

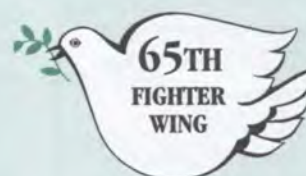
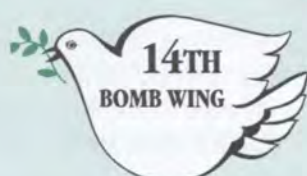
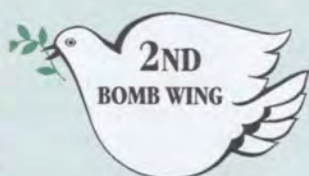
SECOND AIR DIVISION ASSOCIATION • EIGHTH AIR FORCE



Volume 36 Number 4

Winter 1997

On a Wing...



and a Prayer...



Peace, Love & Joy

*May the Warmth of the Holiday Season Be with You
and Your Family Throughout the Year.*

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2ADA Fulbright American Trust Librarian LINDA J. BERUBE
Second Air Division Memorial Room
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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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President's Message

BY OAK MACKEY (392ND)

The American Air Museum located at the Duxford Imperial War Museum near Cambridge, England was officially opened to the public on August 1, 1997 by Her Majesty Queen Elizabeth II. It was a typical English day, intermittent light rain and drizzle in the morning, with the rain ending around noon. There to represent the Second Air Division Association were Jordan Uttal, our Honorary President; Bud Koorndyk, 2ADA Representative on the Board of Governors of the Memorial Trust; Bud Chamberlain, Past President of the 2ADA; J. Fred Thomas, Past 2ADA President; and myself. The Queen and her entourage of high-ranking officials arrived right on time at two o'clock and assembled on the speakers' dais, after first having a private walking tour inside the new museum. To start the opening ceremony, both national anthems were played by the Royal Air Force and the U.S. Air Force bands. In her speech, Queen Elizabeth remembered the many American air bases she visited during WWII. On one occasion, she "christened" a B-17 "Rose of York," named in her honor at the 306th BG air base. She remembered the more than 20,000 8th Air Force airmen who gave their lives while flying combat missions over enemy territory from air bases in England. She spoke of this magnificent new building which houses the American Air Museum as a monument exemplifying the long friendship between England and the United States. To conclude, she declared The American Air Museum in Britain now officially OPEN.

Charlton Heston is the chairman of the campaign board to raise money in America for the American Air Museum, succeeding Senator John Tower in 1991. He said he was out of place and ill at ease among the many officials of high rank on the platform, for he was only a sergeant during WWII, a gunner on a B-25 crew in the Aleutian Islands. He spoke of his long friendship with Brigadier General James M. Stewart, who died on July 2, 1997. As you all know, Jimmy was a member of the 2ADA and served with the 445th and 453rd Bomb Groups. To end his speech, Mr. Heston gave the audience an excellent reading from Shakespeare. After the speeches, there was a fly-over by a formation of four F-15s of the U.S. Air Force, followed by a formation of a B-17, P-51, and a P-47 which flew by at perhaps 200 feet. To end the air show, the P-47 and the P-51 gave a brief but thrilling aerobatic exhibition.

As she left the speakers' dais, HRH Queen Elizabeth moved slowly through the crowd to her limousine. She spoke to as many as she could, including my wife, Maxine. Later, after the crowd was allowed to enter the museum, she entered through a rear entrance to the mezzanine and was there for perhaps thirty minutes, speaking to all she could. Bud and Mike Chamberlain had quite a long conversation with her. My camera was at the ready, and I got two excellent photographs at close range, from about ten feet. She was wearing a brilliant yellow outfit and a matching yellow hat, which photographed very well.

Before I leave the royal family, I must tell you this. Bud Koorndyk, Bud Chamberlain, and I were allowed into the museum before the opening ceremonies began. We were told we were to be photographed with the Duke of Kent in front of the B-24 nose section. That didn't materialize, but as we were waiting there, Prince Philip, Duke of Edinburgh, came into the museum, saw us standing there, and came over and had a handshake and a few brief words with each of us. I didn't wash my right hand for three days!

Now about the museum. It is truly a magnificent building, somewhat like a tremendous Nissen hut; the front is all glass from the ground to the roof. It is 328 feet from front to back, and 240 feet across the front. There are 21 American aircraft displayed there. They are: a Spad XIII, painted in Eddie Rickenbacker's squadron colors; a Stearman PT-13; North American AT-6; Douglas C-47; North American P-51D; Schweizer TG-3A (glider); Consolidated B-24 Liberator (nose section only); Boeing B-17G; Republic P-47; Boeing B-29A; North American B-25J; Grumman TBM-3E; Boeing B-52D; North American F-86A; Lockheed T-33A; Bell UH-1 Huey; Lockheed U2-C; North American F-100D; McDonnell-Douglas F-4J; General Dynamics F-111E; Fairchild Republic A-10; and a Willys MB Utility Jeep; plus various aircraft engines including a Pratt-Whitney R-1830, the engine used on the B-24. Here is a direct quote from Ted Inman, Director of the Imperial War Museum at Duxford: "Acquiring a complete B-24 Liberator is the prime acquisition priority for the American Air Museum, and it is hoped that, with sponsorship from the Ford Motor Company, one will be made available by the U.S. Air Force."

If you travel to England, you must see this new museum. The airplanes are in prime condition, and the beautiful building is one-of-a-kind. Plan to spend an entire day, for the Duxford Imperial War Museum has aircraft on display in four other buildings, and outside on the ramp. Also, there is a large building displaying land army memorabilia in a most interesting way. You almost think you are in an actual battle zone. There are tanks, artillery pieces, and many items used by the land armies. Remember the Air Forces got the glory; our buddies on the ground won the war.

(continued on page 24)



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 2nd Air Division veterans Marilyn Fritz, Howard W. Moore, Jordan R. Uttal, and Percy C. Young. The association's purpose is to advocate and support an adequate, effective and efficient Army, Navy and Air Force at all times; to perpetuate the friendships and memories of service together in the 2nd Air Division, 8th Air Force in England during World War II; to support financially, and in any other way, the Memorial Trust of the 2nd Air Division as represented by the 2nd Air Division Memorial Room of the Norwich Central Library; and to undertake such other activities as may from time to time be deemed appropriate by the membership.

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

Please submit all material for publication to the editor by the 15th of December, March, June, or September.

We make every effort to mail your *Journal* within 45 days of the deadline listed above. Your receipt of the *Journal* will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office. If you don't get your *Journal* by the next deadline, contact Evelyn Cohen immediately. ■

CHARITY COMMISSION

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

Scheme for the regulation of the Charity.

Reference: PC-269047/9985-CD (1dn).

The Charity Commissioners have made a Scheme for this charity. A copy can be seen for the next month at Castle Chambers, Norwich, U.K. or a copy can be obtained by sending a stamped, addressed envelope to St Alban's House, 57-60 Haymarket, London SW1Y 4QX quoting the reference above.

The Editor's Comments

BY RAY PYTEL



The editor points to one of the 15 B-24 tail markings of the Second Air Division in a lecture to a school group. He was the winner of the 2ADA WAC-made wall hanging at the 2ADA convention banquet in Irvine last May.

FLOOD OF LETTERS WITH ARTICLES ON JIMMY STEWART SWAMP EDITOR

Over 200 letters, each with either a newspaper article or a personal article involving Jimmy Stewart, have been received since his death on July 2, 1997. Many contain inaccuracies as to missions flown, types of airplanes he flew, and what base he was attached to while in combat.

Some 60 letters included the article written and widely circulated by Andy Rooney, well known WWII correspondent, who has been recently portraying an "old curmudgeon" on the TV program "60 Minutes" and who currently has a syndicated column in many of our country's daily newspapers.

Rooney's column indicated that Stewart earned a DFC on the "first" Ploesti raid of August 1, 1943, that he led B-24s out of "Alconbury" (the home of the 482nd BG — a B-17 outfit) and that the 445th group and the other unnamed groups lost a total of 60 bombers. To be exact:

The August 1, 1943 raid on Ploesti by five B-24 groups, including three from the 8th Air Force (the 389th, 44th, and 93rd) was really the second raid on the oil refineries at Ploesti by B-24s. The very first raid was by twelve planes from the elite "Halpro" group from a base in Fayid, Egypt, on June 11, 1942. Returning planes ended up in Iraq and Turkey. After several missions the survivors were absorbed by the newly arrived 376th BG. Little damage was done to the refineries; the Tokyo raid by Doolittle and the successful Battle of Midway took the headlines, obscuring the fact that these were the first B-24s and "heavies" to bomb Europe.

(The first American crew raid by borrowed England-based Bostons from the RAF was

against Hazebrouck marshalling yards on June 29, 1942, and the first 8th AF operation using borrowed Bostons was on July 4th. On August 17, 1942, the first 8th AF B-17 raid against Rouen by 12 Forts is usually claimed as the first "heavy" raid on Europe.)

The 445th BG was in Sioux City, Iowa at the time the second Ploesti raid took place, in 1943. Capt. Rudolph Birsic, the group's adjutant, wrote in his *History of the 445th*, printed in 1947, as follows:

"The Sioux City heat at this time was terrific. The only redeeming feature of all the sunshine was the very healthful tans everywhere in evidence on the majority of the Group men.

Colonel Rush, the Wing Commander, visited us on July 30, and such a visit was always good for some juicy rumors. Probably our most publicized personnel addition, which occurred in the early days of August, was the assignment of Captain Jimmie Stewart as 703rd Bomb Squadron Operations Officer. The novelty of having this movie star in our midst soon wore off, especially since he proved himself to be a hardworking, sincere, "regular" fellow.

"Overseas physical exams were being given about this time, but they were hardly an accurate forecast of the date of our departure for overseas service. On August 13 we received by

(continued on page 12)

Winter Time Quiz:

CAN YOU IDENTIFY THESE TWO BUILDINGS?



Sent in by Frank J. Grew, 448th BG. Clue: The building is located in Norwich. Also, something in the picture is missing!

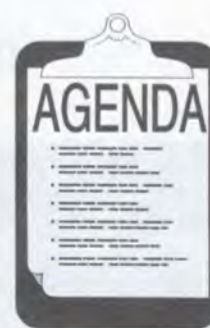


Clue: This building is the ancestral home of a famous American. He was born on February 11, 1731. Where is it, and who was the famous American?



NEWS FROM THE EXECUTIVE COMMITTEE: GROUP FUND DRIVE FOR B-24 REPLICA FOR AIR FORCE ACADEMY OFFICIALLY ENDORSED!

BY RAY PYTEL (445TH), JOURNAL EDITOR



At the 2ADA Executive Committee meeting on October 3 & 4, Neal Sorensen, pledge chairman, announced that he received over \$50,000 in pledges, and that he had been informed by 467th Group VP Walter Mundy that they have oversubscribed their \$25,000 goal to purchase the wooden model B-24 to install in the Mighty 8th Air Force Heritage Museum. The Executive Committee then endorsed a group fund drive for the bronze sculpture at the Air Force Academy, and in addition voted a pledge of \$25,000 from the treasury towards the project. Neal Sorensen was appointed committee chairman in charge of collecting the remaining \$75,000 and to proceed with the project.

A contribution form can be found on page 43.

Evelyn Cohen announced that the 1999 2ADA convention is tentatively scheduled for Memorial Day weekend in Austin, Texas. Jordan Uttal, a long-time resident of Dallas, indicated that the annual 2ADA dinner in Dallas will not be held that year.

The problem of collecting membership dues was given considerable attention at the meeting, with suggestions of label expiration dates being imprinted and notices in the *Journal*, with Evelyn asking all group VPs to assist in urging members to pay by the due date, December 31.

The nominating committee presented the slate of candidates as follows: President, Earl

Wassom; Executive Vice President, F.C. Chandler; and no candidate was submitted for the position of Communications VP. Evelyn Cohen, Bill Nothstein, and David Patterson would continue in their offices if approved by the membership at the 1998 convention in May.

The second edition of the 2ADA History is slated to be printed by the Turner Publishing Company in the first quarter of 1998, according to a report made by Charles Walker.

Finally, the Executive Committee voted to join with the Board of Governors in Norwich, England in October 1998 to lay a symbolic cornerstone for the new library which includes the 2AD Memorial Room. ■

2nd Air Division 1998 Reunion Schedule

PREPARED BY J. FRED THOMAS (392ND)

ANNUAL ASSOCIATION CONVENTIONS:

Second Air Division Association Annual Convention, May 23-25

Oak Brook Hills Resort, near Chicago, Illinois

Contact: Evelyn Cohen, 6410 Delaire Landing Road, Philadelphia, PA 19114-4015, Phone: 215-632-3992

Eighth Air Force Historical Society Annual Convention, October 13-18

Hilton Hotel, Cherry Hill, New Jersey (near Philadelphia)

Contact: Jim Lorenz, 5331 E. Poinsettia Drive, Scottsdale, AZ 85254-4716, Phone: 602-951-0343

REGIONAL REUNIONS:

Second Air Division Association, Southern California Region, February 28

El Toro, California (near Los Angeles)

Contact: Richard Baynes, 71 Nighthawk Drive, Irvine, CA 92604-3683, Phone: 714-552-3889

Second Air Division Association, Southwest Region, Dallas, Texas, March 7

Contact: Dave Nathanson, 6417 Joyce Way, Dallas, TX 75225, Phone: 214-361-7695

Second Air Division Association, Fort Myers, Florida, March 26-29

Contact: Fred K. McConnell, P.O. Box 482, Coral Gables, FL 33910, Phone: 941-549-2747

GROUP REUNIONS:

489th Bomb Group, April 1-5, Savannah, Georgia

Contact: Gini Belward, 5870 Sandpipers Drive, Lakeland, FL 33819, Phone: 941-853-5157

446th Bomb Group, April 30 - May 3, Savannah, Georgia

Contact: Link Veazey, 1938 Harbor Oaks Drive, Snellville, GA 30278, Phone: 770-972-5883

448th Bomb Group, July 29 - August 3, Norwich & Seething, England

Contact: Paul Homan, 513 E. Dixie Street, Avon Park, FL 33825-4215

466th Bomb Group, October 13-18, Philadelphia Area

Hilton Hotel, Cherry Hill, New Jersey

Contact: Jim Lorenz, 5331 E. Poinsettia Drive, Scottsdale, AZ 85254-4716, Phone: 602-951-0343

Report on the Memorial Trust

BY E. BUD KOORNDYK

My trip over to Norwich for the annual meeting of the Board of Governors on July 23, 1997 was made especially gratifying in that it was the first meeting of the Board with Paul King serving as Chairman that I have had the privilege of attending. Because of the dedication of the American Air Museum at Duxford Imperial War Museum the following week, a few of our members came early and visited Norwich and were invited to attend the Board of Governors meeting. Jordan Uttal, Bud and Mike Chamberlain, and our Honorary Governor, Ann Barne, were in that contingent.

