at both locations.

The 448th plans on establishing a beautiful marble memorial to be placed in the Memorial Gardens at the Mighty 8th Air Force Heritage Museum in Savannah, Georgia. The size and wording, as well as donations towards the memorial, were part of the agenda at our business meeting in San Antonio. More details should be forthcoming in the next issue of the *Journal*. Perhaps we will also have some information on our 1998 reunion to be held in England, where we will likely spend four days at Norwich/Seething, including visits to memorials at our old Seething base and the ancient church at Seething, as well as a ride to Duxford to see all the new additions since our 1996 visit. There will also likely be a visit to the American Cemetery at Cambridge. The reunion in England will be in early August, so some may bring grandchildren who would be in school by mid-August.

Those of our group who have not as yet made a contribution towards the cost of the Heritage Museum, please send what you can, as there is still much money needed to complete this great memorial to the WWII veterans of the 8th Air Force. We have recently had some nice contributors who wish to remain anonymous, but your contribution will help immensely.

ly. Mark your check "For 8th A.F. Heritage Museum" and mail it to me, Cater Lee, P.O. Box 1850, Foley, AL 36536.

It's past time to send your membership dues to various organizations such as the "Station 146 Tower Association," where our British friends do a fabulous job of maintaining our WWII control tower and museum. They need and deserve your help. Send your \$10.00 annual dues to Jim Turner at "The Beeches," Brooke Road, Seething, Norwich NR15 1DJ, England. Also, I hope you are paid up with both the 2nd Air Division Association and the 8th Air Force Association. It's too easy to postpone and we soon find ourselves several months late.

Remember, if you know of any 448th veterans who pass on, please let me know so we can recognize their passing in the "Folded Wings" column of the *Journal*. While on the subject of illness, if you know of any of our 448th who are having a tough time health-wise, please let me know and we will list them in this column so those who wish can write or call to cheer them up. At our age this is going to be more often as time goes by, so let's all cheer our buddies who are in a bad state. That's all for now. God bless and good health. ■



NEWS OF THE 453RD FROM FLAME LEAP

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

This is our last reminder to you regarding our stand-alone reunion to be held in Washington, D.C., October 3-6, 1997. Details are to be found in the most recent group newsletter as well in a special mailing sent to each of you this spring. We have been able to book a block of rooms for you, and we have engaged the tour bus company, the restaurateurs, the Superintendent of Arlington Cemetery, etc. All required deposits have been made. What we can't do is book you into the hotel or book your flight into D.C. We have good reason to encourage you to arrange for your hotel reservation and book that flight early on. There is going to be a great deal of competition for airline seats into the D.C. National Airport when your arrival is timed for our reunion. Few, if any, hotel rooms will be empty.

If you still have further questions, please refer them to Jay.

An omission from our Honor Roll was brought to our attention by **TOM BRITAN**, our friendly war historian now living in France. To initiate a correction, we have taken steps to obtain an official confirmation of the death of **LT. WALTER M. CHAMBERS**, KIA upon the crash of the 735th aircraft "Lil Agnes" on February 6, 1944.

To learn the Army serial number of Chambers, we turned to **MILT & LUCILLE STOKES**, who referenced their held-over records for us. We got the ASN as well as had a nice chat

with them both.

We then enlisted the aid of 735th engineering crew chief **HAROLD H. FOX**. Harold was the crew chief on "Lil Agnes," and had flown over to Old Buck with **AL VOSKIAN** and his crew. Harold was able to give us a roster for the crew members who were aboard "Lil Agnes" on February 6, 1944, which did include the name of Lt. Chambers.

Al and his engineer, **ARCHIE BLOODWORTH**, did survive the crash. Looking back, that seems to have been another of the miracles that selected some to survive against all odds. What chance would you give anyone of surviving a crash of a fully loaded B-24, with topped-off fuel tanks, accompanied by the explosion upon impact of one of the 500 pound bombs in the bomb bay and the resulting inferno?

Our odyssey then took us to **DON OLDS**, who provided us with the information needed to get our inquiry in to the National Personnel Records Center in St. Louis, Missouri. Now we wait for a reply.

All of this activity brought home the fact that there is a wealth of information out there among you, a rich lode waiting to be mined! Over the years, some of that information has been brought out embedded in the many letters you have written to our past group chairmen, **DON OLDS**, **MILT STOKES** and **WIB CLINGAN**; our newsletter editors; **WILBUR &**

JEANE STITES; and our treasurers, **FRANK & JACKIE THOMAS**. Many of these letters have been printed in the "Mail Call" section of our 453rd group newsletter.

A recent survey shows that there has been a decided drop in communications of that type. This is a shame. We have room to continue printing your informative letters, and have continued to print those that fall into this category. We are dusting off an old cliché in reminding you that "one man's junk is another man's treasure." (Been to a garage sale lately?)

Any one of us would enjoy your reminiscences, your anecdotes, your editing of what has already been printed to provide greater completeness, and your clarification of events. Jot them down and send us what you can contribute. Examples of persons who have been doing this through the years include, but are not limited to, the following: **GENERAL ANDY LOW**, **O.K. LONG**, **FRANK X. KYLE**, **DWIGHT (GW) FORD**, **FRANK DAVIDSON**, **THOMAS O'DWYER**, **CLIFFORD RHODES**, **HAROLD H. FOX**, **RALPH McCLURE**, **JOHN C. RANDAL**, **ELLIOTT LOVELACE**, **LEONARD APTER**, **WILLIAM A. EAGLESON**, and others just as noteworthy.

Don't wait for some special motivator to get you started. Any gloomy, drippy day is good for starters. After that post-lunch nap, write something! You know how we all read our *Journals* and *Newsletters* from cover to cover, and we would enjoy whatever you have to share with us! You can count on it! And don't forget those pictures taken last month or in yesteryear!

If all goes as per schedule, this issue of the *Journal* should be in your hands before you head to Irvine, California for our 50th convention. It would be great if each of you could join us there! We will be looking for you. ■

458th BOMB GROUP



BY RICK ROKICKI

Ceil and I attended the 2ADA Southern California Regional Reunion Dinner at the El Toro Marine Base after the February mid-term meeting of the 2ADA Executive Committee in Irvine, CA. Also attending were Dario & Beverly DeJulio, John & Carol Campbell, Bill Everett, LeRoy & Patricia Fischer, and Austin & Betty Joy Stirratt. I understand that over 250 attended.

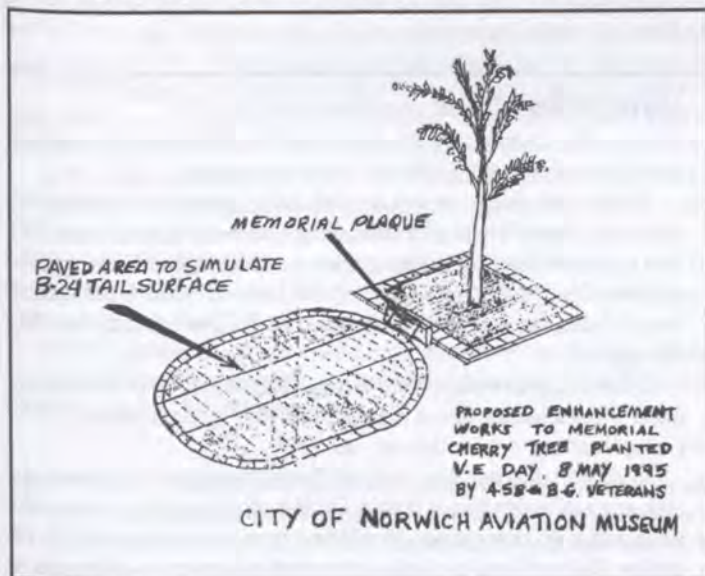
RECORDS & DECORATIONS

In response to several inquiries as to where records of their missions might be available, I pursued and received the following information. I give it here in hopes that those who are interested will have a "starting point" to work from. I have not as yet tried to get any information or visited this new location of the National Archives which used to be in Suitland, Maryland. The new address: National Archives, 8601 Adelphia Road, College Park, MD 20740-6001. There is also the following FAX number: 301-713-6905, a general reference number: 301-713-6800, and for information concerning record availability: 202-501-5400.

In my transfer from Boston to Baltimore in 1964, my WWII medals disappeared. I didn't discover this until a year or so later, so the moving company was of no great help. However, with some degree of luck I managed to find the right people for help. If you've never taken the time to request the medals you should have, write to the National Personnel Records Center, Military Personnel Records, 9700 Page Ave., St. Louis, MO 63132-5100. Be prepared to wait at least a year... that's how long it took for me to get my replacements. I recently received word from *The Advisor*, a publication by the Minnesota Chapter of the 8th AFHS, that the St. Louis fire of July 12, 1973, did not destroy about 10 million duplicates of 20th century records thought to have been destroyed in that fire. Write to the address above for help.

MEMORIAL PLAQUE AT THE MUSEUM

Christine Armes has once again indicated further news of a coming event at the Horsham St. Faith Aviation Museum. In her February 27 letter to me, she stated that on Sunday, May 4, 1997 there would be an unveiling of a memorial plaque and the design of the red brick pavers with Selspar to give a sparkle effect surround in the shape of the B-24



tail fin for the base of the tree where the plaque will also stand. The work is being done by the volunteer staff at the museum, with the ceremonial occasion to be held with full military honors and standard bearers from Norwich and Norfolk Associations, as well as representatives from other British organizations and 458th BG members who were stationed at Horsham St. Faith during WWII. Christine hoped that many of us would be able to attend. Her address: 192 Plumstead Road, East, Thorpe St. Andrew, Norwich NR7 9NQ. Her Norwich telephone number is 01603-434627.

SPANISH SAHARA MYSTERY SOLVED

In response to aircraft #41-29277 which came down in the Spanish Sahara Desert as reported in my Winter '96 *Journal* column, Les Willis (SM) of Norwich wrote and advised:

"[This aircraft was] taken into the inventory of the Air Corps in January 1944 and salvaged on February 16, 1944. Sorry I have no idea where this occurred, but the date does tend to tie up with that mentioned by the Spanish researcher. I believe the aircraft was named *Dear Mom*."

Shortly afterwards, I received a telephone call from Newell "Dick" Gibson who gave me information. Since my "shorthand" was very rusty, I asked whether he could send me a tape, since I might otherwise miss something important. Dick was the radio operator on this flight. The pilot was James Nedrow and another crewman was Elmer Sutters, who recently passed on. The aircraft landed in the desert, apparently out of fuel (this is in dispute by some crew members). Before abandoning, they destroyed the bombsight, the IFF recognition unit and interior cockpit damage and dumped sand into the gasoline tanks. All this information was sent to George Reynolds for further checking and mistakes corrected on earlier conclusions. Thanks to Willis, Gibson and Reynolds, the mystery was solved.