The meeting dealt predominantly with financial matters, progress on the rebuilding of the library, and reports on activities of librarian Derek Hills and our 2ADA Fulbright librarian, Linda Berube.

In the financial report, the status of our Special Endowment Fund as of April 6, 1996 the total contributed is listed as £75,450, with an invested value of £110,690. Since that report I have submitted to Paul King an additional £19,100 donated by groups and individuals, which brings the total to £94,550.

My goal to have all groups listed as contributors to the Special Endowment Fund has brought donations from the 392nd BG, 93rd BG, 453rd BG, and the 489th BG. I would encourage the following bomb groups to consider making the list complete as I finish my tenure as the 2ADA representative: 446th BG, 466th BG, 491st BG, and 492nd BG.

The balance sheet of the Memorial Trust showed a surplus for the year 1996 of £2,758. The total market value of its assets was listed as £569,792, versus the previous year of £522,206. Adding the monies in the Special Endowment Fund, listed as restricted because only the income from the corpus must be used to purchase books, the total of all funds is £609,039.

Derek Hills reported that specifically he would be spending more time this year bringing the book stock in the branch libraries up to date.

Linda Berube shared the work she has been doing through the Internet and the World Wide Web. With the support of the *Eastern Daily Press*, we are now on-line in Europe and the United States. Copies of the splendid material was shared with the 2ADA Executive Committee in Oakbrook in October. The material can be obtained by all of you computer experts by going on-line at: <http://www.ecn.co.uk/memorial/>

Hilary Hammond, Honorary CEO, reported that plans and specifications for the new library are now in the process of being drawn up. Quotes will be requested from a list of specified and approved construction firms. A completion date is targeted for the end of the year 2000. That's the plus side of the ledger, but

as Paul Harvey would say, "Here's the rest of the story." The archaeological forces will have a period of six months to engage in a dig to determine what historical memorabilia may lay underneath the area. As Hilary jokingly said, "I hope they don't find an old Roman city underneath the old parking area."

Any memorabilia that you might wish to have in the archives of the 2AD Memorial Library should be sent to the library in care of Derek Hills. The methods of having it properly documented and handled are being discussed between myself, Paul King, and Hilary Hammond.

After the Governors meeting, attended by myself and my son, Bob Koorndyk, we travelled to London for a few days and were invited to participate in the dedication of the American Air Museum at Duxford. Prior to this event, we attended a luncheon at the RAF Club for Lady Margaret Thatcher, Marshall of the Royal Air Force Sir John Grandy, Field Marshall Lord Bramall, Charlton Heston, and my old commanding officer Major General Ramsay Potts. About eight veterans of American forces during World War II were asked to stand, and an ovation that brought tears to our eyes was given. I had the privilege of standing with Ramsay Potts and Charlton Heston for this ovation.

On the following day we took a train from London to Duxford and arrived for an invited luncheon at the Officers' Club at Duxford. This in itself was a grand affair, and again included many of the dignitaries aforementioned, as well as the Secretary of our Air Force, Dr. Sheila Widnall, and our Ambassador, Admiral William J. Crowe.

Following this luncheon, my son Bob and I were escorted into the museum before the dedication, for pictures in front of the nose section of the B-24. Bud Chamberlain and Oak Mackey were supposed to be with us, but because of a slight mix-up and time restraints with the Duke of Kent, our pictures were taken by my in-house photographer, Bob Koorndyk. I was told that the royal family would be chatting with us on an informal basis, with no photographers or newspaper media breathing down our necks. And this is exactly what happened. Ted Inman, Director of the Duxford Imperial War Museum, escorted the Queen. She passed by behind us, and then Prince Andrew came up and chatted with Bud, Oak, and myself very casually, followed by Prince Phillip. Both Bud and Oak will testify to the easy manner in which they chatted with us. I had been told previously by my escort that the Queen would be speaking with me after she had concluded her speech and had cut the ribbon to officially dedicate the American Air Museum. I was seated at the end of our

row and had the privilege of being the last person she chatted with prior to her departure. The content of my conversation is too lengthy to report here, but I would be willing to share it with our membership at the last meeting I will be attending as your representative, in Oak Brook in May.

I was so thankful that my son Bob was permitted to take as many pictures as he wished of this pre-ribbon-breaking ceremony within the confines of the museum. Without his pictures we would have no historical record of the gracious and thankful words spoken to us by the royal family for our role in helping the English preserve the freedoms we all enjoy today. ■

Folded Wings

93rd

Edward L. Stephens

389th

Alexander S. Sidie
Christopher J. Smith
Elmer P. Talbot

445th

Henry Backowski
Charles O. Stine

458th

Gerald L. Covey

466th

Barkev A. Hovsepien
Patrick J. O'Carroll
Karl R. Oesterle
Jack G. Veach

467th

William R. Chapman
Wayne O. Crosson
Col. Howard W. Johnson
Harvey J. Pettit

489th

Eugene Houser
James J. Wilno

491st

Peter R. Bove

492nd

Robert L. Mattson
John S. Ruggeri
Russell A. Valleau

Executive Vice President's Observations

BY EARL WASSOM (466TH)

An axiom in the military establishment goes like this: "Never volunteer for anything." A wonderful truth, but how does a civilian know this? We remember the posters of Uncle Sam looking skyward with pride at the yellow and blue training airplanes flying in perfect formation, asking us to volunteer and exclaiming in bold print, "I Need You!" And volunteer we did! Then, in a situation from which we could not back out, we learned the above teaching, "never volunteer," but then it was too late!

However, looking back on the situation, there were many times when we were given a choice. A choice in the military? Yes! And when those opportunities came, we chose, and in many cases, we were pleased with our decisions. We were asked to volunteer! I remember when in basic flight training, flying the BT-13 Vultee Vibrator, as we called it, the cadets were given a choice. Do you want to go to single engine or twin-engine advanced training? I made a choice and chose two engines over one. I never regretted that deliberate choice. My officers granted my wish, and later when I was in twin engine aircraft training, I was asked again to "volunteer." I was given another opportunity to make a decision. A twin-engine pursuit, the P-38? Sorry, but the cockpit was too small and crowded to accommodate my 6'3" frame. Or the B-26, the "Flying Coffin"? No, I preferred to stay alive, keep flying, and fight in a war. The C-47 cargo plane . . . delivering troops to the battle front, or dragging gliders, or hauling supplies? No, how about something big, really big? One with four engines — for instance, the B-24? There was an opening and I volunteered immediately. In 1944, it was the newest and the largest bomber in the USAAF inventory — it flew further, faster, and carried a larger load. This new airplane was a young pilot's dream. So, it was off to B-24 transition, phase training, and an overseas assignment to the "big league," the Eighth Air Force.

Of course I didn't realize it at the time, but my volunteering was destined to pay great dividends throughout my life and even into the 1990s. I chat with WWII veterans who were in the Army or Navy, and fighter and bomber pilots who served Uncle Sam elsewhere, and they, by their own testimony, do not have the comradeship we enjoy in the Second Air Division Association. We have our meetings, our Memorial Library, the wonderful causes we support, but most of all, the genuine appreciation we feel for one another. Others declare, "I wish we had such an organization, but we don't!" Our volunteering has paid great dividends, and it still continues after 50 years.

Recently, I ran across a news article written by an Englishman which was published in the *London Sunday Chronicle* on 4 June 1945.



Earl Wassom and his sister. No longer do I have to wear those "Junior Birdman" wings!

W.H. Seaman, the writer, declared:

"Farewell, Americans. It has been grand having you here, and I speak for a multitude when I say that we are sorry to see and hear you are going back to New York and Albany, Boston and Maine, Baltimore and Ohio, Atchison, Topeka and Santa Fe, and points west . . . We shall miss the roar of the leave trucks built like covered wagons, which brought thousands of you in and out of the city every day, waking to the echoes from medieval walls. We shall miss you sorely . . . Please don't go back and tell the folk that Britain is a dingy, shabby country, with untidy streets badly needing repair, and shops that have little worth buying and that at an outrageous price. Please come again when we have finished the big job of house-cleaning. Ride on our highways, stop at our inns, and be greeted by landlords who are glad to welcome you . . . You are indeed welcome, and you will be welcomed again if you care to give us a look when we have got the mess cleared."

This English journalist gave us a chance to volunteer once again, and we have willingly done so. At his suggestion, we have gone back, again and again. We have crossed the Atlantic and landed at modern air terminals, boarded buses and trains which keep their schedules with clockwork precision. The wartime rubble is gone, and magnificent buildings have replaced those structures once in ruins. Cathedrals and castles have their damaged masonry repaired, shattered stained glass windows have been replaced, and the beautiful statuary, no longer protected with sand-

bags as in the 1940s, is now on display. We have been hosted by wonderful Brits who have opened their homes to us. We enjoy their inns, bed and breakfasts, hotels, pubs, restaurants, and shops. One thing, however, remains unchanged: the people. In 1943-45, we over-ran their streets, pubs, public transit, and every facility we could find, but they treated us civilly. And amazingly enough, they still do! In fact, we have been treated royally, and we have gone back time and time again. With each trip, the accommodations and the food are better. The comradeship is even warmer.

In 1963, the 2ADA held its annual convention in Norwich. This event was so well received that it was repeated again in 1972 and again and again until now the Association has met in Norwich for its annual 2ADA convention seven times. Then in May of 1995 we returned to a magnificent celebration, the 50th anniversary of VE Day, the ending of WWII in Europe. In 1997, a large contingency of 2ADA folks returned again to be present at the dedication of the American Air Museum at Duxford. And in addition to all of these gatherings, bomb group and crew reunions are frequently held in Norwich and the villages near the old bases, and the English continue to serve as couriers, guides, hosts, and sponsors. Has there ever been such loyalty to a legacy created by a wartime crisis anywhere else in the world?

The Second Air Division Association has sponsored and funded its Memorial Library in Norwich. The bomb groups have erected markers and memorials across East Anglia

(continued on page 8)

Air Force Academy Plants A B-17 in the Honor Court

BY NEAL SORENSEN (489TH), 2ADA PAST PRESIDENT

The unveiling of a 19-foot bronze model of the B-17 in the Honor Court of the Air Force Academy was well attended on August 22nd. My wife, Pat, and I arrived fifty minutes early and were lucky to find two seats in the last row.

The familiar phrase CAVU came to mind as we gazed at the sun-kissed mountains visible 40 miles away. Pat guarded the seats as I videotaped the P-38, the P-40, the P-47 and the P-51, which were previously sculpted by Robert Henderson. Each was complete in every detail. The P-38, the P-47, and the P-51 were profiled in the same manner that we saw them circling above while we were defenseless from the I.P. to the target.

The Academy band started to play at 9:45, followed by the Color Guard and the official party at 10:00. The MC, Major Curt Carter, introduced the chaplain, Capt. Frank Yerkes, for the invocation.

The grand moment arrived!! Col. John H. deRussey, USAF Retired, performed the official "Gifting to the USAF Academy." As the 291 B-17 veterans and the rest of us held our collective breaths, the ties were loosened and the parachute that covered the B-17 bronze was lifted by a spanking breeze. Everyone exhaled and burst into spontaneous cheers and applause as the magnificent B-17 replica officially joined her "little friends" in the Pentagon-approved place in the Honor Court.

Lt. Gen. Tad J. Oelstrom, the Academy Superintendent, gave the acceptance speech. The general, himself an Academy graduate, stressed the value of the various replicas and the busts of aviation pioneers in teaching values to our future Jet Age cadets. Each replica and bust displayed throughout the Academy is completely described and detailed in the cadet's handbook, which each incoming cadet is required to memorize and be able to repeat to any questioning upperclassmen at any time. Thus, an appreciation for these now obsolete machines and the men who flew in them teaches cadets of the role they played in turning back one of the great threats to mankind since the dark ages.

Col. Ridgely Kemp, USAF Retired, gave the Memorial Credits to the veterans who caused it to happen. His warmest comments were for the unique, one-of-a-kind sculptor, Robert Henderson, and his experienced and expert apprentice staff. Robert is also an expert in fund raising. We chanced to meet a cousin of Henderson who also spoke of the fact that through the fully bondable Robert Henderson Corporation, the entire monetary and production sides are insured. The availability of well-trained apprentices who also have a strong dedication

to preserving our air history lends assurance that not only can they complete sculptures in an emergency, but they can also maintain the replicas already installed.

The guest speaker was Col. Robert Morgan, USAF Retired, pilot of the "Memphis Belle." In an attempt at levity he stated that he assumed that their B-17 would eventually be joined by a "lumbering B-24." Startled by the applause and cheers when he mentioned the B-24, he still reverted to his old written script and duly noted the presence of "one" B-24 veteran. This

Startled by the applause and cheers when he mentioned the B-24, the speaker duly noted the presence of "one" B-24 veteran. This brought out good-natured sounds and solid grunts of disapproval. It was apparent that there was lots of enthusiasm for the B-24, as many of the pilots there had flown both aircraft.

brought out good-natured sounds and solid grunts of disapproval. It was apparent that there was lots of enthusiasm for the B-24, as many of the pilots there had flown both aircraft.

The final speaker was Col. Maurice Thomas, USAF Retired, who spoke on the subject of "Remembrance." Twice shot down by the Germans, first an evadee, then a POW, Col. Thomas wove a marvelous story of the affinity of man and machine in the air war. The hot sun compounded by the thin air at 7,000 feet above sea level muted the Colonel's words; my mind drifted off as I sank into a reverie of 53 years to be exact. I recalled how each engine had to be pulled through sixteen blades, how each engine sputtered and then roared into life spewing oily smoke . . . at that moment the B-24 became the 11th member of our crew — a crew member which was lovingly nurtured by our pilot, Ed Shroyer, and our copilot, Tom McQuoid, throughout the mission. A crew member that reciprocated in kind!

From my vantage point in the navigator's nose station, I often traced the flow of leaking oil on the nacelle. After some time I could predict if the engine would be alive, or have its prop feathered at the end of the mission. Seven times these gallant birds, the Agony Wagon, the Lonesome Polecat, and the Purple Shaft, among others, brought us home on three or even somewhat less for engines! Loud applause for the colonel ended my reverie.

The Colorado Springs Tourist Bureau states that at least six million visitors are expected in 1998, a large majority of which will likely visit the attractions at the Academy. The interesting thing about these visitors is that these are families that do not usually visit museums, but there are many young families with future

space and Air Force leaders in tow! Many of these visitors will take an escorted tour, which will point out the significant points of interest, including the WWII airplane replicas and the important aviation pioneers and heroes of yesterday . . . our day in the sun!

Since we have contacted all the other numbered Air Forces that had B-24s and have received pledges from some already, we feel that the presence of the B-24 will not only inspire the present and future generations, but it will honor the memory of all who were priv-

ileged to crew, fly or fight in the B-24 Liberator. For every fortunate American who goes to East Anglia to be inspired by the Roll of Honor in the 2AD Memorial Room, the 6,700 men who died in combat will have their deeds implanted reverently. These 6,700 heroes will be joined in remembrance of all who perished in combat while flying in the B-24. The most highly produced and most widely flown of any of our WWII combat aircraft must find a home in the Honor Court!

Ed. Note: Potential contributors, see page 43. ■

EXECUTIVE V.P. (continued)

on or near the old bases, and some have small museums in the wartime buildings which are still standing. This is good, but supporting each of these memorials are faithful English volunteers. They are our caregivers — they plant the flowers around the markers, mow the grass, keep the monuments in good repair, store the American, English, and group flags, and fly them on the masts at the site during special occasions. Just recently I received some photographs from one of our caregivers and a copy of the following announcement:

"BRITISH LEGION — A wreath was laid on Monday, 28th May, American Memorial Day on the airfield at Weston Longville. The ceremony was blessed by Rev. Paul Illingworth, with about a dozen people in attendance. The wreath was laid by an American lady visitor from Massachusetts who was staying with a local friend."

This is an enduring legacy of which we are a part. I know we and the English are proud of this totally volunteer relationship. ■

THE 93RD: THE 8AF'S PIONEER B-24 GROUP

BY ALFRED ASCH (93RD), COLONEL USAF RET.

The 93rd Bombardment Group (Heavy) was only on paper until four months after the attack on Pearl Harbor by the Japanese on 7 December 1941. The group was organized at Barksdale Field, Shreveport, Louisiana with four squadrons, the 328th, 329th, 330th and 409th, under the command of Colonel Edward J. Timberlake. Its mission was to train for flying B-24 Liberators to bomb enemy strategic targets during daylight hours from high altitudes of 20,000 to 25,000 feet. It would become the pioneer B-24 group in the Eighth Air Force in England, history's most traveled, most colorful, and arguably, most efficient high altitude bombing fighting machine. By the summer of 1942, the 93rd had "killed" at least one German U-boat in the Caribbean. The first mission against the Nazis was flown on October 9, 1942, and for many months thereafter, the group made war from England against staggering Luftwaffe fighter and anti-aircraft defenses. Because of the three trips made to North Africa to support the war effort there, the group was given a nickname, "Ted's Travelling Circus," after the group commander, Ted Timberlake.

Of 396 missions (the most by any World War II USAAF heavy bomber group), 49 were flown while on the three short-term assignments in North Africa under the hot desert conditions of the Libyan desert. The forays from Libya were highlighted by the historic low level raid on the Ploesti oil refineries on 1 August 1943.

No other Allied combat organization assaulted German and Italian strategic targets, including those in Berlin and Rome, from virtually every angle. The group made direct attacks against German targets from England and also hit the underbelly of the German and Italian war production from bases in North Africa. From five miles up, the 93rd dumped tons of high explosives and incendiaries on U-boat and ship-building facilities, oil refineries, aerodromes, power sources, ocean and river harbors, transportation and communications. This included the 93rd ranging far and wide to ravage factories producing sinews of war: aircraft, chemicals, tanks, ball bearings, motor transport, ammunition, synthetic fuel, mystery weapons, and heavy equipment; as well as key rail and highway junctions, canals, bridges, troop concentrations, and ammunition and supply depots. On occasion, the 93rd delivered badly needed supplies from near zero altitude to Allied ground forces in desperate straits. The skies of some 30 countries were penetrated by 93rd bombers, and not until 1944 were USAAF heavy bombers fully escorted by friendly fighters.



Returning from inspecting the B-24D Liberator: George F. Fox, a crew chief; Colonel J. (Ted) Timberlake, Group Commander; and Joseph Barkovitch, Ted's chauffeur.

The 93rd accomplished impressive records while flying its 396 missions. There was a shake-down period for the B-24 to develop operational concepts and procedures. Many modifications were made to improve its battle capabilities, e.g., the addition of nose and belly gun turrets. The B-24 went into battle without a five-year shakedown enjoyed by the more glamorized sister four-engine bomber, the B-17 Flying Fortress, but the B-24 carried more bombs farther and faster. Half again as many B-24s as B-17s saw global action. The 93rd Bombardment Group was a pioneering organization for this aircraft.

The 93rd men, scarcely more than boys, earned two Medals of Honor, the highest decoration of the land, four Distinguished Service Crosses, two Presidential Unit Citations, a host of Silver Stars, and uncounted Distinguished Flying Crosses, Purple Hearts, Air Medals, and Bronze Stars while compiling the lowest ratio of personnel/aircraft losses among 63 USAAF heavy bomber organizations working flak-filled skies on that side of the world. The group participated in 18 battle campaigns in accumulating its impressive records.

The group was deactivated soon after the war's end in Europe in May, 1945. Veterans have been active in implementing programs to preserve its history. They have joined the 2nd Air Division Association along with vet-

erans of thirteen other B-24 groups to establish an endowed Memorial Library in Norwich, England. The Second Air Division had operational control of most B-24s of the 8th Air Force, which were stationed within a short radius of Norwich. A tree was planted and a memorial plaque installed at the Air Force Museum at Wright-Patterson Air Force Base, and during October, 1997, a tree and plaque were dedicated as a living memorial at the Arlington National Cemetery, both by 93rd veterans. These memorials were dedicated in memory of those who gave their lives during WWII to preserve our freedom. The veterans of the group supported the newly established Mighty Eighth Air Force Heritage Museum at Savannah, Georgia, and one display case there features the 93rd Bomb Group. An impressive history book of the 93rd has been published by author Carroll Stewart, who is also a veteran of the 93rd. The publisher is: Sun/World Communications, Inc., 2145 North Cotner, P.O. Box 83289, Lincoln, Nebraska 68501.

There were 670 airmen killed in action and/or missing from the 93rd while engaged in the air war over Europe during WWII. They represented the best of the American youth. This brief history is dedicated to those who served in that great war and especially to those who paid the supreme sacrifice with their lives to preserve our freedoms. ■

Great News About Our Roll of Honor

BY JORDAN R. UTTAL

Both Norwich newspapers, the *Eastern Daily Press* (7/23) and the *Evening News* (7/24) carried the news of the presentation by the calligrapher, Mr. Ken Harmer, of the re-created Roll of Honor at the Board of Governors meeting of 23 July 1997. Also both papers carried a picture of the presentation to me with Chairman Paul King as a delighted witness.

To put it mildly, it was a thrill to see that at long last the work of listing the almost 6,700 names was finished. All that remains is the completion of the leather binding of the original and the photocopying of several sets for safekeeping in Norwich and here.

In the opinion of all who were at the presentation, Mr. Harmer has done a splendid job. On behalf of the 2ADA I was pleased to congratulate him on the result of his efforts. I have learned what efforts were entailed. The hand-inscribed calligraphy was outstanding, and the hand-painted highlights in the book add beauty and feeling throughout.

Mr. Harmer was kind enough to educate me on details of the preparation. It is my feeling that the information would be of interest to all of you who regard this tribute to our fallen with the high degree of affection and respect which it deserves.

The Roll of Honor is inscribed on vellum (calfskin) as was the original back in 1954. The vellum is prepared by a craftsman over a period of four months, soaked in lime, scraped, rolled, soaked again and scraped again. When Mr. Harmer receives the vellum, he spends a half hour *per page* rubbing it with a powdered mixture of Gum Sandarac, pumice stone, and cuttlefish bone. This is done to remove excess fat to make the writing as crisp as possible.

Then comes the ruling of the lines, 18,500 of them to be exact, to accommodate the almost 6,700 names, ranks, serial numbers, and group identifications, as well as the spaces between each name.

During the inscribing, Mr. Harmer used 120 hand-sharpened pen nibs of varying sizes and two Chinese ink sticks. The ink is ground down with purified water, and the paints used are also mixed with purified water so that there is no chemical content, and so the ink and paints will not fade. All this required two gallons of the purified water, four tubes of paint, and five sable paint brushes. To complete the picture, the 18,500 lines that were drawn had to be erased. It took 20 erasers to do the job!

As you can imagine, such an involvement with our project produced warm feelings of admiration and respect on the part of Mr. Harmer. We appreciate his efforts and the friendship he feels for the 2nd Air Division.

When the leather binding is finished, the Roll of Honor will be installed in the shrine area of the temporary 2AD Memorial Library. The present computer-printed temporary Roll of Honor will be offered to Duxford. ■

More Updates . . . and some personal comments

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

SPECIAL CONTRIBUTIONS FOR BOOKS:

Five and a half days of my splendid three-week trip to England were spent in Norwich. During this time I had the opportunity of meeting with Linda Berube, our excellent 2ADA/Fulbright librarian; Derek Hills, the Trust Librarian; and, of course, Hilary Hammond, who is Director of Arts and Libraries as well as Honorary Chief Executive of the Board of Governors, to discuss this subject. All of them were at the Governors meeting on 23 July, and I met with them on several occasions officially and socially.

Our consensus is that this worthy program should continue. I am in the process of forwarding details on thirteen contributions, and I cordially invite you to use this method of remembering friends and family. The cost per book is \$35.00 — checks should be made out to the 2nd Air Division Association and mailed to me with details as to your relationship to the person or group you are honoring. A special bookplate will be prepared in cooperation with each donor, and acknowledgements will be sent from Norwich as they are received.

I was sorry to have missed Lesley Fleetwood and Christine Snowden, who were away, and thank them again for their help.

FRIENDS OF THE 2ND AIR DIVISION MEMORIAL:

John Page, Chairman of the Friends, also attended the Governors meeting. His enthusiasm continues at a high level. A call this evening from Norwich brought the news that John and the present slate of officers and committee members have accepted re-election. Further, Keith Thomas, former Chairman, has rejoined the committee! I have been given notice of the fact that David Hastings will be ending his tenure as Board of Governors liaison officer with the Friends. He will be succeeded by another Governor, my old friend Bill Wuest, Lt. Col. USAF Ret., with whom I will be in close contact. The Friends and the 2ADA are most grateful to David for his efforts to back up the Friends.

OTHER PERSONAL NOTES:

I am most grateful for the attention, the affection and the hospitality of many of my friends of long standing during my stay in Norwich. I was kept busy every minute by the Governors, Linda and Derek, members of the Friends (including one gentleman who donated £650 to the Memorial Restoration Fund) and other personal friends made over a period of 54 years. At the same time I regret not having enough time to make phone calls to so many others of whom I think highly. It is wonderful indeed to have such an extended family.

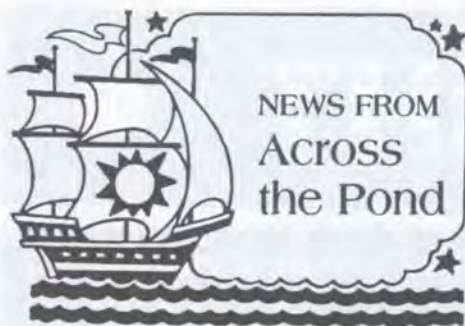
Of interest to 458th Bomb Group members: Thanks to the efforts of Mrs. Christine Armes, whom I met for the first time at our 50th convention in California in May, I was privileged to be able to visit the officers' mess at Horsham St. Faith on 26 July. This is where I had my first date with my beloved Joyce on 26 July 1943. Christine arranged for admittance to the base, which has been padlocked, regrettably, due to vandalism. She also took me to two memorials in the city at sites where 458th aircraft crashed. At each she lovingly maintains floral offerings as well as at the Aviation Museum gardens. There I had the opportunity to go through the museum and meet Steve Pope, who manages the operation. Kudos to Christine for her efforts for the 458th, the Friends, and the 2AD Memorial.

On 30 July I was delighted to have dinner with five family members, Bud Koorndyk and his son Bob, Bud and Mike Chamberlain, and Linda Berube to mark my 82nd birthday. If sound decibels are any measure, I would say it was a good group, and I thank them for their company.

While in London, I visited the Cultural Attache at the Embassy to make his acquaintance. Robin Berrington extended a very cordial greeting. It was also a great pleasure, the next day at Duxford, to see one of his predecessors, Anne Collins, who, while during her tenure 1984-1988, arranged for our first Fulbright librarian (1986-1988), Bertha Chandler, who served us well then, even as Linda is doing now. ■

CORRECTION

In the Fall issue of the *Journal*, two of our contributors, in mentioning the names of British friends who attended our 50th annual 2ADA convention in Irvine, California in May, inadvertently omitted some names, as is often the case. To set the record straight, there were sixteen British visitors, and in alphabetical order, they were: Christine Armes and Helen Anderson, Robin and Tom Eaton, Jill and Hilary Hammond, Jean and David Hastings, Marlene and Tony Kerrison, Hester and Paul King, Matthew Martin, Judith Rabsey, and Agnes and Pat Ramm. We hope that they and others will come again. ■



BY JOHN PAGE
CHAIRMAN, FRIENDS OF THE
2ND AIR DIVISION MEMORIAL

Since the morning of Sunday, 31 August, there has been numbness, shock, and disbelief at the death of Diana, Princess of Wales. This is something which was felt by everyone, young and old alike. It is something that you cannot comprehend fully unless you live in close proximity. We will overcome this tragedy, as this country and its people have done throughout the centuries.

On 26 January, Janet and I attended the

Memorial Day at Madingley to lay a wreath on behalf of the 44th Bomb Group. To see over 100 wreaths at the Wall of the Missing makes one recollect what happened in the three-plus years of your service here in England. Even after attending memorial services for the past fifteen years, it is still a very emotional experience. It's not just the laying of the wreath, but remembering those who laid down their lives during the war, and also those who have passed on since . . . personal friends and those whom I have read about in books.

On 1 August 1997 we attended the opening of the American Air Museum at Duxford, where we mingled with several of our 2nd Air Division friends.

On 20 August we held the second showing of "Distant Fires." It brings the conflict closer to those who were not even born or not old enough to understand then. Also shown was "The Saga of Utah Man," a compelling view of one young American airman's story. The heartache and sorrow of losing a close friend, and to learn, after his combat tour was finished, that his former crew had also been

lost, were devastating.

Both films were enjoyed by all who attended. The proceeds of the evening were given to the Vice Chairman of the Memorial Trust, David Hastings, to be added to the Restoration Fund.

All of this is why, I understand, the Friends of the 2nd Air Division Memorial was formed: to remember what the 2nd Air Division accomplished during those times; to remember the individuals who took part day to day; to remember the war stories; and to support the 2nd Air Division Memorial, an effort where we, the Friends, mean to be in the forefront to help raise the money needed to refurbish and re-equip the new Memorial Library.

Our annual general meeting is being held this month, so this may be my last report in the *Journal*. However, let's wait and see. In closing, I would like to thank Jordan Uttal for his liaison work with you, across the pond, and those of you who have submitted your membership dues to the Friends. Janet and I wish you all a Happy Christmas and a Prosperous New Year. ■

DUXFORD OPENED!

The American Air Museum in Britain Official Opening Ceremonies 1 August 1997

BY JORDAN R. UTTAL (HQ), 2ADA HONORARY PRESIDENT

As I write this on 10 September, not quite a month since my return from an outstanding three-week trip to Norwich, London, Duxford and Surrey, my head and heart are filled with a series of joyous memories of people and events which will take their place along with those of V.E. Day + 50, all seven of our conventions in Norwich, and hundreds of other occasions. Among them, of course, will be the proceedings which took place at Duxford, which, for me, were a well-deserved salute to all of the American air units which served in England during our war and since.