ON FINAL:

Some time ago, I received a black and white calendar page photo of our "formator" ship, either the Spotted Ape or the First Sergeant, from Keith Thomas (SM) of Norwich, and I took it to the Milwaukee convention last year to have it signed by any of our pilots who attended, and have not been able to locate that print since. Either I left it behind or, hopefully, one of our members may have taken it with the idea of signing and returning same. If found, please send it to me and I will return it to Keith.

I had an interesting call from a Peter Romo of Sun Lakes, Arizona, who was visiting his daughter in Gaithersburg, Maryland. He asked for George Hoidra's address because he wanted to stop by and buy an A-2 flight jacket. I asked how he knew of the A-2, and he replied that his neighbor John McCain (458th) lets him read our *Journal*. I just received word from Romo (USAF Ret.) that he got his jacket.

I continue to receive letters from Belgium, Holland and Switzerland regarding aircraft and crew photos, names, etc. In many cases I check through my 3 x 5 index cards to see if I come up with any info to help, but it's not easy when your name in my file comes up blank. In the past I've asked for some help, and the only way I can be of help is to have such info on your card. Several of you have sent me this sort of information, and I wish I had more. The next time you see one of your wife's 3 x 5 recipe cards, I hope it will remind you to do the above. Additionally, your telephone number and wife's name would be of great benefit to me.

The Mystery Stamp Person (MSP) has "struck again," this time in a well-stuffed envelope mailed from Scotland! There were U.S. stamps in various denominations from .01¢ to .29¢, adding up to \$64.27 total. To quote from his letter, "Spent two days looking for the Blarney Stone, and to my dumb amazement, they all smiled and sheepishly said, 'Laddie, it's in Ireland!'" The packet note was written in the Princess Street Lochness Pub, and he advises that this will be the last such mailing I will receive, as he is finally coming home. I will certainly miss hearing from him, and the offer goes out that I will buy him several "adult beverages" at our 2ADA convention, or any time.

As of this date in middle March, I still have some squadron patches and the 458th group blazer insignia left. If you're interested, don't hesitate any longer to get these insignia as shown in the Spring *Journal*.

(continued on page 28)



BY WALTER J. MUNDY

I received a letter from Will Lundy, 44th BG, asking for information about a mission to Blois, France on June 11, 1944. It seems a Mr. Philippe Canonne, 2 Rue Assolant 41.000 Blois, France has contacted the 44th BG, which I understand conducted a pathfinder mission. Our records show that the 467th did bomb the target at Blois, France on the same day. Anyone who participated in the Blois mission, please contact Mr. Canonne. I will search the 467th records to identify the formation and description of the mission.

We have also received a letter from Mr. Luc Dewez, 8 Paul Pastur Street, 5190 Ham-sur-sambre, Belgium, who is planning to attend the 2nd Air Division convention and who is writing a book about WWII. It seems that there is much interest from European locals who were living at or near the many target areas during the war. Many young people are now trying to document the events that changed their lives forever and allows them the freedom they enjoy. Isn't it wonderful that they too have not forgotten what we did?

B-24 MODEL FOR THE MIGHTY EIGHTH HERITAGE MUSEUM

At the February 1997 Executive Committee meeting at Irvine, California, I asked 2ADA President Neal Sorensen if we were going to address the proposed plan for a one-sixth scale bronze model of a B-24 to be installed at the Air Force Academy. The wood model it would be cast from would be finished and placed in the Mighty Eighth Heritage Museum in Savannah, Georgia. Neal said he had had no support from Consolidated or the other B-24 units, and would delay the subject of 2ADA effort until after the convention this May.

As I have previously stated to a number of 2ADA members, the following is the current position of the 467th BG Association Board of Directors:

It is the consensus of the current board that the 467th would recommend that our group and the 2ADA concentrate on the enhancement of the 2AD and B-24 image at the 8th AF Museum in Savannah and at our Memorial Library in Norwich. If the other groups and air forces and units that flew B-24s want to contribute to a very expensive bronze model for the Air Force Academy, we will wish them success. However, we feel that our Memorial Library is first priority and the 8th AF Museum is a close second priority for our contributions. The 2AD 8th AF organization and our heritage will be best preserved in England and Savannah.

A one-sixth scale model B-24 of museum quality will cost 20 to 30 thousand dollars and the 467th would support a program to produce such a model to be installed at Savannah.

One of the group vice presidents at the Executive Committee meeting mentioned that someone was building a model of a B-24 and had an estimated 1,200 hours of work into it. I would like to hear more about the model, the scale, etc. I personally think a one-sixth scale model (wing span 18 ft. 4 inches) would look terrific hanging in the lobby or in the aircraft display area. I think it would be appropriate to have several models.

30 MISSIONS USING 22 PILOTS: BY SIDNEY KATZ

I joined the 467th Bomb Group in June 1944 as a waist gunner with my crew after completing our training at Westover in Springfield, Massachusetts. After additional shakedown, we flew our first mission on July 24, 1944 to St. Lo, France with my pilot Charles Deardorf. I also flew my second and third missions with my original crew.

One night while on a pubbing mission at the "Green Man" (our local refreshment stand), I found that after five to ten pints of bitters I was unable to stand, walk, or crawl, so I FELL and broke my wrist!

Doc Munger, the flight surgeon, grounded me for six weeks.

Upon returning to flight status, I found I was replaced by another gunner and without a permanent crew.

Now the fun begins. I am alerted for every mission, going to briefings and waiting for Doc Munger to ground a gunner for reasons known only to himself so I could be his replacement. It never happened; either they were too healthy or the good doctor would not believe their problems.

Finally, as one of the chosen people, I was sent to Cheddington, England, an RAF base that was teaching radar countermeasures to be used in jamming German radar instead of throwing tin foil. Upon completing this course, I was sent back to the 467th Group, as a R.C.M. operator with observer's wings, and I must add, an additional stripe.

It became a new experience, never knowing who I was going to fly with and the crews not knowing who I was. The following are the dates, targets and pilots:

(1) July 24, 1944, St. Lo, France, Lt. Charles Deardorf. (2) July 25, 1944, St. Lo, France, Lt. Charles Deardorf. (3) August 8, 1944, Strasbourg, France, Lt. Charles Deardorf. (4) November 5, 1944, Karlshure, Germany, Lt. Lazlo. (5) November 6, 1944, Minden, Germany, Lt. Lazlo. (6) November 9, 1944, Metz, France, Lt. Young. (7) November 10, 1944, Hanau, Germany, Lt. Rice. (8) December 25, 1944, Hildecham, Germany, Lt. Loveless. (9) December 31, 1944, Coblenz, Germany, Lt. MacFarland. (10) January 1, 1945, Calhem, Germany, Lt. Leathers. (11) January 13, 1945, Rudiskeim, Germany, Lt. Meyers. (12) January 15, 1945, Munster, Germany, Lt. Woods. (13) February 15, 1945, Magdeburg, Germany, Lt. Epting. (14) February 19, 1945, Meschede, Germany, Lt. Davis. (15) February 21, 1945, Nuremberg, Germany, Lt. Deblois. (16) February 22, 1945, Hildescham, Germany, Lt. Reed. (17) February 24, 1945, Bielfield, Germany, Lt. Sawyer. (18) February 27, 1945, Halle, Germany, Lt. Willis. (19) February 28, 1945, Bielfield, Germany, Lt. Klair. (20) March 2, 1945, Magdeburg, Germany, Lt. Willis. (21) March 3, 1945, Nienberg, Germany, Lt. Crump. (22) March 8, 1945, Dillenberg, Germany, Lt. Barker. (23) March 10, 1945, Arnsburg, Germany, Lt. Rice. (24) March 11, 1945, Kiel, Germany, Lt. Crump. (25) March 12, 1945, Swinemunde, Germany, Lt. Upp. (26) March 15, 1945, Zossen, Germany, Lt. Johnston. (27) March 18, 1945, Berlin, Germany, Lt. Leathers. (28) March 21, 1945, Hesepe, Germany, Lt. Albert. (29) March 23, 1945, Osnabrucke, Germany. (30) March 24, 1945, Kiertoffe, Germany, Lt. Rubin.

I am sure that I had the pleasure of being part of your missions, as the many crews I was with led me to cross paths with many of you. Look up your mission diaries and see if we shared oxygen together.

Now that I have given a bit of my background, I hope to see most of your faces at our 1997 467th BG reunion at the Novele Hotel in Ellenville, New York, September 24-28, 1997. Walter Mundy has asked me to assist him with this project, and I am thrilled to give this nice guy a helping hand.

In the meantime, for anyone wishing to write or call me, I am at 129 Abbe Lane, Clifton, NJ 07013, phone (201) 742-5661. ■

458TH BOMB GROUP (continued from page 27)

Additionally, a new 458th BG roster will be available when you read this. Price remains at \$4.50 and includes postage.

Finally, it is sad to report the following. Jackson Granholm advised that Gen. Jim Isbell's wife, Ginny, recently passed away. I've also had word that Gene Young made his "last flight." Gene was the engineer/gunner on "Lili Marlene." Bill Jackson called to tell me that Frank Guida, his navigator, just passed away. Their aircraft was "My Bunnie II."

A last minute request from George Reynolds: "Will the ex-navigator who called me about his aircraft 'Wurfless' please call me — I misplaced my note with your name."

In closing, it is my sincere hope that many of you will attend our 50th annual convention in Irvine, CA this month of May. I can promise you that an interesting gift will be yours as a souvenir of this occasion. Ceil and I will be looking forward to seeing you all again. ■



RAY PYTEL REPORTING

Well, the Executive Committee did what the 445th members could not do . . . get rid of your current group vice president!

At its mid-winter meeting the 2ADA Executive Committee approved a vote for each of the fifteen group VPs including Headquarters. This means that in May, the general membership will probably approve a change in the by-laws, which means that I as *Journal* editor and as 445th group VP would have two votes — a no-no even if I am ambidextrous (original meaning having two right hands) and could raise both of my hands! (This procedure was frowned upon by the meeting's parliamentarian, Norma Beasley.)

I have appointed Ray Lemons and Don Whitefield to find a replacement, because "I will not choose to run" at the group meeting in Irvine. So I must join the large contingent of former group VPs like Frank DiMola, Chuck

Walker and Buddy Cross, and contribute from the sidelines from now on. It's been humbling and fun!