According to newspaper articles, almost 5,000 American veterans attended. For some reason or other, I only recognized sixteen from the 2ADA, and another twelve of our British friends. Bud Koorndyk, his very personable son, Bob, and I traveled up to Duxford from London, and in the course of the proceedings I enjoyed seeing and visiting with the Bud Chamberlains, the Charley Dyes, the Oak Mackeys, the Cliff Petersons, the Ira Simpsons, and the Fred Thomases. Also I saw the David Hastings, the Tom Eatons, the Roger Freemans, and John Pages, Pat and Ron Everson, Robin Berrington, and Anne Collins. It was great being with them all.

In any event, we were separated not only as far as lunch was concerned, but also in the

seating for the opening ceremonies after lunch. However, the program was most interesting, highlighted by remarks from Dr. Sheila Widnall, Secretary of the Air Force; our good friend Ramsay Potts; and Charlton Heston; but most of all by the official opening remarks by Her Majesty Queen Elizabeth. The program was opened by musical selections from the RAF band and USAF band. Before any of the speeches there was a trooping of the colors by a USAF contingent.

After the speaking program there was a stirring flypast by a B-17, two P-51s, a P-47, and four F-15s. Needless to say, we noted the absence of a Liberator.

Then came the opportunity to visit the American Air Museum in front of which we were all sitting. The museum is a huge hangar, actually a great arch, rising at its front elevation to accommodate the tail plane of a B-52, falling gently toward the back where it is partially dug into the landscape. It is an imposing view indeed. In this structure there are 34 American aircraft and missiles, and "the forward fuselage section of a B-24E." The official program lists the Liberator as a "prime acquisition priority for the American Air Museum." It is rumored that they are pressing to acquire a B-24 from one of the stateside static displays at air bases.

While many were visiting the museum, those of us sitting in the forward left hand section were asked to vacate our seats and form in three lines to the left. Not realizing that this was for the exit of the Queen, I casually took my place in the third line of spectators. Imagine my disappointment when I saw Her Majesty slowly coming up the line, stopping every few feet to talk with someone in the front row. And then she stopped right in front of me, talking with Mike Chamberlain and Maxine Mackey. I was startled when after she finished, her eyes rose and locked onto mine, she smiled, I bowed, we had an extended *ten second conversation* and she was on her way. I noted with envy that down the line she stopped with Bud and Bob Koorndyk for what seemed to be four or five minutes. I hope Bud reports on this.

Bud, Bob, and I decided to pass up the invitation to tea with the Queen because we had to get back to London. Fortunately, Jean and Roger Freeman were there to give us a lift to the rail station.

I have kept the colorful official program of this event and will be pleased to try to answer any questions any of you may have. Suffice it to say, I was glad I attended. Warm greetings to you all! ■

EDITOR'S COMMENTS (continued)

teletype authorization to increase our combat crew strength to 70 crews. This meant an increase in personnel of 88 officers and 132 enlisted men.

"Two major personnel changes about this time were the assignment of Major Paul Schwartz as Deputy Group Commander and Captain James Stewart as Commander of the 703rd Bomb Squadron."

To all of those 2ADA members who inquired about this story, let me say that the editor is in possession of the original 445th BG orders dated October 6, 1943 showing Capt. James M. Stewart 0433210 flying with 1st Lt. Lloyd C. Sharrard 0436005 to his assignment overseas. I hope that this satisfies most of the inquirers as to where the 445th and Captain Stewart were at the time of the second Ploesti raid, on August 1, 1943.

To all the other 2ADA members who submitted articles from newspapers and other periodicals, it will take some time to verify all the claims — especially those that Stewart flew B-17s, B-25s, A-20s and B-26s, or came back to the 445th's 701st Squadron, and the various incidents far removed from the current "biographies" now being published or circulated by a myriad of writers. Some of the articles will no doubt be printed in the *Journal* in due time, but if I printed all the stories I have on hand right now, it would be a solid year of Stewart with no room for anything else! All Stewart contributors, please be patient!

SPECIAL NOTICES, ANNOUNCEMENTS, AND MISCELLANEOUS STUFF

Forrest Clark of the 44th BG reminds me to let everybody know that if they are in the Savannah area to stop in and check out the "Norway Mission" exhibit at the Mighty 8th AF Heritage Museum.

To all of you who attended the 2ADA convention in Irvine in May, Bob Peters, the "Personalized B-24 Painter," said that those who wanted to order a crew painting and forgot, can phone him at 1-800-774-0833 free of charge. 10% of every sale goes to the group.

ANSWERS TO LAST ISSUE'S QUIZ

GATLING GUN: An early type of machine gun consisting of a revolving cluster of barrels around a central axis, each barrel automatically loaded at every revolution of the cluster. 1860-65 Civil War.

THE PENTAGON: A building in Arlington, VA housing the U.S. Department of Defense, the floor plan of which is in the form of a pentagon. 1940-present.

THE BROWNING GUN: An air-cooled automatic rifle firing 200-300 rounds per minute. 1900-05. Spanish American War, to World War I.

THE OCTAGON: Famous residence of U.S.

President after the British burned the White House in the War of 1812.

THE BURP GUN: A machine pistol, fully automatic, or sub-machine gun. 1935-45, chiefly U.S.

THE SON OF A GUN: British illegitimate offspring of a soldier, Puritan-British Civil War 1642-60, when England was a Republic under

Cromwell. At the same time a Dutch-English squabble spilled over to the English "plantations" in the New World. Thus New Amsterdam "Son of a Guns."

THE BREN GUN: A .303 caliber gas-operated air-cooled sub-machine gun. British, 1935-1945.

Sources: *Random House & Oxford Dictionaries.*

Address by Major General Ramsay Potts at the American Air Museum in Britain

Major General Ramsay D. Potts, USAF Ret., was invited to speak on behalf of the veterans at the impressive new American Air Museum in Britain, at Duxford Airfield near Cambridge, which opened on 1 August 1997. The dedication by Queen Elizabeth was a happy occasion for the 4,000 attendees, including about 1,500 American veterans. Ramsay was an original pilot of the 93rd Bomb Group and served in various positions within the 8th Air Force throughout World War II. He is active in both the 93rd Bomb Group and the 2nd Air Division Association, and has served on the Board of Directors of the Mighty Eighth Air Force Heritage Museum since its beginning. Following is the speech he delivered at the dedication at Duxford:

Your Majesty, Your Royal Highnesses, Your Excellencies, My Lords, Ladies, and Gentlemen:

It is indeed a *signal* honor for me to have been invited to speak on behalf of all the veterans here today, especially those who served in England.

In 1942 I came to England as a pilot with the 93rd Bomb Group, the first B-24 Liberator Group based in England with the 8th Air Force. Later, in 1944, I commanded bomber groups at bases in Norfolk not far from here, and then later still became Director of Bomber Operations for the 8th Air Force, commanded by General Jimmy Doolittle.

We thank you, Your Majesty, for opening the American Air Museum in Britain, and we thank our British friends, especially those who brought this museum to fruition.

Throughout World War II, American airmen received warm and generous support from the English people in the towns and villages near our bases.

More importantly, Your Majesty, your father and mother, King George and Queen Elizabeth, took a particular interest in us and visited many of our bases, including my own, thereby enhancing the morale of all ranks.

We Americans seem to have center stage here today, but I should like to pay a special tribute to the Royal Air Force. The American Air Forces could not have accomplished what they did without *unstinting* support from the RAF. The RAF gave us our bases and protected them; provided us with communications; furnished us with intelligence about the enemy; and even fished us out of the North Sea when we were forced to *crash land in the water*.

This was a wartime manifestation of that special relationship between our two countries, which we veterans are determined to *strengthen* and *preserve*.

As Secretary Widnall said: This American Air Museum has attracted widespread support in the United States and especially among those who served in Britain in World War II.

On behalf of all those veterans, those who are here today, and those who could not join us *but wish they were here*, I predict a long and flourishing life for our magnificent museum.

Thank you, and God bless you, each and every one. ■



THE PX PAGE



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



Distant Fires

National Awards for Historic 2nd Air Division Video



DISTANT FIRES, a video production of the Dzenowagis family for the Military Video-History Project (MVHP), has won two much-prized Telly Awards in the 1997 Annual Telly Awards Competition for excellence in the documentary and cultural programs categories.

This competition was founded in 1980 to recognize outstanding creative achievement in film and video production. Over 9,000 entrants submitted their best work this year, hoping to earn the highly coveted Telly recognition for significant work. The MVHP competed in various categories against such significant entrants as Columbia Pictures, PBS, Paramount TV, Microsoft, Kennedy Space Center, *Fortune Magazine*, Warner Brothers, CBS, Fox Video, American Movie Classics, and 20th Century Fox.

Judges for the Telly Awards consisted of highly qualified production professionals from

all regions of the USA, selected as representatives of a cross section of producers from agencies, TV stations, production houses, and corporate video departments.

Distant Fires premiered at the 2ADA convention in Milwaukee in 1996. As with *Parade*, a Dzenowagis video that won a Telly Award the year before, material for *Distant Fires* was also drawn from 12 hours of footage shot at the VE Day + 50 celebration in Norwich in 1995. With a somewhat different focus from *Parade*, the one-hour documentary includes clips from captured German fighter film, Vice President Al Gore addressing the 2nd Air Division at Madingley Cemetery, the parade in Norwich, the Norwich Cathedral service, the Fanfare to the 2nd Air Division, much of the musical production at the Theater Royal, and the traditional last night together.

Distant Fires and *Parade* are two of five Dzenowagis documentaries that have been aired on public television. *Memories of War*, *Faces of the Second Air Division*, and *Eight Candles for Remembrance* have also been shown many times over past years. All told, they have produced 20 documentaries and interviewed several hundred 2nd Air Division veterans.

Most documentaries are still available. Except for *Memories of War*, a 30-minute production which is \$19.50, each of the other videos is \$49.50 plus a shipping/handling charge of \$3.50. Information on all documentaries produced by the Military VideoHistory Project is available upon request. Orders and/or correspondence may be sent to:

Joseph G. Dzenowagis
4397 S. Okemos Road
Okemos, MI 48864

OVER HERE: The Americans in Norfolk During World War II

There are only 1,189 copies remaining of "Over Here: The Americans in Norfolk During WWII." All of those copies are housed in Britain.

We draw our stock from Breedon Publishing in England. The publisher said the book will go out of print, and there will be no second printing! Most of Breedon's books are limited editions. Those who have memories of the Mighty Eighth and have the book are very pleased.

If you or someone you know would like to make a gift of memories in print, now is the time to order. The "Over Here" book makes a great gift! Maybe there is a family who would love to hold another memory of their loved one's service to our country!

"Over Here" costs \$35.00 plus \$3.00 shipping and handling (total \$38.00, \$8.00 of which is a tax deductible donation). To order, send check or money order by mail to:

KMMA INC.
Box 413
Birmingham, MI 48012



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Designed here, woven in England of the finest Suffolk silk, and handcrafted in America by distinctive tie maker Ben Silver, the 2ADA necktie makes an ideal gift.

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Presentation of the New 2nd Air Division Roll of Honor

The names of close to 6700 2AD American airmen killed during the Second World War have been reproduced on a new Roll of Honor in Norwich, three years after the original was destroyed in the Central Library fire of August 1, 1994. The Roll of Honor has been reproduced on vellum by Norfolk calligrapher Ken Harmer and features names of airmen who flew from bases in Norfolk and North Suffolk. It was presented to Jordan Uttal, Honorary President and a founder member of the Second Air Division Association, at Hotel Norwich on Wednesday, July 23, 1997.

Paul R. King, Chairman of the Memorial Trust of the Second Air Division, said: "The Roll of Honor meant so much to the families of those killed flying from these parts during the war. Its replacement so magnificently produced by Ken Harmer will give immense satisfaction to many on both sides of the Atlantic who owe so much to the courage and sacrifice of those who died defending freedom." ■



Jordan Uttal (left) and Paul King receive the Roll of Honor from calligrapher Ken Harmer

Last Crew Member of the Last Bomber Lost in WWII Dies

BY ART PETERSON (466TH)

Albert Seraydar, the last survivor of the last American bomber shot down over Europe in World War II, died April 20, 1997 in Coconut Creek, Florida.

The next day marked the 52nd anniversary of the crash of the "Black Cat," which claimed the lives of ten of the 12-man crew of pilot Richard Farrington.

They were in the 466th Bomb Group of the Eighth Air Force. Seraydar, then known as Seraydarian, was the tail gunner.

After the plane was hit by flak and started spiraling down, it broke apart near the waist. Seraydar had backflipped out of the tail turret, but was pinned down inside the tail by the plane's spinning.

He pulled his chute's ripcord and, in what he described as a miracle, was pulled free from the plane.

With a ripped chute, the descent was fast and the landing rough; he injured a leg. He was immediately taken prisoner by German troops.

Walking into a command center, he was stabbed in the back by a Nazi woman, her red-hot poker from a fireplace piercing his leather flying suit and the flesh of his back. He carried the pain from that scar for the rest of his life, along with the sorrow for the loss of his crewmates.

In April 1995, he and his wife Grace attended a memorial service and dedication of a



AL AND GRACE SERAYDAR, DECEMBER 1996

commemorative shrine at the crash site near Kelheim, Germany, along with relatives of other crew members and supportive German residents.

A retired photo engraver and pressman, Seraydar is survived by Grace, his wife of 34 years, three sons, a brother and sister, his mother-in-law and brother-in-law, five grandchildren, six great-grandchildren, and numerous nieces and nephews. ■

FOLDED WINGS

Notice of deceased members of the Second Air Division Association should be sent to:

Evelyn Cohen

6410 Delaire Landing Road
Philadelphia, PA 19114-4157

Remembering an Old Friend

BY GEORGE M. COLLAR (445TH)

It was with much sadness that I learned of the passing of an old friend and comrade, Gerald J. Kathol of Wichita, Kansas.

Gerry was the copilot on the crew of 2nd Lt. Herbert Potts of the 702nd Squadron, 445th Bomb Group, and arrived at Tibenham in mid-September, 1944. He occupied a bunk in our quonset hut, and I knew him from the day he arrived at the base.

Gerry was born on a farm near Hartington, Nebraska in 1921, attended a country school near Bow Valley, Nebraska, and completed his secondary schooling at Hartington High School, where he graduated in 1939. He was active in football and track, and was state champion in the 440 yard dash.

Upon graduation, he decided to enroll in the University of Nebraska. With a scarred suitcase, held together with a red strap, he hitchhiked to Lincoln. After paying out \$75.00 in tuition and books (money saved over a three year period by doing hard labor around Hartington), he had \$7.00 left to begin his college career in civil engineering (he later switched his major to geology).

Gerry said that he really enjoyed school, but it was a struggle. At times he held down four jobs. He continued his football at Nebraska, playing for three years as an end. He played in 1941 in the Rose Bowl against Stanford, and was captain that day. Fifty years later, he still had the game ball in his office.

In 1941, shortly after Pearl Harbor, Gerry enrolled in the Army Air Force Cadet Program. He attended C.T.D. at Southern Illinois University, and eventually graduated from twin engine advanced at Ellington Field, Texas. His crew went through phase training in the B-24 at Biggs Field, El Paso.

On 27 September 1944, Lt. Potts' B-24 was one of nine planes from the 702nd BS lost in Germany while participating in the disastrous Kassel raid of that date.

Their ship was badly hit and burning when Lt. Potts rang the bail-out bell. The bomb bay doors were jammed shut and the rear of the bomb bay was a mass of flames. Some of them headed up the tunnel to the nose, but Gerry and the engineer, Sgt. Roger Scott, went back on the flight deck to try and exit from the top hatch. Scott was boosting Gerry up when the wing tanks exploded and the ship disintegrated.

Gerry found himself straddling the nose and going down, so he cut loose and opened his chute. He was wearing a backpack chute, and unfortunately, only one of the leg straps was fastened. When the chute opened, the terrific jerk resulted in a dislocated hip.

It was found out later that Sgt. Scott was blown clear, and survived. Five of the other crewmen, including Lt. Potts, were killed.

In the meantime, after I and several others had been captured near Lauchroeden, I was



2ND LT. GERALD J. KATHOL
702ND BS, 445TH BG

delegated along with two other men to pick up the dead bodies of our fallen comrades, which occupied most of the day. Later that evening we were picked up by a Wehrmacht truck, which was filled with wounded men from the 445th. Some of them were in very bad shape, with terrible wounds. Among them we found Gerry Kathol lying near the tailgate in considerable pain. We thought that his back was broken. It wasn't until after the war, when I ran into Gerry at Miami Beach, that I found out about the dislocated hip.

We took the wounded men to a hospital in the town of Eisenach, and had to carry them all to an emergency room on the second floor.

Gerry spent the ensuing months until December 18, 1944 in various German military hospitals. At that time he was transferred to the airmen's prison camp at Sagan in Poland (Stalag Luft III). On January 27, 1945, as the Russian army approached, the camp was abandoned, and the prisoners were marched in sub-zero temperatures toward the west. They arrived at Spermburg, and were packed in box-cars. After three days of misery, they arrived at a camp in Nurnberg on February 4th. There was bombing day and night, and very little food. There were 200 men in barracks built for 100, and 450 men for two faucets in the wash-room. They endured this for about a month. On April 4th they marched out of camp toward Moosburg. Gerry had developed blood poison in his hand, so was given priority to ride in a Red Cross truck. At about noon on April 29, 1945, the Moosburg camp was liberated by the 14th Armored Division of Patton's 3rd Army. A most happy day.

Upon his discharge from the service in 1945, Gerry returned to the University of Nebraska, where he completed the work for his

degree in geology in 1946. During this time, Gerry and Gomer Jones also coached the ends on the University of Nebraska football team.

After graduation, Gerry obtained a position as a geologist for Mobil Oil Co. He worked for them until 1950, at which time he and a fellow geologist and long-time friend, Warren Tomlinson, started their own company. In the intervening years, Gerry was active in exploration for oil and gas, purchase and operation of oil and gas properties, operation of rotary drilling and service equipment, etc. At the time of his final illness he was president and owner of TomKat Ltd., a producing and operating oil company, and chairman and major shareholder of Flexweight Corp., manufacturers of oil tubes and drill pipes.

He is survived by his wife, Lea, two sons, two daughters, one stepson, one stepdaughter, and nine grandchildren. ■

U.S. Airmen POWs Were Dealt a "Helping Hand"

FROM "FREEDOM OF
INFORMATION" FILES



The War Department and the U.S. Playing Card Company collaborated in a "stealth" experiment involving specially constructed decks of playing cards that sandwiched sections of maps of Nazi Germany between the front and back of the cards. POWs learned of their existence by a set of very elaborate coded messages by radio — and signals by the way postage stamps are affixed to the packages which alerted the POWs that the playing cards had routes of escape planted inside.

Under the Geneva Convention rules, prisoners had a right to receive various recreational devices. The secret decks were readily passed through the most impregnable POW prison gates, and it is reported that many airmen took the gamble — and escaped to freedom. ■

Is It Time for Your Declaration of Independence? Don't Coddle Me! Don't Pamper Me! Let Me Live a Little!

BY ROBERT HILLEBRAND

REPRINTED WITH PERMISSION FROM THE MILWAUKEE JOURNAL SENTINEL, 12/29/96

Don't.

Simple folks may understand that for a writer to stop there would be to have composed an exemplary essay, to have said it all in a one-syllable entreaty for all ages.

But, face to face with this perfect declaration of self-reliance, more sophisticated readers may demand explanations, illustrations, definitions or terms; some are bound to ask, "Don't do what to whom?"

My maternal grandfather, who detested pampering in any form, would have responded by striking someone with the crook of his cane.

Grandpa is no longer glowering with us, but it is no trouble to assemble a chorus of voices from the far side of 60 to answer those willing to stop clucking long enough to listen: *Don't do anything to or from anyone of any age who has the gumption to do it for him-, or her-, self.*

Don't insult your elderly relatives with gift subscriptions to magazines that designate them as senior citizens and insist on telling them more than they care to know about money, medicine and estate planning. Never attach patronizing labels to the lapels of those who have survived more years than you may live to see. Stop turning the term "Golden Agers" into a sorry joke.

Don't presume that the aged are ready for regimentation or eager for special treatment, as if their spirits had fled their bodies. Stand back and give them room to strut until they stop. Infirmities may be staved off or overcome if their onset is not encouraged by too hasty helping hands. Not all the old are done with doing.

Allow your mother the pleasure of sweeping her own floors, and don't imagine it as a kindness to snatch the snow shovel out of your gray-haired neighbor's mittens.

Don't clutter the kitchens of the venerable with bowls of jello laced with shredded carrots or low-fat vegetarian casseroles or other institutional specialties intended to ease digestion and kill off the joys of eating.

Don't stuff their medicine cabinets with vitamin pills, antacid samples or iron tonics. Make no appointments for them with doctors, counselors, optometrists, financial planners, bank managers or lawyers.

Don't indulge in the jaded pleasure of adjusting the necktie of your neighborhood octogenarian. While you're about it, don't fiddle with your 8-year-old's collar after he's buttoned it himself. Never expect unsolicited assistance to be greeted with yips of appreciation; even if it is, the support may be more hazardous to the well-being of your long-suffering uncle than the cigar you attempt to tug out from between his dentures.

From 9 to 90, in the beginning or after a lifetime of independence, no one worth his salt, or hers, wants to be hovered over. Self-reliance is precious to all who haven't been



"IS THIS WHAT YOU WANT, SON?"

weaned away from it.

Don't burden graybeards with cellular phones so that they can catch all the calls from insurance vendors, investment brokers and real estate hustlers. Don't make them victims of fussy acquaintances and busybody idlers perishing to know whether they've fallen down the cellar stairs lately.

In our last conversation before he was farmed out to a nursing home, a widower I often shared a back porch step and gardening tips with complained that ever since his tumble, in which he sprained a wrist, his kids were forever dropping off junk.

"They claim they come around to keep track, to cheer me up," he explained. "Then they start appraising the furniture. They tell me the house is too big to keep up, the lawn too much to mow. Weeding the garden's supposed to be too strenuous for my old bones. Hah!"

Whether or not help is timely has little to do with age. A child with a broken ankle may require a ride to school on the day a 75-year-old enjoys walking to the bank in the rain. Early on, a child does need help in learning to tie his shoelaces; and there may come a day when any one of us may no longer be able to tie his; but the interval used to be recognized as the time for living.

The fainthearted sometimes saddle themselves with enfeebling attention that they'd be wise to reject. "We took care of you; soon it will be your turn to take care of us." That frequently expressed notion must sound fair to the middle-aged for, perversely, they cultivate the idea and suffer most from it. While the young are spoiled and the old spied upon, the man in the middle finds himself father to both his children and his parents.

Everyone loses. Smothered children refuse to grow up when they see what lies ahead. The elderly shrivel and bid farewell too soon

if their sons and daughters regard them as burdens, too fragile to manage on their own. And the middle-aged, straining to keep watch two ways at once, either forfeit the occasions they once looked forward to or seek relief from nursing homes and nursery schools, then spend what should be the prime of life struggling to pay the bills.

A resolution against coddling may expand the time of all of our lives. One word does it. Don't. Let me live a little longer!

Ed. Note: Robert Hillebrand, a retired college English teacher, lives in Oconomowoc, WI. ■

Kickin' butt in the "golden years"

BY LORI BORGMAN
INDIANAPOLIS STAR AND NEWS

I'm in training. My parents are coming to visit.

When they retired, we expected they would do the typical things: get a van and poke around the country in sweat shirts that say, "We're Spending Our Kids' Inheritance." Not my parents. They're constantly on the move, scanning the horizon for a "little project."

They're not talking knitting or cross-pollinating peas. A little project is splitting a tree with a 29-inch diameter. Or taking a tractor and trailer, picking up 16 tons of crushed stone and shoveling it onto my brother's dirt driveway.

During a lull recently, Mom read a story in the paper about a cattle drive. She said the reporter had the story all wrong.

"The story says the cattle ambled," she said.

"How do you know the cattle didn't amble?" I asked.

"We were there. The cattle ran. They were Texas longhorns, and it was a stampede."

"Mom, it makes me nervous when I hear you and Dad do things like that."

"What do you think we are? Nuts? We moved to higher ground when we saw cattle coming toward us on the side streets."

If they are any indication of how the senior set is kicking back, I'll need the next 25 years to get up to speed. But hey, it's always good to have a little project. ■



NEWS OF THE 453RD FROM FLAME LEAP

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

While written in September, this will appear in the Winter 1997 issue of the *Journal*. Understandably, the degree of our success in our attempt to maintain a democratic 2ADA, and our own 453rd Association, is closely related to communication and the dissemination of current, vital information. We can only reach you in large numbers via this medium, informing you of proposed activities in the name of our 2ADA and our own group. Ideally, our operation should function something like this:

One of us sees a need, and gets an idea as to what we might do to alleviate the need. A proposal for a project is born. We are all then invited and encouraged to provide our elected group reps with our response to the proposed project, which can guide our group chairman in casting his vote on our behalf.

Ideally, we should be provided with the current topics of consideration, giving us an opportunity to first think about them, and then to respond by communicating what our thoughts are. Integral to this democratic process would be the use of our *Journal* as well as our own *Newsletter* to provide the useful, and above all, timely information needed to grease the wheels of progress.

To alleviate the current problems of communication would require much more volunteer time, presumably some money for communication beyond the quarterly publication of the *Journal* and our bi-annual *Newsletter*, and above all, a much lengthened period between the inception of an idea and the initiation of the project if adopted.

Case in point: the matter of our pursuing a project to have a 1/6 scale model of a B-24 crafted in bronze and installed on the campus of the Air Force Academy. Last May, Robert Henderson, who was commissioned to make replicas of a P-38, P-40, P-47, P-51, and B-17, came to us and stated that he was available and would like to execute the B-24 in bronze for us. He appeared before our members during the 453rd group business meeting. After listening to the proposal, the project was received favorably, and members present pledged to support the project in the initial sum of \$10,000. This information was conveyed to the administering officers of the 2ADA on the spot. It was expected that our monetary offer would serve as "seed money," and induce other groups to follow suit.

We expected the project to be brought to the floor during the 2ADA business meeting held the next day during the convention there in Irvine, CA. We expected the presentation of the project to be followed by a show of hands to indicate degree of willingness on the part of the attending membership to participate. This would give the most valid indication of the wishes of the electorate that one could

hope for. But the topic was not brought to the floor, and the chair announced that the topic would be a topic for consideration during the next Executive Committee meeting, in Oak Brook in October, 1997. (*Editor's Note: At this meeting the B-24 project was endorsed for all groups by the Executive Committee, and the fund drive will proceed under Neal Sorensen. A contribution form can be found on page 43.*)

We have learned of a 'cache' of 453rd negatives taken during WWII which really should be included in our group memorabilia. Our problem of creating prints from these negatives could be solved if you have your own darkroom facility.

Perhaps the biggest shortcoming of democracy is its very slowness. Our military has to employ a less than democratic approach to stay on top of, and ahead of, the game plan. This, perforce, has carried over into the 2ADA, and most of the time, seems to have enabled us to attain our major goals.

We will work towards the employment of all factors that can ensure that our Second Air Division Association, and our 453rd Bomb Group, will be cognizant of the desires, will, and potential of our membership. We want to see as many principles of democracy employed and displayed by these organizations as is practical and expedient.

We do not see any indicators that we can't still do all we set out to do. What do you think? Let us know!

On the local "home" front, in D.C., there was a carry-over of two questions from the 453rd group business meeting held at the last convention in Irvine. One concerned the possible merging of stand-alone reunions with the annual conventions. The second concerned when and where the next stand-alone reunions would be held, if they are to continue. You can give Jay a phone call to find out what was decided at our group business meeting on October 5th in Washington, D.C. Do you have any ideas as to how to improve our communication with you to make it more timely?

We were truly pleased to learn from **RALPH McCLURE**, and from **ANDY LOW** himself, that Andy was scheduled to join us in D.C. He missed the convention in Irvine because he had class president duties to attend to in order that his West Point class reunion could be held. Andy's presence always adds something to any event he attends! The same is true of our 453rd group chairman emeritus, **MILT STOKES**. Milt, with his great family, is the guy with a smile on his face and a cheerful greeting to all within hailing distance. He is never alone, but it is worth your while to wait your turn for a visit!

JIM DYKE and his wife **DOROTHY** were in Irvine. As usual, Jim had the makings of his mobile PX with him. Jim had some profits for our group treasury after setting up in our group hospitality room (actually the Governor's Suite — thanks, Evelyn!) Actually, there are a number of items Jim stocks for us that can easily be obtained via the mail at little or no extra charge to you. We will try to have a reproduction of his inventory and price list in a future issue of the 453rd *Newsletter*.

We were delighted to see several of our members with members of their immediate family with them at our group dinner in Irvine. Past 453rd group chairman **WIB CLINGAN** was there with his wife, **DIANE**, and their

family, setting an example for others of us to follow! Wib was grieved to learn of the passing of **AL VOSKIAN**. Seems Wib was riding his bicycle on the base the day Voskian's plane crashed on takeoff. Wib was one of the first to reach the crash site, and spotting two crewmen literally on fire, he enveloped one in his coat, smothering the flames, and about tore his fingernails out trying to dig into the frozen soil to assist the second man. Al Voskian was one of those men.

A letter from **DON OLDS**, our group historian and past group chairman, told us of a "cache" of 4 inch by 5 inch negatives taken during WWII at the bases of our assignment. The negatives are in excellent condition, and really should be printed for inclusion in our 453rd group memorabilia.