I have just heard from a 703rd Squadron "new member" who is in the process of completing a book on his POW experiences and his adventures with our group. He is very much interested in getting some fresh pictures from our members to be included in the forthcoming tome. He said he would return all of those pictures after the book is published. His phone number is (915) 388-4281, and his name and address are as follows: William Robinson, R#1, Box 632B, Kingsland, TX 78639. Located on the Colorado River in Llano County . . . remember, true Texans don't usually tell you what city they're from; "I'm from Llano County" is about as far as they go. Anyway, it's a couple of days' ride by "hoss," northwest of the capital, Austin. ■

Pilot dead, 2 others injured, nose battered, B-24 returns

REPRINTED FROM STARS & STRIPES, 27 NOVEMBER 1944

445th BOMB GROUP — With the pilot dead, two other crew members injured, and its flight instruments useless, a Liberator returned safely from a mission over Misburg on November 26, 1944 — quick thinking and teamwork doing the trick.

Several minutes before bombs away, the formation was attacked by enemy fighters. 1/Lt. Vincent Mazza, copilot from Naperville, Illinois, fought to keep the bomber from swerving into other bombers after the pilot, killed by a 20mm shell which penetrated his flak suit, slumped over the controls.

A second wave of German fighters lobbed shells into the Lib's nose, shrapnel wounding 1/Lt. John C. Christiansen, of Plymouth, Michigan, who was manning the nose guns. 1/Lt. Leo J. Lewis, bombardier from Clayton, Missouri, also was hit. The bombs were salvoed by the navigator, 1/Lt. Frank W. Federici of Chicago, who remained at his post in the nose.

When the enemy fighters departed, S/Sgt. Eddie W. Goodgion, right waist gunner from Lubbock, Texas, and T/Sgt. Carl E. Bally, radio operator from Ashland, Ohio, came to the aid of the dazed bombardier, whose helmet and oxygen mask had been torn off.

T/Sgt. Herbert A. Krieg, engineer from Atlantic City, NJ, went to the cockpit and pulled the dead pilot clear of the controls. Christiansen made his way back from the nose turret to the waist, where his wounded leg was treated by S/Sgt. Kenneth J. Brass, left waist gunner.

At the channel, Mazza left the formation and headed for England alone. His maps blown away by the terrific wind which swept through the gaping hole in the nose, Federici directed the copilot back to base by recalling landmarks along the way.

The radio and interphone went dead, making communication with the ground and other planes impossible. The tail gunner, S/Sgt. Charles W. Bickett of New Richmond, Ohio, had been cut off from communication with other crew members.

Neither altimeter nor air-speed indicator were functioning. Mazza circled the field behind another B-24 to get his proper landing speed, Krieg standing behind him to handle the throttles. The landing was fast, but smooth.

→ → → →

Editor's Note: 445th records show that 1st Lt. Vincent Mazza was awarded the Silver Star and the other crew members the Distinguished Flying Cross for this gallant action. In the next issue of the 2ADA Journal we will have "the complete story" of this mission by Frank Federici and Lt. Col. Vincent Mazza (Ret.) ■

ATTENTION 445TH BG PILOTS

Dick Gelvin, a former lead and squadron navigator of the 700th Squadron, has been gathering detailed information regarding our bomb group. In particular, he is gathering as many individual mission formation plans as he can find. This particular information was part of the "pilot briefing" handouts given to pilots at their mission briefings. To our knowledge this information was not saved as part of the group mission history and can only be found as part of an individual's pilot memorabilia which he would have saved for himself.

These plans were prepared by group personnel for each mission and contained the pilot's name, position within the group formation, last three digits of the aircraft tail number, squadron call sign of his particular airplane, and hardstand location by number.

Should any of you have such documents, please send copies to Dick, as he is attempting to gather as many group details as possible for the electronic storage of our group history and make it available to all.

He is also looking for the hardstand numbering system used to identify specific hardstand locations on the Tibenham Airdrome. Ground crew rosters, barracks identifications, barracks rosters, crew rosters, and any other details you might find among the cobwebs of your mind before they are lost forever.

Any information will be gratefully received, identified, catalogued, and ultimately sent to Mary Beth Barnard, 8th Air Force Historian, Mighty Eighth Heritage Museum, Savannah, Georgia. To contact Dick Gelvin:

R.F. GELVIN

2302 East Elmwood Street

Mesa, AZ 85213-5910

Telephone: (602) 844-2797

E-mail: RFrankG@worldnet.att.net



2ADA SOUTHWEST REGIONAL MINI-REUNION

The 13th Annual 2ADA Southwest Regional Reunion was held on March 1st, 1997 at the Sheraton Grand Hotel in Dallas, Texas. Attendees came from Texas, Arkansas, Oklahoma and New Mexico, with all fourteen bomb groups represented. We were happy to have our *Journal* Editor, Ray Pytel, and his wife Twyla Kieffer present, along with other members of the 2ADA Executive Committee. General Lew Lyle of the Eighth Air Force Heritage Museum in Savannah, Georgia, was in attendance and gave us an update on the current status of the museum. Our guest speaker was a local talk show host and former TV anchor who gave an interesting and humorous presentation. As an added attraction, the new documentary video "Distant Fires" was shown and appeared to be a hit with those present. J.R. Lemons (445th), reunion committee chairman, invites all who were there, and all who were not, to meet with us again in Dallas next year.

2ADA MIDWEST-EASTERN 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, phone (717) 774-3960. Also check with Ray about a "Gettysburg Battlefield Early Bird Special" on September 24th (this is separate from the convention).

GREAT NEW BOOK! "LIBERATOR ALBUM"

B-24 LIBERATORS OF THE SECOND AIR DIVISION USAAF

Authors Mike Bailey and Tony North, former 2AD Memorial Room librarian, have produced the quintessential book about the 8th Air Force's powerful Second Air Division B-24 Liberators stationed around Norwich in East Anglia from 1943 through 1945. From these bases they lashed out over Germany to destroy the Third Reich's industrial heartland.

This outstanding 160-page hardbound coffee-table sized book, loaded with 400 black and white photographs, honors the courageous men and the legendary aircraft of the Second Air Division who contributed to the defeat of Hitler. A must book for every veteran of the 2nd Air Division and all World War II military aircraft buffs.

Send your check or money order for \$32.95 plus \$3 shipping and handling (\$35.95, which includes a tax-deductible contribution of \$9 to the Kassel Mission Memorial Association) should be sent to:

KMMA, Inc., P.O. Box 413, Birmingham, MI 48012

LATEST ANNOUNCEMENT!

HER MAJESTY QUEEN ELIZABETH TO PERFORM OPENING CEREMONY FOR THE AMERICAN AIR MUSEUM IN BRITAIN

WASHINGTON, D.C. — Mr. Ted Inman, Director of The American Air Museum, announced: "We are delighted that Her Majesty the Queen has chosen to honor us on Opening Day, August 1, 1997, symbolizing the special friendship that has bound the U.S. and Britain in peace and war throughout this century. The American Air Museum in Britain will not only stand as a testimonial to Anglo-American cooperation, but also as a memorial to the more than half a million Americans who served from British bases during World War II — and the nearly 30,000 airmen who died in the pursuit of victory and peace," he added. The American Air Museum in Britain will house the finest collection of American combat aircraft outside of the United States.

TWO NEW TAPES FOR 2ADA FILM RENTAL LIBRARY!

The Joseph Dzenowagis family has donated two new tapes to the 2ADA Rental Library. They are available for \$5.00 each, rental, and will be mailed to you via first class mail. Please return them the same way.

Distant Fires records much of the week-long celebration in England beginning with our arrival on May 5, 1995. Also included is footage from the war years as well. You will see 58 minutes of:

- Archival footage of VE Day in London in 1945, captured German war film, 1945 footage of General William E. Kepner initiating the drive for the 2AD Memorial Library;
- Scenes of the devastating fire that destroyed our Memorial Room, and our dedication of a temporary Memorial Room;
- A special V.E. Day ceremony with Vice President Al Gore honoring our dead at Madingley Cemetery, the 21-gun salute, the laying of memorial wreaths, the RAF flyover;
- Parading the victory with British detachments as we did fifty years ago through the streets of Norwich to cheering crowds, the Salvation Army Citadel Marching Band;
- At the Norwich Cathedral — a time to look back; to memorialize our fallen brothers; the "Fanfare to the 2nd Air Division" written especially for us;
- A return to the war years at the Norwich Theatre Royal with the sharing of memories in a once-in-a-lifetime musical production; the songs we sang and danced to;
- Final moments together before the 2nd Air Division family parts again; the ritual lighting of candles in remembrance of sacrifices and losses; "Anniversary Salute," a poem dedicated to the 2nd Air Division.

The Dayton Tape is 86 minutes long and includes footage of the 445th Bomb Group taken at Tibenham, England and Bad Hersfeld, Germany, as well as WWII archival battle footage at Kassel. See page 37 of the *Spring Journal* for further details.

H.C. "PETE" HENRY

164B Portland Lane, Jamesburg, NJ 08831

FOLDED WINGS

HQ

Roy M. Devlin

44th

Richard E. Bottomley
Robert S. Lawson
William Middlebrooks
Elvin N. Scheetz

93rd

Carl C. Barthel (HQ)
Guin B. Ellison
Don E. Janss
Harold E. Mahaffey

358th

Eugene W. Young

389th

Daniel R. Bynum
C.H. Craft
Odell B. Vaden
Carl Wirges
Kenneth W. Wise (453rd)

392nd

Maltby F. Watkins

445th

Robert L. Bynum
Charles F. Kaufmann
Roy D. Leavitt
Roger G. Ward

446th

Robert W. Hancock
William I. Powell, Jr.
Gene B. Ryan

448th

Willis G. Conkle
Lee R. Conner

John M. Dixon

Richard B. Kimball, Sr.
Calvin C. Mosteller
Benjamin H. Poppy
William O. Ross
William R. Stewart

453rd

Robert Bevis
Marvin Hogen
Alfred A. Voskian

458th

Benny L. Costello
Walter H. Freeman
Breck M. Jones

466th

Clem C. Ehmet
James A. Litchfield

467th

Eugene A. Garrett
Earl A. Roy, Sr.

489th

George W. Heller
Alfred G. Mather
John McMullen
John O. Stavenger

491st

Charles M. Bancroft
Alfred F. McSheehy, Jr.
Edward A. Parsons
Charles T. Voyles

492nd

Marvin M. Paul (467th)

HAP ARNOLD (continued from front cover) the flimsy construction of those early planes] in flight in military aviation." After entering a tailspin at 400 feet and recovering a scant few feet from the ground, he complained, "My nervous system is in such a condition that I will not get in any machine in the next month or two."

Typical of most aviators, Arnold's abilities also included mechanics. Ruth Law attempted a non-stop flight from Chicago to New York in 1916. Lt. Arnold changed her spark plugs in Howell, New York.

DESK DUTY IN WAR

When the United States entered World War One, Arnold's requests for overseas flying duty were turned down. In 1917 he was sent to the Panama Canal Zone, where he set up a squadron for the canal's defense. At age 30 Arnold was made a temporary colonel to become the executive officer of the Army's Air Service. Despite his frustration over not flying in combat, Arnold embarked on his duties.