Don had one estimate that amounted to one dollar per negative to be printed, and with at least two hundred negatives to be printed, that is a bit steep. Our problem could be solved if you have your own darkroom facility, with photography as one of your hobbies. Either contact prints or enlargements would be just fine. Please help us out if you can. The results can provide our *Newsletter* editors with pictures for our own periodical, as well as for the *Journal*, for some time to come.

Included in the negatives are shots of the 735th Ordnance Section, gas refueling trucks and drivers, 735th Armament Section, Tech Supply, and five shots of the 735th bomb site section, Capt. Smith, dental officer and patient, and shots of the following 735th crews by number: 61, 62, 64, 66, 67, 68, 69, 70, 72, 73, 74, 75, 76, and 78. Some photos show gunners at their positions, and some show gunners by their A/C with belts of caliber .50 machine gun ammo draped around their necks.

Next time we hope to tell you of the families and crews of note who turned out for us in Washington, D.C., especially the 453rd's newest members.

Please take care of yourself and your loved ones! ■



Open Letter To the 93rd

BY ALFRED ASCH

MEMORIALS AT THE ARLINGTON NATIONAL CEMETERY

By the time you receive this *Journal*, we will have held our ceremonies to dedicate an American holly tree and a memorial plaque for the 93rd at the Arlington National Cemetery. I choose to call the location the B-24 Liberator Corner. There are four B-24 group memorials at the corner of Grant and Roosevelt Drives. The 454th and 455th of the 15th Air Force are side by side. I was the project officer for the 455th as I was for the 93rd. I gave an officer of the potential 4th B-24 group memorial the information to develop the project. This corner is the choice location in the cemetery for this type of memorial. I don't know of a single B-17 memorial nearby. During my project work at the cemetery, I always attract a few tourists in front of the 455th memorial and I tell them like it was. I always come away amazed at how little knowledge the younger generation has of the air war of WWII.

THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM

Yes, our display case is on display at the museum. When I was collecting the items for display, Mrs. George S. Brown, the widow of the late General Brown, gave us the General's four-star flag and picture for display. This was important to us since General Brown was one of our original squadron commanders and led a flight on the Ploesti mission on August 1, 1943, receiving the Distinguished Service Cross. He rose from 93rd lieutenant to Chairman of the Joint Chiefs, a position he held under three Presidents. Here are some excerpts from a 3 August 1997 letter from Lt. Gen. E.G. Shuler, USAF Ret., Chairman and CEO of the museum, to Mrs. Brown: "It is with great pride and pleasure I take in telling you that General George S. Brown's four-star flag and picture will be placed on display in our 'Honoring the Eighth' gallery. Colonel Alfred Asch has been in contact with the museum for some time, working with our staff to ensure the inclusion of the 93rd Bomb Group display case. I wish to thank you for this wonderful donation, and I appreciate your help in making the 93rd Bomb Group display a wonderful success."

I noted in the Fall *Journal* that the 491st Bomb Group also has a display at the museum, and I congratulate them. Of particular note is their large donation to the museum, a goal of \$40,000 and already having \$22,000 to meet it. The museum needs funds, and I en-

courage everyone to make direct contributions in the name of the 93rd. Some have made donations through gifts of appreciated securities; e.g., common stock. I understand that the recent tax law now permits deductions on one's tax return at the fair market value at the time of the donation, irrespective of what one paid for it. The museum had an account with Merrill Lynch as late as May of this year and it was a simple matter to transfer stock into that account, especially if your account is in street name with Merrill Lynch. The transfer is made by a simple letter and done within hours. One can time the transfer to get the best market price; General Shuler sends me receipts and I believe uses the closing price of the security for the day of transfer. If you need more information, contact the Finance Officer at the museum, 1-800-421-9428 or 912-748-8888.

Although I am on the 2ADA Executive Committee, I do not know in any detail the principal items for nor the theme of the 2ADA display. I do know, however, that the 2ADA was given substantially more space from the original plan and the area is being built up with display items. I understand something is under way to feature the August 1, 1943 Ploesti raid. If you have items, please contact The Mighty Eighth Air Force Heritage Museum, P.O. Box 1992, Savannah, GA 31402-1992.

AIR FORCE FIFTY HISTORY BOOK

The Air Force Association and Turner Publishing have joined forces to publish a commemorative, desktop (9 x 12 inch) hardcover book honoring the people and events of AFA's celebration of the 50th anniversary of the USAF in Las Vegas, April 22-26, 1997. I submitted an article, "The 93rd - 8AF's Pioneer B-24 Group" (see page 9). The limit was two double-spaced pages and two pictures. I found it very difficult to squeeze almost three years of constant combat experience by our group into two pages!

THE 2ADA'S NEXT CONVENTION

Our next 2ADA convention will be at Oakbrook, Illinois, May 22-25, 1998. It's near Chicago's O'Hare Airport. (See pages 39 & 40). Let's make this a good turnout by the 93rd. I hope to see you all there.

2ADA MEMBERSHIP DUES

Please remember to pay your 2ADA dues. At one time we had the highest membership in the 2ADA, but now, at 602 we have been overtaken by two groups, the 389th (611) and the 458th (623). When one considers the fact that we had more crews coming into and leaving the 93rd because we were the first in England, we should always have the largest current membership. Let's respond to Floyd Mabey's efforts to keep our membership at a high level! ■

THE 2ADA BY THE NUMBERS

SUBMITTED BY EVELYN COHEN

Membership Totals

February 1983	4537
February 1984	4803
February 1985	5418
February 1986	6069
February 1987	6458
February 1988	6525
February 1989	7158
February 1990	7641
February 1991	8094
February 1992	8321
February 1993	8237
February 1994	8012
February 1995	7796
February 1996	7451
February 1997	7037

Group Totals as of 8/25/97

44th BG.....	432
93rd BG	602
389th BG.....	611
392nd BG.....	373
445th BG.....	481
446th BG.....	330
448th BG.....	545
453rd BG	475
458th BG.....	623
466th BG.....	381
467th BG.....	397
489th BG.....	312
491st BG	351
492nd BG.....	144
Headquarters.....	106
2CW	1
14CW	3
96th BW	2
4th FG	6
56th FG	3
65th FG	3
355th FG.....	5
479th FG	1
2BAD	2
3SD	4
ARC	6
HM	13
AM.....	399
SM.....	157
BG	14
TOTAL	6782



491st BOMB GROUP

POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY HAP CHANDLER

8TH AIR FORCE HERITAGE MUSEUM

Coca Cola is as well known now as the 8th Air Force was in World War II. Coca Cola's tremendous acceptance and reputation for quality has been achieved by an unremitting drive to excel. How like our World War II experience! From a standing start, battling seasoned and highly competent adversaries, we of the 8th were able to achieve superiority and victory. What a story!!! Sadly, for us, it is a not-well-known history lesson in today's world.

Our complete story and its place in the saga of World War II is told in our own 8th Air Force Heritage Museum. The 491st is present in force. Our group exhibit is in place, and our group memorial has been installed, and our artifacts are widely exhibited throughout the museum. When the Atlanta Model Club was constructing a model B-17 base, they chose our forming ship "Rage in Heaven" as the representative B-24 for this exhibit.

There is still much work to be done. The funds to proceed with the completion of the museum are coming in from donors like ourselves. Recently, Clif Jennings wrote a letter accompanying his substantial check: "Look, guys, we agreed to a figure of \$40,000 for the museum; we have to raise \$16,000 right away to finish this off." Clif, now 82, like most of us is living on a fixed income, but somehow found the means to continue contributing as he always has to the "Last and Best."

Since Clif's letter our total has risen to \$25,000, which places us first in the Second Air Division groups, and number two overall among 8th Air Force groups. We now have \$14,900 to go, as Clif has promised the last \$100 to reach our goal.

Jack Leppert, your newly elected 491st Bomb Group Vice President, recently visited the museum. He was amazed at the tremendous progress that has been made since the opening in 1995. He called to share his enthusiasm with the exhibits, particularly the "Mission Experience." The "Mission Experience" will put you back at 22,000 feet over Germany half a century ago. There will be simulated flak, as disconcerting as the real thing, and a burst of fresh air as the bomb bay opens. No Air Medals, however, for this trip.

Contributions from the 491st now total \$25,000. We are 60% enroute to our target. YOUR CONTRIBUTION TODAY helps us achieve our group's goal. Please send your check to Lt. Gen. "Buck" Shuler, P.O. Box 1992, Savannah, GA 31402. Please indicate "credit to the 491st Bomb Group."

MEMORIES OF 16 DECEMBER 1944

Remember the cold and bitter fighting that erupted on the continent 52 years ago: the Battle of the Bulge? How frustrating to go daily to the airplanes in the worst weather many of us had ever seen and be unable to fly in support of our beleaguered ground troops. Finally, on December 24th, Christmas Eve, the 491st put every flyable aircraft — 51 — in the air. They were part of the greatest number of aircraft ever dispatched by the 8th Air Force. As had come to be expected, the 491st did its usual superb job and destroyed their target, a bridge at Wittlich.

CHANGE OF COMMAND

Since November 1989 it has been a privilege to serve as your Second Air Division Association Vice President. Because of a variety of circumstances, I asked to vacate the post effective October 1997.

Thank you all for your support and help over the past eight years. It has been a "max effort" all the way. We look forward to many more years of your friendship at our 2ADA and 491st reunions. ■



491ST BG BANNER AT THE 8TH AIR FORCE HERITAGE MUSEUM



491ST BOMB GROUP DISPLAY AT 8TH AIR FORCE HERITAGE MUSEUM



392nd B.G.

BY J. FRED THOMAS

After an old man puts at least 50,000 miles on his frame in one summer while attending veterans' meetings, weddings, and family affairs, what he writes might be somewhat on the fractious side. Moreover, this report is written at an odd time on the calendar when we would like to present several matters to you as news. It will be history before we get it to you. Of no great importance, but sitting here on a day that one would expect on the Mississippi Delta, it's the last chance we have to wish you "Merry Christmas." Is that irony, or what?

But to business. We hope you noticed in the last *Journal* that we have seven new members. They are: Harris B. Albright, Richard Berger, Michael Connery, Dwight J. Guckert, Cynthia L. Guckert, Kenneth L. Seaton, and Roy C. Weber. We were remiss in not writing a letter of welcome, but your membership is truly



Joe Whittaker, Chairman of the Savannah Memorial Project, is shown with the finished monument at the quarry.

appreciated. Let us hear from you should you think we might be of service. Further, we hope you will join us at the 1998 2ADA convention at Oak Brook, IL. Those occasions are dwindling to the final few.

While we have been busy, others of our 392nd BG and 392nd BGMA have been tending matters that concern having our group history kept where it will not be forgotten. Joe Whittaker, Chairman of the Savannah Memorial project, has accomplished his mission. Our 1/3 scale replica of our Wendling Obelisk is now in place in the Memorial Gardens at the 8th AF Heritage Museum. It was to be formally dedicated at the museum on November 7th.



In front of the 2AD display at Savannah (L to R): Cliff Peterson, president, 392 BGMA; John Conrad, past president of 2AD; Jim Goar, editor of 392 BGMA News; Ernie Barber, 392 BGMA archivist; Col. Lawrence Gilbert, CEO of 392 BGMA; Lt. Gen. Buck Shuler, CEO of the Mighty Eighth Heritage Museum.

This will get to you too late, but we hope you learned of the occasion and joined those participating. Also, others of our group have been to Savannah in connection with our 392nd BG and 2ADA affairs. We have a letter from Jim Goar, our BGMA News Editor, which included the pictures shown here of Joe Whittaker at the monument, and of Cliff Peterson, John Conrad, Jim Goar, Ernie Barber, Col. Lawrence Gilbert, and Gen. Buck Shuler showing a section of our 2AD exhibits.

Those of you with computers should know that there is a B-24 web site on the Internet: <http://www.mach3ww.com/b24>. You should get on there and help us get the word out on our bronze B-24 for the Air Force Academy and other programs. We put a message there, but the more the better.

The next travel plan has us going to Minneapolis to attend the 392nd BGMA meeting which is in conjunction with the 8th AFHS convention September 9-14. We will be reporting on the latest 392nd BG matters as we found them when we visited Norwich and Wendling, July 28 - August 1. Our matters are well in hand, and our Wendling Obelisk and grounds couldn't be in better care and condition. Also, at Minneapolis we will be getting updated on the activities of the BGMA so that all matters of 2ADA and BGMA business will be coordinated.

While in Norwich, we were accorded the hospitality and help we have always enjoyed there. We visited our temporary 2AD library, where we met Derek Hills. Another day we were back to banter with Linda Berube. Phyllis DuBois drove us out to meet with Denis and Hilary Duffield, where we were shown the results of the cataloguing of Denis' collection of memorabilia. While there, Phyllis and Denis asked us to try to find out if anyone knows

what became of Lou Seguin. Lou published a camp newsletter about this and that. Denis has a collection of those articles. Help us if you can. Later we drove to Wendling for a pint and lunch at the Ploughshare. Phyllis returned to Norwich, but the Duffields and we visited the Rowlands. Some of the old Nissen huts still stand; and would you believe it — they have pumped the water out of one of the bomb shelters and are preparing it for a storage compartment. Phyllis came by the next day and drove us around the English countryside. We went out to How Hill and on to a reed cutter's home on the Broads. Later, we visited an ancient church before having a good lunch at a nice pub. The day was ended with a visit and dinner with David and Jean Hastings. All that, and a short visit with Vicar David Sharpe, who was at the Nelson Hotel to join a group at dinner in honor of Paul King being awarded the coveted OBE. Luckily, Paul, Hester, and their group came in while we were there. They greeted us warmly, as always, and we were able to congratulate Paul upon his being selected for the award. In sum, it was a most enjoyable four days.

On August 1, we joined David and Jean Hastings for a drive to Duxford, where we attended the Queen's official dedication of the American Air Museum at Duxford. To say the least, the museum building is an impressive and remarkable instance of architecture and construction. Those whose efforts resulted in the completion of a program of that magnitude can be justly proud. One has to read the official report and program sold at the dedication to realize just how much that many, many people contributed to make that historic landmark come to fruition. It will be improved, and it should be a "must visit" site

(continued on page 30)



BY R.D. "DICK" BUTLER

Will Lundy has provided us with this most interesting narrative:

LA GRANDE TOUR - 1997

In the summer of 1996, our 44th Bomb Group Veterans Association President, Roy Owen, together with our 44th representative in Norwich, Steve Adams, and Kevin Watson, our staunch supporter from Eastbourne on the southeast coast, worked out plans for an all-44th Bomb Group memorial tour for this past summer. Steve was in charge of the Norfolk-Suffolk portion, with Kevin developing plans for Eastbourne and that section. Travel agents were contacted with the Waterhouse firm of Eastbourne being selected to help with the tour. Kevin, who is a purser for British Airways, developed a tour for the Continent, utilizing his travel experiences. A visit to some of the American cemeteries where so many of our comrades are buried or whose names are listed on a Wall of the Missing was included. In less than a year, hazy plans developed into firm commitments, and a full coach load of some 45 to 50 44thers and their spouses or friends signed up to join the tour. None of those who participated had any idea of what a tremendous success the venture they were joining would turn out to be, and that possibly it could turn out to be an annual event.

The tour started with two days in London. Then it was off to Norwich, with a stop at Madingley Cemetery on the way. Two days were spent in Norwich, with one of the two being a thoroughly enjoyable day at Shipdham village and the old base #115 where we hosted an American barbecue for a large number of our friends in that area. Then we left for Eastbourne, making a stop at the Duxford Museum on the way.

Two years ago, Kevin Watson successfully completed a drive to finance and install a memorial marker on the hill behind Eastbourne to honor Lieutenant Bolin and his nine crewmates who were killed at that spot in the crash of the B-24 "Ruthless" while trying to make an emergency landing at a nearby airfield. Again this year, a second memorial service was held at the crash site. It was attended by at least one hundred and fifty local citizens, Royal British Legion members, and many other dignitaries. Our last evening in Eastbourne was capped with a gala dinner at the Lansdown Hotel, hosted by Mayoress Healy and many local citizens. What a night it was!

The next morning we crossed the Channel to Dieppe, France, and quite unexpectedly

were met at the dock by several French friends. Our destination that evening was the city of Rouen, but when these new friends, Jean-Pierre Marie and Joel Huard, and their organization had learned of our visit, they insisted on honoring us. JP is a leader of Association Nationale Des Sous-Officiers De Reserve De L'Armee De L'Air (ANSORRA), and Joel Huard is an officer in the Association Normande Du Souvenir Aerien 1939-1945 (ANSA).

Before we ever arrived at our hotel in Rouen, we detoured to the crash site of Capt. Price at Villers Ecalles to dedicate a newly installed memorial plaque which identifies the crew members who died there. We had two receptions with members of the above two organizations and other dignitaries. They are wonderful, friendly people.

The next day, 6 June, we visited Omaha Beach, Normandy American Cemetery, Bayeux Tapestry, and were honored to have both JP and Joel accompany us in our beautiful new coach. That evening these two fine gentlemen asked if we could once again detour from the original plans and visit another 44th Bomb Group aircraft crash site and then continue on our planned trip to Paris. It was agreed to and done. The story concerning this second crash site begins on 21 January 1944 when First Lieutenant F.W. Sobatka's plane and crew were shot down — one of five lost that day. Technical Sergeant Clair P. Schaeffer, the flight engineer, was one of the four members of the crew who was killed. His body was never identified and his name was placed on the Wall of the Missing, Ardennes American Cemetery. T/Sgt. Schaeffer was married, separated, and had a three-year-old daughter, Lois, who had to be left with friends when her father was sent overseas. All Lois had from her father were several "love letters" which he sent to her before his fateful last mission. It was a sad and lonely life for her as she was growing up.

Lois married Tony Cianci many years ago, and the two of them joined this 44th BG tour in order to visit her father Clair's old base and to be with the 44thers when they visited the Ardennes Cemetery where her father is memorialized.

When Lois spoke to Joel Huard, he told her that he might be able to identify the crash site of her father's plane — and that evening he verified that he could. He announced that this site was only about twenty-five miles away and in the direction toward Paris which we would be traveling the next day. So it was quickly agreed that this second detour would be taken.

The next morning, accompanied again by Joel and JP, and led by others in their vehicles, the tour group arrived in a small village to find much activity and several other cars. When Joel and JP departed our coach, so did Lois and Tony, to learn what arrangements had been made for the group to drive to the crash site. At that time, Lois asked if any of the villagers spoke English. One man came forward and said that he did. She introduced



Lois Cianci and her husband, Anthony, at the site where her father's 21 January 1944 crash took place.



The very emotional moment when the French citizen presented T/Sgt. Clair Schaeffer's "dog tag" to Lois Cianci. (L to R): Jerry Folsom, biting his hat; Beverly Folsom, crying; the French citizen; Lois; and J.P. Marie of ANSORRA, French Air Force organization.

herself and said that her father had been one of the victims of the crash. They separated then as the coach was to take the 44thers as close as possible to the site. The road was too narrow for the coach. Many of us volunteered to walk the final one-half mile, but a few needed to ride with the volunteers.

Arriving at the crash site deep in the forest, we came upon a memorial marker. It was painted white and small chains formed an area which resembled a grave. Placed upon the "grave" area was a partially destroyed heavy piece of glass, which proved to be the heavy window out of the tail or ball turret. A light rain was falling. The area was dark and somber due to the large number of trees.

Here, the mayor welcomed us and spoke of the warmth everyone felt for our fallen comrades. A priest gave his blessing to all. Then JP and Joel spoke, expressing their sorrow for the great losses that their allies suffered and told how grateful their nation was for the support of the allies.

At that time, the local citizen who had spoken to Lois earlier came forward and told about his father and others visiting the crash

(continued on page 22)

The 448th Speaks



BY CATER LEE

Most of you know by now that the big celebration of the expansion of the American Air Museum at Duxford went over with a big, big bang. Over four thousand Americans were in attendance, and the Second Air Division Association was well represented. Charlton Heston, famous movie actor, attended and paid tribute to his predecessor, actor Jimmy Stewart, who passed away shortly before.

Queen Elizabeth and her husband opened the ceremonies. The Queen served in the Auxiliaries Territorial Service during WWII. Pat and Ron Everson, along with others from Seething, attended. Attendance was by invitation only, and we of the 448th find it most fitting that Pat and Ron should have been invited. They, through their leadership and along with dozens of others from Seething and the surrounding small communities, have done much to keep memories of those horrible war days alive.

A visit to the much expanded Duxford Museum is on the list of places to visit during our 448th visit back to Norwich and Seething next July 29 - August 3. Our own Paul Homan has been working to line up our reunion in England. At this time, tentative plans are to arrive in London airports on Wednesday, July 29. On Thursday there will be an optional tour of the Cromer, North Sea area and Great Yarmouth (no more than six hours). A commercial shuttle into Norwich will be available every day we will be over there. Thursday evening will be "Pub Crawl" in Bungay. On Friday, we will bus to the American Cemetery at Cambridge, then to Duxford and return to Norwich. On Saturday we will have an optional 3-hour broads cruise on a Mississippi type riverboat, and that night we will have the banquet with our English family. We will spend Sunday at Seething with a 9:00 AM church service, wreath laying, open day festivities and the Mermaid. Monday will be departure day. Paul will be able to plan pre- or post-tours for you in the U.K. or the continent.

Pat Everson reports that the tower now has electricity and a generator is no longer required to give lights, etc. for visitors. Also, an addition has been made to the roof. Rails have been added to the top of the tower, and now it looks much like it did in WWII. Unfortunately,

the new roof will not tolerate any walking on it, so it will have to go without the radio tower, but I'm sure nostalgia will take over once you see the new rail addition.

Dick Wickham has resigned as chairman of Station 146, and Bob Marjoram, who you all know, is the new chairman, so it's in excellent hands. Pat Everson says that her husband, Ron, has to make a decision soon as to whether he will retire next March. His firm wants him to stay another year. Whatever decision he makes, we of the 448th wish him and Pat many, many happy days, which they have both earned.

One big way that we of the 448th can show our appreciation for all the wonderful things the people of Seething and the surrounding villages do for us is to join the "Station 146 Seething Tower Association." To join, just send your \$10 check to: Jim Turner, The Beeches, Brooke Road, Seething, Norwich, England NR15 1DJ. You'll enjoy their newsletter.

As reported in the last issue of the *Journal*, a sum of about \$12,000 is needed to establish a black marble memorial in the Memorial Gardens at the 8th AF Heritage Museum in Savannah, GA. I am pleased to announce that we presently have \$9,715.00 and need about \$1,300.00 more to get started on this beautiful monument to those of the 448th Bomb Group. Please help get this project on the way by sending your contribution to me, Cater Lee, P.O. Box 1850, Foley, AL 36536. Make your check out to "448th Granite Memorial." Let's leave something for our children and grandchildren to see. Please don't delay, as we want this memorial all completed and in place for our return to Savannah for our reunion there in the year 2000. Thank you very, very much.

Again, I would like to be told of any of our 448th veterans passing on so that we can add their names to our "448th Deceased Roster." Also, if you know of anyone in serious health, please let me know so that I can mention it in "The 448th Speaks," and their friends can call or write them to cheer them up.

If you happen to be in the Savannah, Georgia area, please make a point to go by and visit the beautiful 8th AF Heritage Museum. We think our group is second in contributions only to a B-17 outfit which has given over \$100,000. This was the group that Major General Lewis E. Lyle, the President of the Heritage Museum, was with in the 8th AF. The 448th to date has given \$66,630.00 and has a \$10,000.00 pledge also. Much more is needed, and I feel many of our 448th have for one reason or another postponed sending in their contributions. Let's make the 448th the number 1 contributor of all the B-24 groups of the 8th AF. Send your checks to me, made out to the "8th AF Heritage Museum." Thanks for reading, and good health! ■

44TH NEWS (continued from page 21)

site soon after the crash happened. He said that his father had salvaged several items which he had kept all these years at his home. He then asked Lois to come forward. He said he had an item that he wanted to give her, and he handed her a small box. When she opened it, she gasped and cried at the same moment, and then held it aloft for all to see. Unbelievably, it was a dog tag. When someone asked, "Your father's?" Lois could only nod her head "yes."

At that moment there was not a dry eye present — everyone was crying, overcome with emotion. This couldn't be happening — but it was! What a wonderful event for Lois, as here, finally, was a bit of her father, something of his she could call her own. How could anything have been more dramatic?

After that we visited Claude Monet's house and garden, and then continued on to Paris. When we arrived there we were given an extensive tour of that beautiful city. Then we had a free day in Paris before leaving the next day for Belgium. We had lunch in Bastogne and then went on to the Ardennes American Cemetery, where we were met by our friends from Belgium, Sophie and Luc Dewez, who then joined us for the evening. The next day we departed for home, visiting Brussels en route to the Calais/Dover ferry and then to London for overnight and then home."

→ → → →

Thank you, Will, for describing the experiences of that obviously super tour and the story of Lois Cianci's amazing good fortune. We are very happy for her.

Bob Dubowsky has asked that I correct the statement in the last issue of the *Journal* that stated he had been a prisoner of war. He was not. Bob was shot down but landed near Allied lines, which he managed to get to and evade capture.

Forrest Clark sends word that the display exhibit of the Norway mission is completed at the Mighty Eighth Air Force Heritage Museum near Savannah, Georgia. Dedication of the display was scheduled for 18 November 1997. Veterans of that mission were to be able to see it before dedication day with anyone able to see it after that time.

We were very saddened to learn of the death of Bobbie Griffin, wife of Goodman Griffin, in early September. Bobbie was a wonderful woman, whose quiet charm added so much to any gathering. She loved to attend our 44th Bomb Group and 2ADA get-togethers, and we always looked forward to being with her. We will dearly miss her. Our thoughts and prayers are with Griff at this time of his great loss. ■

Just the Bare Facts About Hedy Lamarr... But Is It Too Late?

BY LUDWIG SIEGELE, "DIE ZEIT" (LIBERAL WEEKLY), HAMBURG, APRIL 11, 1997
REPRINTED FROM WORLD PRESS REVIEW

The tale sounds like a Hollywood movie. A famous actress, known as the most beautiful woman in the world, encounters an avant-garde composer during World War II. Together the two invent a radio technology that, experts today say, will revolutionize telecommunications.

But the story is true, even if it did in fact happen in Hollywood. That is where Hedy Lamarr and George Antheil met in the early 1940s and invented a "secret communication system" that would allow torpedoes to be controlled by radio without being jammed. Their invention is used increasingly today: in cordless phones, cellular phones, and in transmitting data. For it is not only secure against interference, it also uses the broadcast spectrum more efficiently than other techniques. Many experts believe that it will eventually make unlimited frequencies available to broadcasters.

The invention had to wait a long time to be noticed. Lamarr and Antheil got their first official recognition when the Electric Frontier Foundation, an influential cyber-lobby, gave them its EFF Pioneer Award in March. The prize for technical innovation came too late for Antheil, who died in 1959. Hedy Lamarr, now 83, lives in retirement in Florida.

The story begins with Fritz Mandl, an Austrian who operated an exceptionally unscrupulous business selling arms after the first world war. Mandl also liked pretty women and noticed one in particular: Hedy Lamarr, or, as she was known at the time, Hedwig Kiesler. She was born in 1913 to a Viennese banker's family, and Mandl first saw her in *Ecstasy*, a Czech movie. In it she took a nude swim in a lake, apparently the first such scene in any film. It was her last scene of any kind for a long time. Mandl made her his property. He went to her parents and arranged their marriage, bought up every copy of the notorious film he could find, and shut up his 19-year-old bride in a golden cage. "I was sort of his slave," Lamarr said in a recent interview.

At her husband's numerous business dinners, Lamarr had to be present as a decorative wife. That was an educational experience, since everybody who was anybody in military technology in the 1930s showed up at the Mandls'. So Lamarr ended up with the equivalent of a degree in weapons development. But in 1937, after Mandl began to do more and more business with the Nazis she hated, she drugged her maid, climbed out the window, and headed for London. A bit later Louis



**LAMARR: NOT JUST ANOTHER
PRETTY FACE!**

B. Mayer, the founder of MGM Studios, lured her to Hollywood.

She played opposite Clark Gable, Spencer Tracy, and James Stewart. But that was not enough for this highly intelligent woman, who even as a child had been interested in technology. "Any woman can be dazzlingly beautiful," she once said. "All she has to do is keep her mouth shut and look dumb." What Lamarr wanted more than anything was to help her adopted country against the Nazis. The problem that most intrigued her was one that had come up at dinner at the Mandls': how to use radio to steer a torpedo while protecting the signals from enemy jamming.

At a Hollywood reception, she met George Antheil, an avant-garde composer from Paris who was writing film music. Antheil also was interested in mechanical problems, and the conversation soon turned to radio control. Lamarr explained her idea: Couldn't the control signal be made to shift, quickly and apparently at random, from frequency to frequency? If so, wouldn't it, despite jamming, arrive at the receiver mostly intact — so long as the transmitter and receiver could be made to shift from frequency to frequency simultaneously?

The idea of frequency hopping turned out to be quite effective. If one can divide a signal into small packets and send those packets out across a broad spectrum of frequencies, the chances are excellent that they will elude any jammer tuned to block any given frequency. What was missing was a method of synchronizing the transmitter and receiver. But Antheil had a solution ready for that. He had already

encountered a similar situation: How could he keep the 16 player pianos used in his most famous work — *Ballet Mecanique* — in time as they played together? Back then he had attempted to synchronize them using punched tape. Perhaps the transmitter and receiver of a torpedo control system could be similarly coupled.