His brilliant work on organizing the fledgling Air Service, as well as joint training programs with the British, production of planes and engines, procurement and construction of training bases, and establishing training policies, would later prove invaluable in World War II. (As a mere colonel, Arnold held the post of Assistant Chief of Staff, which would be a lieutenant general's slot in the Second World War.) He worked closely with many leading industrialists and built a rapport which lasted for decades. This early experience made him aware of the enormous output potential of American industry. American industry, however, was never really fully mobilized for producing planes in World War I. Arnold lamented that when World War I started, the United States "had 55 airplanes, 55 of them obsolete, and not one of them designed for combat! No American-designed plane flew in France or Italy during the entire war. The foreign planes built in this country failed to arrive in Europe either on schedule or in the promised number, until what started out as a triumphant exhibition of American know-how turned into a series of humiliating Congressional and other investigations."

Arnold saw that DH-4 crashes often resulted in cremating the pilot and observer. He used his influence to have the plane's gas tank moved from between the pilot and observer to the observer's rear, thus reducing fire casualties.

When Arnold finally arrived in France, he was stricken with influenza. By the time he recovered, the Armistice had been signed, ending the conflict.

ARNOLD'S PIGEON RACE

Arnold was sent west to California to become the Supervisor of the Western District in 1919. A spirited debate arose in San Francisco as to which was faster: a pigeon or an airplane. To prove the value of the airplane, Major (he had since been promoted from his permanent rank of captain after the war) Arnold released some Signal Corps pigeons in Portland, Oregon. The birds made it to San Francisco in 48 hours, and Arnold flew his plane



HENRY HARLEY ARNOLD, 1886-1950

over the same route in 7½ hours. This 1921 publicity stunt paid aviation a handsome dividend. Another dividend was a speed record he established flying from San Diego to San Francisco on July 6, 1924.

MITCHELL'S DISCIPLE

Arnold returned to Washington in 1925, serving as Chief of the Air Service's Information Division. Here his career took a fateful turn. Gen. Billy Mitchell, Chief of the Air Service, had advocated a separate air force for years after World War I. His bombers sank captured German battleships in 1921, dramatically proving the aircraft could be used as offensive weapons. The pro-Navy military establishment refused to recognize the bombing demonstrations, saying it proved nothing. (Mitchell had made some powerful enemies, including Army Chief of Staff Gen. Douglas MacArthur and ex-Assistant Secretary of the Navy, Franklin

D. Roosevelt, who later became Governor of the State of New York and President of the United States.)

Mitchell persisted. He wrote a series of *Saturday Evening Post* articles in 1924 that questioned existing Air Service policies. A year later he wrote a report predicting the time, day and year of the Japanese attack on the Pearl Harbor naval base in Hawaii. The Army General Staff decried Mitchell's views as "exaggerated ideas of the power and importance of air power, and therefore unsound." Arnold, who was less abrasive and argumentative and more cautious, told Mitchell, "Billy, take it easy. We need you. Air power is coming. Stop saying all those things about the independent air arm that are driving all those old Army and Navy people crazy!" Mitchell solemnly answered, "I'm doing it for the good of the Air Force [sic], for the good of you fellows. I can afford to do it. You can't."

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HAP ARNOLD (continued from page 31)

Mitchell's views, though controversial at that point in aviation history, were shared by Arnold. To them, the bomber was enshrined as the symbol of air power. Arnold and Mitchell shared a vision of heavily-armed bombers striking at the industrial heartland of any enemy.

Mitchell's agitation became anathema to the Army Staff, the War Department, and even to President Coolidge, who had little use for air power advocates. When he appeared before the Morrow Board — a blue ribbon panel headed by banker Dwight Morrow — to study the future of America's aviation, the hearing was shaken by the roar of engines. Arnold told Morrow that he had just heard the sound of 35 airplanes, America's entire air force. Unfortunately the noise also disturbed the President's afternoon nap. Coolidge made it quite clear to Gen. Mason Patrick — who would succeed Mitchell — that he didn't appreciate the noise. Mason wasted little time in making it quite clear to Arnold that he didn't appreciate that flyover!

Mitchell was punished for his outspoken advocacy of air power by being demoted to colonel and banished to Fort Sam Houston, Texas. In September 1925 the airship Shenandoah crashed, killing 14, and earlier a Navy flying boat went down, killing all aboard. The Secretary of the Navy issued a statement belittling the idea that foreign aircraft could cross the ocean and attack the United States as long as the Navy stood guard with weapons such as these. By contrast, Mitchell used the same events as justification for a vitriolic statement to the press: "These terrible accidents are the direct result of incompetency, criminal negligence, and most treasonable administration of the national defense by the War and Navy departments."

For his words Mitchell was brought back to Washington and court-martialed. Arnold, Ira Eaker and Carl Spaatz (who, with Arnold, would become top air leaders in World War II) all testified in Mitchell's defense. Mitchell was found guilty and suspended from his rank, command and duty for five years without pay. He had little choice but to resign in 1926. After Mitchell died ten years later, Arnold gave him a fitting epitaph: "People become so used to saying that Billy Mitchell was years ahead of his time that they sometimes forget this is true."

For his part in defending Mitchell (as the story goes), Gen. Mason Patrick gave Arnold a choice: resignation or court-martial. When Arnold reminded Patrick that he had ordered him to influence a Congressman for the Air Service, Patrick backed down. He then asked Arnold what was the most miserable air base in the United States. Arnold answered that it had to be Ft. Riley, Kansas. Patrick then informed him that he would command an observation squadron there. Arnold served out his exile and then attended and graduated from the Army Command and General Staff School at Ft. Leavenworth, Kansas in June, 1929.

LITERARY ABILITY

Arnold wrote several aviation books — *The Bill Bruce Series* (1928), *The Flying Game* (with Ira Eaker, 1936), *Winged Warfare* (1941), *Army Flyer* (1942), and *Global Mission* (1949).

Commanding March Field, California was Arnold's next duty post on February 1, 1931. Arnold needed an area for his bombers and fighters to practice bombing and gunnery. The Pacific was already used by the Navy, so Arnold looked elsewhere. He had his junior pilots survey the desolate area of Muroc Dry Lake, California. Muroc was located in Antelope Valley. In the 1900s it was a railroad whistle stop settled by the Corum brothers. (The U.S. Post Office refused to let them call it by their name, so the brothers reversed the letters of their name, according to some sources.)

Arnold and his assistant, Carl Spaatz, made reconnaissance flights over Muroc. To hide their activities so the property values would not soar, Arnold said the Air Corps was checking road signs for the California Automobile Association. The government then quietly purchased sections of Muroc. Muroc Army Air Base was established in 1933. Now the March Field aviators had their gunnery and bombing range. Muroc was used for training and research throughout World War II, after which it was renamed Edwards Air Force Base.

MERCY MISSION

Long Beach, California was devastated by an earthquake in March, 1933. Arnold failed to find any officers responsible for distributing emergency supplies, so he broke into the Army warehouses and distributed blankets, tents and other supplies. When the commanding general finally appeared, Arnold forcefully stated his case and was spared almost certain disciplinary action.

CHENNAULT'S 1934 WARNING

In the late 1920s and 1930s, fighter and bomber advocates argued over which would dominate. A new doctrine arose in the Army Air Corps that fast, heavily-armed bombers would surpass enemy aircraft, thus putting fighters in a secondary position. In a 1934 West Coast exercise, Arnold flew P-26 fighters against B-12 bombers and found that the fighters were inadequate. Arnold's superior, Col. Oscar Westover (later Chief of the Air Corps) went so far as to say that fighters were "useless." A fighter flight instructor, Capt. Claire Chennault, challenged this conclusion and demanded that better fighters be developed and built "without delay." This rankled Arnold, who responded, "Who is this damned fellow Chennault?"

Chennault warned that "Pursuit could intercept bombardment if furnished timely information and if the defense had sufficient depth to allow for necessary time factors; flying deep into enemy territory, required fighter escort to prevent heavy losses if not utter failure." This prophetic warning would come back to haunt Arnold in World War II, when Luftwaffe fighters decimated unescorted bombers in the unfriendly skies of Europe.

INTER-SERVICE BATTLES

Throughout the 1930s the Army Air Corps' efforts to expand were thwarted by a parsimonious Congress and by top military planners who thought the AAC's sole function was to defend U.S. coasts and provide reconnaissance support for ground forces. Army Chief of Staff Douglas MacArthur refused to allow the AAC any meaningful control as a separate arm for offensive actions, for he had faith only in the Army ground forces and the Navy.

In 1934 the Drum Board, headed by Army Maj. Gen. Hugh Drum, created the General Headquarters Air Force, which gave only limited control to the AAC for offensive action. It was the result of an agreement between MacArthur and Adm. William Pratt which gave the Army a primary role in defending land bases. The Drum Board dictated that the General Headquarters Air Force must be under firm Army control, because it was believed that it was impossible for any foreign power to cross the Atlantic or Pacific Oceans to strike America. It was under this doctrinal dogma which Arnold and the AAC labored.

In 1934 President Franklin D. Roosevelt, under intense Congressional pressure for air mail contract reform, ordered the AAC to fly the mail. Lt. Col. Arnold, in charge of the Western Division's mail route, mobilized his squadrons. (Arnold even slept in his office during the mail crisis.) What followed for three months was a fiasco. Twelve Army flyers were killed, 50 planes crashed and 57 accidents occurred. (Later, air mail deliveries were given back to the civilian carriers.) Despite the inexperience of the pilots, the obsolete aircraft they flew, their lack of equipment, and terrible weather, the Washington politicians heaped ridicule and scorn on the struggling AAC.

THE 1934 ALASKA FLIGHT

Army Air Corps Chief, Gen. Benjamin Foulois and his deputy, Gen. Oscar Westover, believed a long-range flight from Washington to Alaska would outweigh the negative publicity and boost the AAC's prestige.

They selected the Martin B-10 (the latest high-performance bomber of the time) to fly the 8,300 mile flight, and chose Arnold to command the flight. The official purpose of the flight was to demonstrate the Army Air Corps' frontier defense capability and to photograph over 23,000 acres of Alaska for possible landing fields. Lt. George Goddard later joined the flight in Alaska with 20 tons of photographic equipment.

At first a reporter was to fly in one of the bombers, but Arnold strenuously objected, because he would take up the space for one mechanic, which Arnold needed to service the planes. MacArthur cancelled the idea for another reason — he didn't want the AAC, battling for recognition within the Army, to get publicity.

Arnold went to Wright Field, and with his executive officer, Maj. Hugh Knerr, prepared ten B-10s for their flight. One of the fourteen pilots was Lt. Nathan Twining, who would later

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command the United States Air Force after World War II. One of the six enlisted mechanics was Tech. Sgt. Henry Puzenski, who served as Arnold's crew chief for the trip. Puzenski's excellent work so impressed Arnold that he kept him as crew chief of his personal planes until Arnold retired.

During a stop in the trip caused by bad weather, Arnold received a visitor who told him he'd been a German fighter pilot in World War One. "You think you have a good bomber out there, don't you?" Arnold told him it was the best and fastest bomber in the world. "What would you say if I told you the Germans have a better bomber today than you have in that B-10 there?" the stranger asked Arnold.

Arnold snapped back, "I wouldn't say anything except you're a damned liar!" Arnold went on to stress that Allied inspectors periodically checked German industry to make sure no illegal rearmament occurred in violation of the Versailles Treaty.

The stranger added, "Just have your military attache go to the Junkers plant, the Heinkel plant, or the Dornier plant, and take a good look at the ships they are calling 'high altitude transport planes.' They are making pursuit planes, as well. The component factories are well dispersed from the parent assembly plants, but if your attache is smart, he'll find them."

Astounded, Arnold asked him why he was in Alaska. He replied that he was there to establish an airline, and that he had applied for American citizenship. When Arnold returned, he gave a report of this incident to Air Corps intelligence and suggested an investigation. He never heard about the matter again. Seven months later Luftwaffe chief Hermann Goering announced that the new German air force would be the biggest in the world.

For his leadership of the flight, Arnold was awarded his second Mackay Trophy and received a Distinguished Flying Cross. Arnold requested that all the men who participated in the Alaska flight receive Distinguished Flying Crosses, but the military politics of MacArthur prevented Arnold's men from receiving medals.

MACARTHUR'S MEDDLING

One leg of the seven-week (July 1 to August 20) journey was flown from Juneau, Alaska to Seattle, Washington, which took the aircraft far out over the Pacific. The Navy severely criticized the flight, because the aircraft had flown over water, which the Navy controlled, beyond the 100 mile limit. The Army Chief of Staff feared a revival of Billy Mitchell-like attacks by the Navy. He and other Army leaders thought that awarding Arnold's flyers DFCs would give them too much recognition. (Arnold's written requests for awards for his men were immediately classified secret and hidden away for 30 years.) MacArthur, the military politician, refused to offend the Navy by decorating flyers who "violated" Navy waters. This violation referred to a part of existing doctrine agreed to by MacArthur and Pratt, which stipulated that all AAC air operations were to be limited to only 100 miles off the

American coasts.)

Aviation historian John Wukovits gives an account of MacArthur's petty, self-serving politicking: "... at first a Letter of Commendation signed by [Secretary of War George Dern] was to be placed in each man's official personnel file, but MacArthur reduced even that to a single letter in Arnold's file that offered slight praise to the group. MacArthur then edited phrases he deemed too praiseworthy. Thus, 'your splendid services' became 'your services,' 'the untiring energy, courageous leadership' dwindled to 'the energy, leadership,' and 'your services are worthy of emulation' disappeared altogether."

Some of the Alaska flyers were angered because Arnold got two awards and they got nothing. Arnold could have told them, but he kept silent out of loyalty to his superiors. He vented his anger in his letters to his wife, Bee. Knerr saw those letters in 1971 and requested that the Air Force conduct a review. His request was denied in April 1973 — ten months after his death. Knerr even lauded this Alaska mission: "That was one of the finest exhibitions of expert pilotage that has ever been done, because we went up through country ... with a strange place to land — and arriving there at the proper time and getting the work done, [shows] Arnold was an excellent leader." Arnold was promoted two grades to brigadier general in February 1935 and put in command of the First Bombardment Wing at March Field. Eleven months later, Arnold became AAC Assistant Chief of Staff to Gen. Oscar Westover.

Arnold continued to press for more planes, personnel and funds for the AAC. There were financial shortfalls, but Arnold publicized record-breaking flights, built up and supported the AAC leadership (especially Eaker, Spaatz and Doolittle), and developed policies for future logistics and aircraft production. At that point, the AAC was practically nonexistent in terms of material, men and aircraft. It took one of Roosevelt's cabinet members to directly address this deficiency.

WOODRING'S DIRECTIVE

Secretary of War Harry Woodring, ex-Governor of Kansas, yearned to be Secretary of Agriculture. An isolationist, he was totally indifferent to the War Department and hoped his appointment would be only temporary. He was frugal in his expenditures for the Air Corps. He believed in buying many small planes rather than a few large bombers, specifically, the favored B-17 Flying Fortress under development at the time. Woodring was influenced by the Army General Staff, which considered the AAC as a mere auxiliary to the Army, and opposed buying and using large bombers capable of strategic operations. Woodring issued a directive in May 1938 ordering the AAC to limit its fiscal year 1940 requirements. With Hitler's Germany arming and Europe in danger, Woodring's directive was obviously poor timing. President Roosevelt would dramatically reverse it in his message to Congress on January 12, 1939, calling for more arms spending. Henry Stimson would be appointed Secretary of War

because of the worsening European situation. But Woodring wasn't Arnold's only problem. The Navy would again raise objections to the AAC's actions.

INTERCEPTING THE REX

With Arnold's approval, three AAC B-17s intercepted the oceanliner *Rex* 725 miles out from the East Coast, to demonstrate how strategic air power would deal with an enemy fleet invading the United States. Arnold knew the Navy would object to the violation of their sea space. The War Department quickly restricted (again) the USAAC activity to 100 miles from the coastline, unless prior permission was granted by the Navy. Ironically during a joint Army-Navy exercise, B-10s and B-17s scored "hits" on the battleship *Utah* 250 miles off California. Moreover, four years after the *Rex* the U.S. Army Air Force would be conducting aerial operations against the Germans and Japanese all over the Atlantic and Pacific.

AAC Chief Westover was killed in an air crash on September 21, 1939. Even though Arnold was Acting Chief, his appointment and promotion weren't officially announced until eight days later. Arnold was officially grounded when he became Chief of the AAC. From then on, as head of America's air forces, he flew only as a passenger or copilot until he retired. Arnold unhappily took this in stride having flown every type of aircraft since 1910.

The eight-day delay was caused by the President. Stories reached Roosevelt that Arnold was an alcoholic and disgraced the AAC in Hawaii while drunk. The truth was that Arnold hadn't drunk liquor for 18 years and had never served in Hawaii. Shortly after becoming AAC Chief, Arnold had loudly objected to Roosevelt's policies concerning air power in front of an openly-hostile Congressional committee. Arnold railed against foreign plane orders getting priority over U.S. orders with plane manufacturers, whom he believed were getting rich with quick delivery bonuses. An incensed President threatened him dismissal or exile to Guam, but the new Army Chief of Staff Gen. George Marshall talked FDR out of it. Arnold was, however, barred from top-level White House military conferences, and was subsequently kept informed through presidential advisor Harry Hopkins and Marshall. After the war started in Europe, Arnold's supreme work of expanding the AAC won him an invitation to dinner at the White House. When Roosevelt greeted him, "Good evening, Hap. How about my mixing you an Old Fashioned?" Arnold discreetly answered, "Thanks, Mr. President. I haven't had one for about twenty years, but I assure you that I will enjoy this one with you, tremendously."

ARNOLD GETS A MANDATE

As Hitler enveloped Europe in 1939, Roosevelt's call for an arms buildup opened the way for Arnold to strengthen America's air power. Congress voted \$300 million to go for planes, manpower, and training facilities.

As AAC Chief, Arnold superbly managed men, cultivated technicians and scientists,

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HAP ARNOLD (continued from page 33)

did business with and fostered relationships with aircraft manufacturers. He was intense, and focused his uncompromising mental prowess according to a predetermined strategy. Historian Geoffrey Perret offers a portrait of Arnold, the man: "Arnold was energetic, optimistic and shrewd; but suspicious of his contemporaries . . . never at ease with Roosevelt; receptive to new ideas but constrained by old habits. He seems to have been too busy, too hurried, and too deeply involved in too many problems to be at ease with himself. If he ever did relax enough for his nickname ('Hap') to fit, it appears to have been when, on long trips overseas or across the United States, he sat in the copilot's seat and flew all alone in the cockpit for an hour or two in mid-passage, feeling this was the real man — Hap Arnold, aviator."

In developing aircraft for his Air Corps, Arnold's technical judgments varied. He unequivocally supported bombers — the B-17, B-24, and later the B-29. While these would help defeat the Axis, he realized that a Very Long Range (VLR) bomber was needed. The B-36 design was born in the late 1930s, but was shelved for the war's duration. The same applied to John Northrup's Flying Wing. Arnold supported some fighter development (aside from his bomber beliefs), resulting in the P-38 Lightning, the P-40 Warhawk, P-47 Thunderbolt, and P-51 Mustang.

NOTABLE FLOPS

Charles Kettering's *Bug*, a guided missile, was tested by the U.S. Army in France in 1918, but was never put into operation. Twenty-two years later, with Arnold's support and funding from General Motors and the AAC, an updated version of the *Bug* underwent trials. The *Bug*, it was estimated, could hit Belgium and France but lacked the range for Germany. Arnold, a bomber proponent, had the project dropped.

In 1939 Arnold described Lawrence Bell's YFM-1 Airacuda as "the most striking example of airplane development of the last year in the world." Bell also praised his design, "like the barracuda — sleek and shiny with big sharp teeth." The YFM-1 was designed as an escort fighter. When an ACC review board, made up of pilots, wanted guns in the tail, Bell scoffed, "Look, guns in the rear make about as much sense as putting teeth in the ass of a tiger!" The review board gave in to Bell's unquestionable logic. The Airacuda was a toothless fish. The first prototype crashed during its first flight. It could not even taxi on the ground without a tractor pulling it, its engines were under-powered and overheated, it was unstable to fly, had bad flaps and landing gear, its guns had a slow rate of fire, and its speed was less than the bombers it was intended to escort. The few that were produced remained test planes and nothing more. But another plane Arnold backed was dropped for another reason.

Vincent Burnelli's transport and military cargo plane designs received favorable AAC attention. To develop Burnelli's designs, Arnold wrote " . . . it is essential, in the interest of national defense, that this procurement be

authorized."

Burnelli was invited to Washington in 1940 to sign a production contract for his transport plane. As President Roosevelt was about to sign the contract document, he casually asked Burnelli the source of his financial backing. Burnelli replied that it was Sun Oil Company magnate Arthur Pew. Roosevelt became so enraged that he had Burnelli thrown out of the Oval Office. Republican rival Pew! Pew had backed Wendell Wilkie in the 1940 campaign race. Burnelli was banned from any further consideration for military contracts.

Despite these misadventures, Arnold respected and knew technology. His grandson Robert pointed out: "Hap Arnold had the knack of seeing the possibilities of technology in the blink of an eye. He was comfortable with civilian scientists, while other military leaders were not. He was also flexible: when a cherished idea of his was proven wrong, he would turn on a dime and move forward."

World War II was a conflict of technology — long-range radio navigation, the ballistic missile, air-to-air and air-to-ground missiles, the jet engine, radar, and the atomic bomb. In 1938 Arnold asked scientist Theodore Von Karman, director of the Guggenheim Aeronautics Laboratory at the California Institute of Technology, to join a committee of the National Academy of Science reviewing scientific projects of value to the AAC. Von Karman's association with the AAC was rich in dividends: jet propulsion and missile advancements. (After the war, Von Karman headed the Air Force's Scientific Advisory Board and Project RAND — Research and Development — to foster research. This so-called "think tank" was of inestimable value to the Air Force.) Von Karman's immediate contribution was to design and supervise the construction of a 20-foot, 4000 horsepower wind tunnel, which was completed in 1940 at Wright Field. Consequently, the scientific impetus in developing air power was made by Arnold. The Arnold Engineering Development Center, a test facility for space and aviation technology near Manchester, Tennessee was named in his honor after WWII.

KILNER BOARD, 1939

Reports on German rearmament — notably the Luftwaffe — concerned Washington military leaders, especially Arnold. Charles Lindbergh traveled through Germany touring Luftwaffe bases in April 1939. Lindbergh returned to Washington and disclosed that even though Germany lacked long-range bombers, it was still stronger than the Air Corps. Arnold ordered Brig. Gen. W.G. Kilner to study U.S. air capabilities. The Kilner Board reported in June that the U.S. could no longer depend solely on the Navy and coastal artillery. Medium and long-range bombers were needed to defend America. Arnold went to the War Department for preliminary studies of a long-range bomber. A year later the Material Command drew up specifications for a long-range bomber capable of carrying a 20,000 lb. bomb load over 4,000 miles. Eventually, Boeing would be awarded the B-29 contract. At this time ano-

ther concern occupied Arnold's time, one of a lighter, but enduring, nature.

THE AAC GETS A SONG

As early as 1937, Arnold suggested to Westover that the Air Corps needed a song to establish its identity. Arnold wanted a competition, but the Army General Staff, who controlled the Air Corps, refused to allow it. Fortunately, the publishers of *Liberty* magazine offered a prize of \$1,000 for the best Air Corps song. A committee received 650 entries for a song, including two from Irving Berlin and one from Meredith Wilson. But Robert Crawford, a civilian pilot and professional singer billed as the "Flying Baritone," won the competition with his "Air Corps Song." Crawford toured the nation singing his prize entry, beginning at the Cleveland Air Races. It was an instant hit all over the country.

Arnold tried to use his petty cash fund to pay for the song's nationwide publication, but it wasn't enough, so Crawford copyrighted and published the "Air Corps Song." In 1950 the USAF tried unsuccessfully to replace the "Air Corps Song" with "Air Force Blue." Crawford died in 1964 on the 25th anniversary of his song's debut in Cleveland.

"PAPA, I WANT TO BE A CAPTAIN, TOO"

Arnold's relationship with the White House was still shaky. Arnold, under goading from the White House, commissioned the President's son, Elliott, as an Air Corps captain in September, 1940. Elliott was hardly Air Corps officer material, for he lacked experience. Arnold, for all his effort, was publicly vilified. Over a million lapel pins appeared proclaiming "Papa, I Want to Be a Captain, Too." (Four years later, Col. Elliott Roosevelt served under Spaatz, who commended him for promotion to brigadier general. Marshall vetoed the idea because of the coming election. In January 1945, the President ordered the promotion of his son. Arnold was forced to intercede and Elliott received a star.)

Arnold, in an effort to keep the Commander-in-Chief happy, especially in view of the 1940 Presidential election, created a black fighter unit, the 99th Fighter Squadron, commanded by Capt. Benjamin Davis. The 99th later served with distinction in the Mediterranean Theatre during the war. (In January 1944, Arnold organized the black 477th Bomb Group. Arnold offered it to Gen. George Kenney, Fifth Air Force commander, who adamantly refused it. Arnold ordered him to accept the 477th. Owing to delays, which some say were deliberate, the 477th never went overseas.)

For all his ingratiating skills, Arnold continued to be out of the President's favor. But his best ally was the Army's highest-ranking officer, Army Chief of Staff, Gen. George Marshall. Marshall was Arnold's friend. They often rode to work together to Washington from Ft. Myer. Only Arnold called Marshall "George" to his face — not even the President did that, except for personal notes, birthdays or Christmas. In the Joint Chiefs of Staff meetings,

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Arnold and Marshall were closely allied against Adm. Ernest King, Chief of Naval Operations. Adm. William Leahy, Joint Chiefs of Staff Chairman, was close to the President and preferred to be at the White House or Hyde Park instead. Before Joint Chiefs of Staff meetings, Marshall carefully reviewed strategy on what the AAF or Army wanted, and how to get it with Arnold. Then they went in and ambushed King. (Marshall agreed with Arnold that the AAF should be separate, but only after the end of the war. Arnold agreed to be patient and bide his time.)

ORGANIZING FOR WAR

Washington military politics aside, Arnold, with Roosevelt's support, began building up the AAC as the European war grew in intensity from 1939 to 1940.

Pilots were needed for bombers, fighters, and transports and they were trained through Arnold's Civilian Pilot Training Program ("Put Air Force") at many of the nation's universities and at some vocational schools. This program provided an important cadre of pilots as America moved closer to World War II.

Lt. Col. Carl Spaatz, always at Arnold's side, Col. George Kenney, and Lt. Col. Ira Eaker made whirlwind tours of England inspecting, assessing, learning, and observing Royal Air Force tactics and strategies, air bases, and aircraft performance and maintenance in 1940 and 1941. Spaatz and Eaker sent detailed reports ranging from revetments to runways. After America entered the air war, Spaatz and Eaker would have major combat commands in England.

Faced with the challenge of supplying equipment for an air force deployed all over the world, Arnold expanded the Air Material Command at Wright Field, Ohio. The Air Material Command set to work researching, testing, and developing items such as heated flying suits, flying boots, helmets, and pressurized suits to protect flyers from G forces. Few people were concerned about G forces at that time, but Arnold believed that performance would increase. (Pressure suits are standard pilot gear today.) Arnold insisted on standardizing flyers' personal flying gear, according to theaters of operation.

During one visit to Wright Field, he walked by tables full of flying gear. What he didn't like he threw on the floor. "We don't need leather, get something better!" he barked at Air Material Command technicians. (Surviving Arnold's selection marathon was the famous leather A-2 flying jacket — a status symbol with flyers and part of aviation lore — which served throughout the war.) Survival equipment was put through the rigors of testing at the Air Material Command.

Arnold also realized that airfields would have to be built as fast as possible, and in all types of terrain and climates around the world. He pushed the development of steel mesh sectioned landing mats for the AAC. With Navy cooperation, Arnold approved a worldwide search and rescue plan for downed flyers.

LOVETT

While Arnold ran the U.S. Army Air Force, Robert Lovett gave him the planes and material. An ex-investment banker and World War I Navy bomber pilot, Lovett was appointed Assistant Secretary of War for Air by Secretary of War Henry Stimson. Lovett worked hard at setting up cooperation between the AAF and America's industrialists and to increase production of aircraft. He skillfully smoothed the rocky road of military politics in Washington. Arnold respected Lovett. "Bob Lovett possessed the qualities in which I was weakest. When I became impatient, intolerant, and would rant around, Bob Lovett would know exactly how to handle me."

Lovett used figures as builders used bricks. When this country entered the Second World War, he had AAF Capt. Charles Thornton create a reporting system which gave Lovett and Arnold — as one historian described — an "air power bank statement each morning — so many planes were available, so many pilots, so many bombs, so many ground crews, so many spare parts . . ." (Thornton created Litton Industries after the war.) Shortly after the war started, Lovett also established a system of statistical analysis maintained by four Harvard Business School professors to run the USAAF. One of these was Robert McNamara, who would later become president of Ford Motor Company and U.S. Secretary of Defense.

Working closely with Arnold, Lovett heavily influenced aircraft production. America's Arsenal of Democracy built 297,199 planes, compared to Germany's 111,500 and Japan's 74,656 during the Second World War.

Arnold's detailed knowledge of aircraft manufacturing and design, as well as rapport with the plane makers, set in motion the machinery to arm the AAF for World War II. Arnold sent his most trusted staff officers, including Doolittle and Spaatz, to work with North American, Consolidated Douglas, Boeing and Republic. (One of Arnold's sons even married Donald Douglas' daughter.)

Arnold was never fully convinced that auto makers could become plane makers. Henry Ford, a Roosevelt hater, isolationist, and pacifist, agreed to make 9,000 Rolls Royce aircraft engines under license, but once he learned that they would go to Britain, he backed out. The contract went to the Packard Motor Car Company. Ford's bomber plant at Willow Run near Ypsilanti, Michigan was another matter. (Wags characterized the Willow Run plant's low output as "Willit Run?") Arnold sent Charles Lindbergh and James Doolittle to Willow Run to remedy the situation. The results of their efforts speak for themselves: At the height of Liberator production, one bomber per hour rolled off the assembly line.

THE FIRST JET

In April 1941, Arnold went to England and saw Frank Whittle's jet engine. Seeing the future possibilities of jet-powered aviation, he

had a Whittle engine shipped to the U.S. General Electric built the engine under license, and Bell Aviation built the air frame. What resulted was the USAAF's first jet fighter, the XP-59 Airacomet. (Arnold, famed for his unorthodox methods, didn't take time to go through the standard red tape labyrinth of contractual procedures. He always got what he wanted.) Although the XP-59A was not put through the usual research and development and was slower than most top piston fighter performers, it did pave the way for the P-80 Shooting Star jet fighter.

Arnold maintained a continual interest in British aviation. On May 24, 1941 he saw a demonstration of the RAF's all-wooden Mosquito fighter in England. He asked Sir Charles Portal, Chief of the RAF's Air Staff, for 235 Mosquitos, but none could be spared. Arnold then tried to get U.S. plane makers interested in building Mosquitos under license, but they were stretched to the limit with AAF production.

Arnold's preoccupation with things technical and his belief in the doctrine of precision bombing provided the necessary motivation to solve the bombsight problem. For years the AAF had been trying to get a bombsight that worked, and with the rapid expansion, the need became critical. Demonstrations of the new Norden bombsight proved successful, but the Norden was tightly controlled by the Navy. Arnold first tried to negotiate a contract with the Navy, who refused because they had financed all of the Norden research and development. In 1942 the AAF asked for permission to build the bombsight under license. Still the Navy refused. Finally, the Navy agreed to build factories under Navy control if the AAF provided financing. Arnold had no choice but agree. (It would be 1943 before full production started.)

In addition to bombsights, Arnold instigated a crash program in 1940 and 1941 to build 609 bases throughout the country — 375 for flight training and 234 for technical training, staffed by over one million AAF, Army and civilian personnel. He saved millions of tax dollars by taking over 500 Florida hotels rendered vacant by the war for AAF officer candidate schools. Arnold offered the RAF one-third of these facilities for training. In the next two years, 5,000 RAF airmen returned to Britain as pilots, navigators and bombardiers.

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

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Editor's Note: The conclusion of the story of General Arnold, and our Army Air Force in World War II and its aftermath, will continue in the next Journal. ■

THE MEMORIAL TRUST OF THE SECOND AIR DIVISION USAAF

Commentary by Matthew Martin, Solicitor and Clerk to the Governors

INTRODUCTION

1 May 1997

Firstly, let me introduce myself. I am a lawyer practising in Norwich. In relative terms I am a "new boy" to the Trust. There is, however, a direct link between me and the Solicitor and Clerk to the Governors in 1945. Basil Cozens-Hardy and I were, for a short time in the 1960s, in partnership together until his retirement from the law practice of which he was Senior Partner, Cozens-Hardy & Jewson. I still work for that firm.

Below you will find a copy of the proposed New Scheme for the Trust together with a formal Notice required under English law.

Why a New Scheme?

In the early 1990s it was recognised that, for two main reasons, the Trust established in 1945 needed updating. The two reasons are:

1. Libraries in the developed world have changed dramatically since 1945 primarily due to the advent of computers and information technology. Computers can now make available and transmit text and other data electronically in a way not even dreamed about in 1945. The new Trust Scheme needs to be amended to reflect those technological changes. If you refer to clause 23 of the New Scheme you will see set out the purpose of the Trust in a modern form.

I should stress that the main purposes of the Trust remain as they were created in 1945, namely that the Memorial Library in Norwich is to remain as a living testament for all those gallant young Americans who gave their lives, in the cause of Freedom, flying from bases in this part of the United Kingdom.

2. It was recognised that the administrative provisions in the Trust needed to reflect more accurately modern legal and social factors prevailing in the United Kingdom. The law in this country has changed since 1945 as has the way in which society organises itself. A modern scheme was considered necessary so that the present day Governors could have the legal powers and flexibility to manage the affairs of the Trust as we move forward into the next century.
3. The interests of the Association are protected by the inclusion of a specific appointment of an Association member as a Governor of the Trust. This role will eventually be taken over by a member of the Heritage League.

Why is the Scheme being published in the Journal?

The organisation which controls how charities can operate in the U.K., namely the Charity Commissioners, stipulated that the New Scheme had to be published in the United States of America before the New Scheme could be completed. As members of the 2nd Air Division Association are likely to be the people most interested in the new Scheme, we agreed with the Charity Commission that it should be published in the Journal.

The Charity Commissioners will consider any views about the nature of the New Scheme which are fundamental. However, they will not usually deal with enquiries of a general nature.

Finally...

Please bear in mind the following:

1. The final decision about the contents of the new Trust Scheme rests partly with the Charity Commissioners in the United Kingdom and partly with the Governors of the Trust in Norwich.
2. Bud Koorndyk, as representative of the ZADA on the Trust and who is a Governor of it, has been kept fully apprised of the proposals and has reported to the Executive of the ZADA at appropriate times. Further, this year's President of the ZADA, namely Neal Sorensen, has also been kept in the picture.

If you feel it necessary please direct any queries you may have to me. My details are: Matthew Martin, Messrs Cozens-Hardy & Jewson, Castle Chambers, Opie Street, Norwich NR1 3 DP, Tel. UK 603 625231, Fax UK 603 612 690. Otherwise representations should be made to the Charity Commissioners.

Editor's Note: ZADA members, please make your inquiries to Bud Koorndyk.

County: Norfolk

Place: Norwich

Charity: The Memorial of the 2nd Air Division, United States Army Air Forces

CD (Ldn): 269,047/9985

Scheme including appointment of Trustees

CHARITY COMMISSION

In the matter of the Charity called The Memorial of the 2nd Air Division United States Army Air Forces, in the City of Norwich, in the County of Norfolk, regulated by declaration of trust dated the 25th June 1945 as varied by a Scheme of the Charity Commissioners of the 14th June 1978 as affected by a Scheme of the Commissioners of the 9th July 1985; and In the matter of the Charities Act 1993.

THE CHARITY COMMISSIONERS FOR ENGLAND AND WALES HEREBY ORDER that the following Scheme be approved and established as the Scheme for the regulation of the above-mentioned Charity.

SCHEME

1. Administration of Charity.

(1) The above-mentioned Charity and the property thereof specified in the schedule hereto and all other the property (if any) of the Charity shall be administered and managed subject to and in accordance with the provisions of this Scheme by the body of the Trustees hereinafter constituted.

(2) The name of the Charity shall be The Memorial Trust of the 2nd Air Division United States Army Air Forces.

2. Investment of Cash. All sums of cash now or at any time belonging to the Charity, other than sums of cash needed for immediate working purposes, shall be invested in trust for the Charity.

TRUSTEES

3. Governors. The body of Trustees (hereinafter referred to as the Governors) shall consist when complete of not less than seven and not more than thirteen competent persons being:

Three Nominated Governors, and

Not less than five and not more than ten Co-opted Governors.

4. Nominated Governors. Except at first as hereinafter provided the Nominated Governors shall be appointed as follows:

One by the Ambassador of the United States of America for the time being to the Court of St. James's. Such Governor may but need not be the Cultural Attaché for the time being at the American Embassy in London.

One by Her Majesty's Lord-Lieutenant of and in the County of Norfolk for the time being.

One by The Second Air Division Association or The Heritage League of The Second Air Division (United States Army Air Forces).

Each appointment shall be made for a term of four years. The appointing persons shall cause the name of the person appointed to be notified forthwith to the Governors or their clerk.

5. First Nominated Governors. The following persons shall be the first Nominated Governors and subject to the provisions hereinafter contained for determination of governorship shall hold office as if they had been appointed by the respective appointing persons under this Scheme, for the following periods respectively:

As appointee of the Ambassador of the United States of America to the Court of St. James's: Robin Berrington, of the U.S. Information Service, Embassy of the United States of America, 24 Grosvenor Square, in the London Borough of the City of Westminster, for four years from the date of this Scheme;

As appointee of Her Majesty's Lord-Lieutenant or and in the County of Norfolk: Nicholas Pellew Cooper, of Wychwood, Colney Lane, Cringleford, Norwich, in the County of Norfolk, for two years from the said date.

As appointee of The Second Air Division Association: Egbert Koorndyk, of 5184 North Quail Crest Drive, Grand Rapids, Michigan 49546, United States of America, for one year from the date of this Scheme.

6. First Co-opted Governors. The following persons shall be the first Co-opted Governors and subject to the provisions hereinafter contained for determination of governorship shall hold office for the following periods respectively:

David John Hastings, of Westering, Salhouse, Norwich,

Paul Raymond King, of Noverre House, Theatre Street, Norwich,

Lt. Col. Willys D'El Rey Wuest, of 14 St. Andrews Close, Hingham,

Winifred Frances Davies, of 57 Church Lane, Eaton, Norwich, all in the County of Norfolk, all for five years from the date of this Scheme;

Professor Howard Reed Temperley, of Arlington House, Arlington Lane, Norwich, in the County of Norfolk,

Roger Anthony Wilson Freeman, of May's Barn, Dedham, Near Colchester, Essex, in the County of Essex,

Edward Oliver Inman, of Imperial War Museum, Duxford Airfield, Cambridge, in the County of Cambridgeshire,

all for three years from the said date;

Alfred Arthur Jenner, of 15 Ranson Road, Norwich,

David Quinton Gurney, of Bowdeswell Hall, East Dereham, both in the County of Norfolk, both for one year from the said date.

7. Future Co-opted Governors. Every future Co-opted Governor shall be appointed for a term of five years by a resolution of the Governors passed at a special meeting of which not less than 21 days' notice has been given and may be so appointed not more than one month before the term of an existing Co-opted Governor expires with effect from the date of expiry but so that the latter shall not vote on the matter.

8. Declaration by Governors. No person shall be entitled to act as a Governor whether on a first or on any subsequent entry into office until after signing in the minute book of the Governors a declaration of acceptance and of willingness to act in the trusts of this Scheme.

(continued on page 37)

9. Determination of Governorship. A Governor shall cease to be a Governor if he or she:
- (1) is disqualified from acting as a Governor by virtue of section 72 of the Charities Act 1993; or
 - (2) becomes incapable (in the opinion of the Governors) by reason of illness, injury or mental disorder of managing his or her own affairs; or
 - (3) is absent without the permission of the Governors from all their meetings held within a period of one year and the Governors resolve that his or her office be vacated; or
 - (4) gives not less than one month's notice in writing of his or her intention to resign (but only if at least four Governors will remain in office when the notice of resignation is to take effect).
10. Vacancies. Upon the occurrence of a vacancy the Governors shall cause a note thereof to be entered in their minute book at their next meeting and in the case of a vacancy in the office of a Nominated Governor shall cause notice thereof to be given as soon as possible to the proper appointing person. Any competent Governor may be reappointed.

MEETINGS AND PROCEEDINGS OF GOVERNORS

11. Ordinary Meetings. The Governors shall hold at least four ordinary meetings in each year.
12. First meeting. The first meeting of the Governors shall be summoned by Matthew Thomas Martin of the City of Norwich, or if he fails for three calendar months after the date of this Scheme to summon a meeting by any two of the Governors.
13. Chairman. The Governors at their first ordinary meeting in each year shall elect one of their number to be chairman of their meetings until the commencement of the first ordinary meeting in the following year. The chairman shall always be eligible for re-election. If at any meeting the chairman is not present within ten minutes after the time appointed for holding the same or there is no chairman the Governors present shall choose one of their number to be chairman of the meeting.
14. Special meetings. A special meeting may be summoned at any time by the chairman or any two Governors upon not less than four days' notice being given to the other Governors of the matters to be discussed, but if the matters include an appointment of a Co-opted Governor then upon not less than 21 days' notice being so given. A special meeting may be summoned to take place immediately after an ordinary meeting.
15. Quorum. There shall be a quorum when four Governors are present at a meeting.
16. Voting. Every matter shall be determined by the majority of votes of the Governors present and voting on the question. In case of equality of votes the chairman of the meeting shall have a casting vote whether he or she has not voted previously on the same question but no Governor in any other circumstances shall have more than one vote.
17. Minutes. The Governors shall keep, in books maintained for the purpose, minutes of the proceedings of their meetings.
18. Accounts and annual report. The Governors shall comply with their obligations under Part VI of the Charities Act 1993 with regard to:
- (a) the keeping of accounting records for the Charity;
 - (b) the preparation of annual accounts for the Charity;
 - (c) the preparation of an annual report;
 - (d) Where applicable, the auditing or independent examination of the statements of account of the Charity; and
 - (e) Where applicable, the transmission of the statements of account and the annual report to the Commissioners.
19. Annual return. The Governors shall, where applicable, comply with their obligations under the Charities Act 1993 with regard to the preparation of an annual return and its transmission to the Commissioners.
20. General power to make regulations. Within the limits prescribed by this Scheme the Governors shall have full power from time to time to make regulations for the management of the Charity and for the conduct of their business including the summoning of meetings, the deposit of money at a proper bank, and the custody of documents.
21. Clerk. The Governors may appoint as clerk one of their number without remuneration who shall be dismissable at their pleasure or some other fit person at such reasonable terms as to notice within the limits permitted by law and otherwise as they think fit.

APPLICATION OF INCOME

22. Expenses of management. The Governors shall first defray out of the income of the Charity all the proper costs, charges, and expenses of and incidental to the administration and management of the Charity.
23. Application of income.
- (1) Subject to payment of the expenses aforesaid the Governors shall apply the income of the Charity in the following ways in the following order of priority:
 - (a) In meeting part of the cost of the maintenance of the Second Air Division (United States Army Air Forces) Memorial Library, any branches thereof, and any additional memorial features, including the Memorial Water Gardens and Fountain, which are situated in the Counties of Norfolk and Suffolk, as is not met by relevant Library Authorities.
 - (b) In providing library materials (that is, words, figures, sounds or data recorded in or on any medium and educational artifacts) for the Second Air Division (United States Army Air Forces) Memorial Library and its branches which will advance learning and education in any respect of or relating to the history of the Second Air Division.

(c) In providing library materials (that is, words, figures, sounds or data recorded in or on any medium and educational artifacts) for the Second Air Division (United States Army Air Forces) Memorial Library and its branches which will advance learning and education in any aspect or of relating to the United States of America.

(d) In meeting such part of the cost of the salary and other fees of a librarian and other staff in providing services and duties for the Second Air Division (United States Army Air Forces) Memorial Library and its branches as is not met by the relevant library authorities.

(2) If and in so far as any library materials as hereinbefore defined are no longer required for use for the Second Air Division (United States Army Air Forces) Memorial Library they may be given or lent to Library Authorities in whose area in East Anglia were formerly located the bases from which the Second Air Division of the United States Army Air Force operated during the years 1942 to 1945 for use by members of the public at or on loan from any of the libraries of those Library Authorities.

24. Librarian. The Governors may appoint a librarian to perform such duties at such reasonable salary and upon such reasonable terms as to notice within the limits permitted by law and otherwise as the Governors from time to time think fit.

POWERS OF INVESTMENT

25. Powers of Investment.

(1) The Governors shall as soon as reasonably practicable after the date of this Scheme divide into two parts that property of the Charity which is available for investment (whether or not already invested).

(2) One of the parts shall be called the Free Part and the other part shall be called the Restricted Part. The Governors shall make the division so as to secure that, at the time it is made, the value of the Free Part is equal to three times the value of the Restricted Part.

(3) Investments and moneys available for investment after the date of this Scheme shall be divided between the Free Part and the Restricted Part in the same proportions.

(4) Property representing or constituting a capital accretion to property in either part shall be added to that part.

(5) Where any property is comprised in either part, it or property representing it shall be retained in that part unless in the exercise of any power, it is to be applied otherwise than by way of investment and is withdrawn from the part in accordance with sub-clause (6) of this clause.

(6) Where any property comprised in the parts is, in the exercise of any power, to be applied otherwise than by way of investment, the property to be so applied shall be withdrawn from the parts in such proportions as the Governors think fit.

(7) The Governors may apply property comprised in either part in acquiring any investment which, at the time the acquisition is made, is authorised for that part under clauses 26 and 27 of this Scheme, but may not apply such property in acquiring any other investment; and where any investment becomes comprised in either part at the time when it is not so authorised it shall be disposed of forthwith.

26. Investment of Restricted Part. Subject to the provisions hereinafter contained, the Restricted Part shall be invested only in investments which are for the time being narrower-range investments within the meaning of the Trustee Investments Act 1961.

27. Investment of Free Part.

(1) Subject to the provisions hereinafter contained, the Free Part shall be invested only in investments described in one or more of the paragraphs of sub-clause (2) of this clause.

(2) The investments referred to in sub-clause (1) of this clause are as follows:

(a) any investments which are for the time being narrower-range or wider-range investments within the meaning of the Trustee Investments Act 1961;

(b) any securities of the government of any of the specified countries;

(c) the stock, shares or other marketable securities of any company incorporated in any of the specified countries and listed or regularly dealt in on a recognised Stock Exchange in any of the specified countries: PROVIDED THAT:

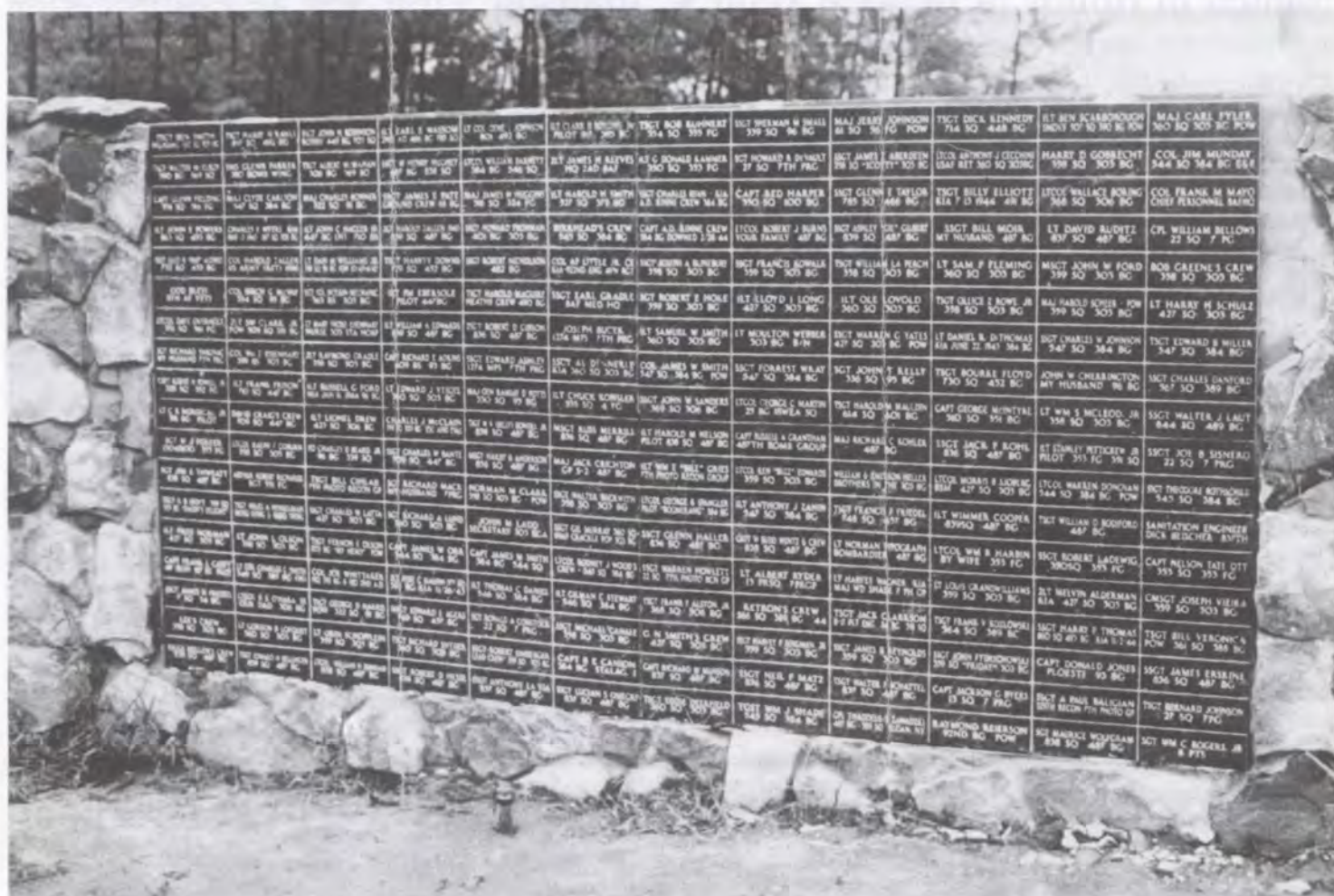
(i) no moneys shall be invested in any shares, stock or other securities of a company (other than a company incorporated in the United Kingdom carrying on banking or insurance business in the United Kingdom) which, by reason of not being fully paid up or otherwise carry a liability to contribute by way of calls either in the event of the company being wound up or otherwise (not being, where the terms of issue of newly issued securities provide for payment of capital by investments all of which are to be paid not later than three years from the date of issue, a liability to pay to one or more of those installments);

(ii) no moneys shall be invested in any shares, stock or other securities of a company unless at the time of making the investment the paid up capital of the company is at least £750,000 (or its equivalent at the current rate of exchange), and for the purposes of this sub-clause the paid up capital of the company shall be deemed to include the capital sum (other than capital surplus) appearing in the company's published accounts in respect of any share or stock having no par value.

(3) In sub-clause (b) above "specified countries" means the United Kingdom, the United States of America, Canada, Australia, New Zealand, Japan, Singapore, Malaysia, Hong Kong, Norway, Sweden and Switzerland and any of the member countries for the time being of the European Community; and any state or province (however named) of such countries.

(continued on page 38)

The 8th Air Force Wall of Valor: Are You On It?



Join the company of valiant 8AF'ers whose names are inscribed on the "Wall of Valor" in the Memorial Gardens of the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. Your memorial will be 4" x 12" on handsome, indestructible granite. Send full name, rank, squadron and bomb group (or other unit) of the 8th Air Force. Cost is \$100 for 24 letters. Add \$1 for each extra letter. The quickest way is with MasterCard or Visa. Call 1-800-544-8878 between 0800 and 1700 (Eastern time) or send check to: Mighty 8AF "Wall of Valor," P.O. Box 1992, Savannah, GA 31402-1992. Larger memorials and crew memorials also available — call for information. Your tax deductible donation will help create the beautiful Memorial Garden and preserve it forever. Join in this great undertaking. It is OUR Memorial!

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



CHANGE OF ADDRESS?

All changes of address should be sent to:

Evelyn Cohen
Bldg. 6, Apt. 410, 9355 State Road
Philadelphia, PA 19114-4015

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