In their patent, awarded in August, 1942, the origins of the invention are cited — a mistake, as Antheil also admitted. "The brass hats in Washington who examined our invention could only focus on two words: player piano. I heard them all say: 'My God, how are we going to fit a player piano into a torpedo?'" The military let the patent gather dust in their secret files.

Technology continued to advance, and in the Cuban missile crisis of 1962, the American forces did put frequency hopping into use, with mainframe computers to protect their communications from Soviet listeners. It took three decades more before fast microchips and digital signal processing made the technique ready for a mass market. Under the name Spread Spectrum, it was a way for mobile telephone transmitters to serve more customers.

In principle, such networks function like Antheil and Lamarr's torpedo control system: Instead of sending a signal on a single frequency, the transmitter sends it over hundreds of frequencies — not at random, but according to a code. The receiving phones know the code, too. Thus many phones in the same small area can all receive signals. Because each phone has its own code, they do not interact or disturb one another. But more importantly, the energy of the transmission is spread over the entire spectrum allocated to the company. This means it is "broader" and more tolerant of signals in nearby frequencies. As a result, one could open up frequencies that have until now been reserved for conventional transmitters to the new spread spectrum transmissions. This would mean considerably better exploitation of the electromagnetic spectrum.

Wherever the wireless future turns out to go, it will not matter to its early inventors. The Pentagon released all information on the idea after the patent itself had expired. Lamarr, who made her last movie in 1958, could have used the money. But with the EFF prize, she at least achieved a moral victory. Her comment: "It was about time."

Ed. Note: Because she was my pin-up! ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

Charles Alvis and William Ryan are among the newest members to join the 2ADA/492nd Bomb Group. They paid a visit to the 8th Air Force Heritage Museum in Savannah, and with the help of Mary Beth Barnard, Director of History and Archives, were put in touch with the 2ADA and the 492nd BG. We are very pleased to have them aboard.

Another new member, Robert Bradley, engineer, 857th Bomb Squadron, Crew #712 (Robertson Scott, pilot) sent me the following fascinating story:

ALAMOGORDO, NEW MEXICO

"Alamogordo, New Mexico was our bombing range training area. White Sands became famous for a much more important reason than that, as you well know. Our experience, however, was of a different nature.

"Dropping practice smoke bombs was intended to give the bombardiers and pilots experience in what was to be our future mission. What happened gave us training we were not expecting.

"At that time we were flying old B-24Ds which had a lot of use in Tonopah, Nevada before we got them. On this particular day we went through our usual routine, everything standard, and headed out for the White Sands target range. Everything was normal as I prepared to hang out through the open rear hatch, hand holding a camera to take pictures of our hits. Mabry, being our heaviest gunner, usually held my outstretched legs as I lay prone on the deck and extended half my body out of the hatch. I hadn't gotten to that point when all hell broke loose.

"Number two engine sounded as if it had exploded. Pieces of metal ripped through the airplane. Throttle response was weak and erratic. The bomb bay was a complete disaster; fuel and hydraulic fluid seemed to spray from everywhere. Our bomb load was still on the rack, and everyone was on the intercom wondering what hit us. A large chunk of something had entered the left side of the plane, rolled over the ball turret, brushed over the waist gunner's leg, and exited the other side of the plane having cut partially through the main spar.

"The fuel lines in the bomb bay were cut in several places. These lines are used to drain any water accumulated in the fuel tanks (part of all preflights). Hydraulic lines for landing gear and auxiliary hydraulic pump were severed and pumping fluid. So far, no fire.

"We still had power but no hydraulics. No

need for oxygen and apparently no oxygen leaks. Oil and oxygen are a deadly combination.

"Thanks to a very thorough training at the Consolidated Vultee School in San Diego, I was able to complete the emergency procedures almost without thinking.

"The first step was to shut off the fuel lines at the top of the drains, which stopped the fuel leaks. The hydraulic system was a total loss except for the two accumulators which maintain pressure for braking.

"I manually pushed out the nose wheel and secured the lock. Next, crank down the main gear. With a little help from Bundy, our navi-

"At that time we had no combat experience and could only imagine that this episode would be similar to what was ahead. Being just out of our teens, we could never know what really lay ahead."

gator, we got the main gear down and locked. The bomb doors were next, but the pilot, Bob Scott, did not want anyone in the bomb bay where the cranks were located and opted for the bombs to be released with the emergency release handle which was located on the throttle console. The copilot pulled the handle, which released the practice bombs but failed to open the doors. The falling bombs broke through one door, causing it to flap like a window shutter in a stiff wind. The flaps can be operated by a hand pump, but, of course our fluid was exhausted by that time, so no flaps for landing.

"One accumulator still had pressure. We made one circle of the tower and asked for emergency procedures. The tower called back, telling us that our bomb bay door was hanging open. We informed them that that was the least of our problems.

"Landing a B-24 without flaps is not an enjoyable experience for a pilot, but Scott handled it very well. The brakes could be applied only once. Pumping would use up all the accumulator pressure. Again the pilot did a masterful job.

"Upon inspection after landing, we discovered that we had blown the turbine on the supercharger; the waste gate, which controls the flow of exhaust gas over the turbine, had closed, causing the turbine to overspeed. The turbine is a wheel approximately a foot in diameter and contains perhaps one hundred buckets — I'm not at all sure how many — the overspeed caused these buckets to fly

out like pieces of flak. The center section, a steel wheel about the size of a frisbee, cut through the spar like a buzz saw.

"We started counting holes in the aircraft and stopped after it reached a hundred. At that time we had no combat experience and could only imagine that this episode would be similar to what was ahead.

"Being just out of our teens, we could never know what really lay ahead."

AIR MEDAL

Policy Governing Award of Air Medal to Repatriated Personnel, 29 January 1946, Air Force Policy: Regardless of missions flown, even if shot down on first mission, one is eligible. Anyone KIA, the family of the deceased veteran can submit a claim. If you are eligible, send request with supporting information — Missing Air Crew Report MACR # (we have most 492nd BG group or squadron reports of MIA) and a copy of your Honorable Discharge — Service Record to: Brig. Gen. Susan Pamer-

lean or Colonel Kenneth W. Fryman or Major Manuel A. Hildago, HQAFMPA/DPMAS, 550 C Street, West Ste 12, Randolph AFB, TX 78150-4714 (From the Swiss Internee, August, 1997) ■

PRESIDENT'S MESSAGE (continued)

By the time this *Journal* arrives at your house, it will be Thanksgiving time. ALSO in November, you will receive your notice for paying your 1998 dues from Evelyn Cohen, 2ADA Vice President Membership. Please pay promptly, and certainly by December 31st. Evelyn always has to send out a second reminder notice in February to those who have not yet paid their dues, and that really is a lot of unnecessary work. If everyone paid on time, she would not have to send out the second notice. Most of you have been members for a number of years; some have joined us recently. None of you should even think about dropping out. In the not-too-distant future, there will be no Second Air Division Association, so enjoy it while you can. The *Journal* is a reminder of the things you did in your youth, and it is good for your health to do that. Time is running out — we are all friends — let's stay together.

This was an announcement on an airport P.A.: "Would the person who lost their hearing aid come to the Northwest Airlines ticket counter?"

A Happy Thanksgiving Day, a Merry Christmas, and a Fantastic New Year! ■

The "Wright Side" of Kitty Hawk, or The Odyssey of the Flyer

BY DOUG MCINTYRE • REPRINTED WITH PERMISSION FROM "YANKEE WINGS" — YANKEE AIR FORCE

Every year millions of aviation enthusiasts make the pilgrimage to the Smithsonian Institution's National Air and Space Museum in Washington, D.C. There, gathered together in the "Milestones of Flight" exhibition hall are history's three most celebrated flying machines: the Apollo 11 command module that in 1969 carried Neil Armstrong, Edwin Aldrin, and Michael Collins to lunar orbit and back during the first mission to land men on the moon; the *Spirit of St. Louis*, piloted by Charles A. Lindbergh during his famous 1927 solo transatlantic flight; and in the center of it all, Wilbur and Orville Wright's 1903 "Flyer."

Although an obvious choice for this honor, the Flyer did not find a place among the nation's aviation icons until forty-five years after the Wright brothers made their first powered flight. By then, the fragile plane had endured virtual destruction on the sands of Kitty Hawk, a ten-year period of neglect, a catastrophic flood, two transatlantic voyages, and — during a twenty-year exile in England — the German bombing of London. The Flyer's odyssey is a sad tale of greed, petty jealousy, misplaced loyalty, and stubborn pride.

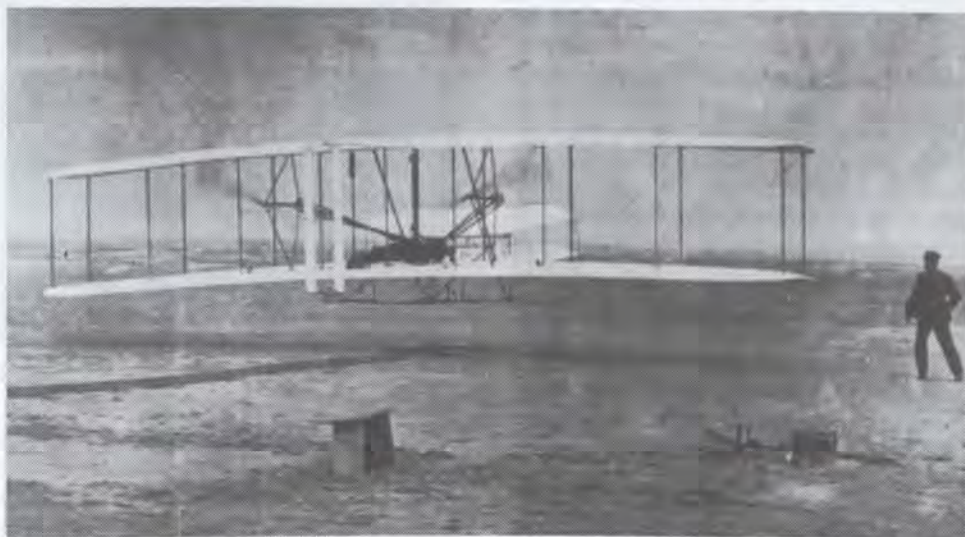
Soon after their fourth flight on the morning of December 17, 1903, Wilbur and Orville watched in dismay as a sudden gust of wind caught their Flyer and cartwheeled it down the beach. In seconds, the world's first successful airplane was reduced to a pile of rubble. With the machine wrecked, there was nothing left for the brothers to do but return home to Dayton.

At the end of each of the Wright's previous three seasons at Kitty Hawk, they had simply abandoned their experimental gliders. The thrifty local villagers had then stripped the craft of all usable material: wing fabric became clothing for children, ribs and spars fueled many a winter's fire.

This time, however, the brothers, recognizing the historical significance of their machine, carefully packed up the pieces and shipped them back to Dayton. There they stored the crates and barrels containing the Flyer in a shed behind the Wright Cycle Company to await a proper home.

To the Wrights, the prestigious Smithsonian Institution in Washington, D.C. was the obvious choice to house the world's first airplane. Thus, when in 1910 Smithsonian Secretary Charles D. Walcott requested one of their aircraft for display, Wilbur and Orville offered him the 1903 Flyer. But Walcott declined the Flyer, responding that he would prefer to have the later machine that Orville had demonstrated for the U.S. Army in 1908. Walcott's rejection surprised the brothers, but it would have shocked them had they known his motives.

The Wright's problems with America's premier museum had begun four years previously,



In what is probably the most famous aviation photo of all time, Orville Wright makes man's first powered and controlled flight at 10:35 AM, December 17, 1903, as Wilbur stands at right. (Smithsonian)

with the death of Walcott's predecessor, Samuel Pierpont Langley. A man of great integrity and reputation, Langley had actively supported aeronautical experimentation and been an early inspiration to the Wrights. It was to his office that Wilbur had written his first aviation-related letter.

When Dr. Langley's own flying machine, the "Aerodrome," plunged into the Potomac River only nine days before Wilbur and Orville flew successfully in 1903, he had to endure both the hoots of Congressmen upset over the loss of 50,000 tax dollars and the ridicule of cynical newspapers such as the *Washington Post*, which reported that his machine "slid into the water like a handful of mortar."

Langley's heart was broken by this cruel turn of events, and he died of a stroke three years later. Walcott, fiercely loyal to his mentor's memory, sought to salvage Langley's reputation. Unfortunately, this crusade set loose forces that would attack the Wrights' place in history, threaten their financial interests in court, stain their reputations in the press, and most tragically, cost Wilbur his life.

As pioneers in the art of flying, Wilbur and Orville had received broad interpretations of their patents from the U.S. courts. In essence, the brothers held a monopoly on human flight. However, a court ruling is only as good as your ability to enforce it. When it came to flying, that ability was severely limited. Nearly every week the Wrights received new reports of rival aviators infringing on their patented technology.

The theft of their intellectual property was morally offensive to the highly principled inventors. They felt that they had to stand up for what was rightly theirs; in the process, they would be defending the rights of all inventors.

Not everyone saw it this way. During the next several years, the Wrights would be accused of greed and be drawn into numerous

patent battles at home and abroad by those who sought to break the monopoly — even if history had to be rewritten to do it.

In the United States, the inventor's greatest challenge came from Glenn Hammond Curtiss. Like the Wrights, Curtiss was a self-educated bicycle maker. He also built and raced early motorcycles — acquiring skills that led him naturally to an interest in aviation.

Curtiss first flew in the primitive dirigibles of Thomas Baldwin, for whom he supplied motors. In 1907, dissatisfied with the slow and awkward airships, Curtiss accepted an invitation from Alexander Graham Bell to become chief engineer for the inventor's organization, the Aerial Experiment Association (AEA).

At his summer home in Nova Scotia, Bell was experimenting with multicell tetrahedral kites, hoping to apply that technology to the development of a practical flying machine. His work, however, seemed at a dead end. Curtiss suggested contacting the Wright brothers for help, and at his urging the association's secretary, Army Lieutenant Thomas Selfridge, wrote to the Wrights in January 1908, asking a series of specific questions about air pressure theory and construction techniques.

The brothers were willing to share their knowledge with scientists for research purposes. And, since Bell was known to be a man of high principle, Orville answered all of Selfridge's questions, referring him to the brothers' patents for additional information.

During 1908, Curtiss, under the AEA's auspices, built several aircraft and managed a series of flights near his home in Hammondsport, New York. On July 4 he achieved a triumph, flying the *June Bug* 5,360 feet to capture a trophy offered by the *Scientific American* for the first public flight in the United States over a one-kilometer straightaway course.

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"WRIGHT SIDE" (continued from page 25)

Soon after, Orville wrote to Curtiss pointing out features of the *June Bug* that were in violation of the Wrights' patents, reminding him that the assistance they had provided the AEA was for research purposes only. "We did not intend," he declared, "to give permission to use the patented features of our machines for exhibitions or in a commercial way."

Orville, as it turned out, had reason to be wary of Curtiss's intentions. Early in 1909 Curtiss withdrew from the AEA and obtained a charter from the State of New York to manufacture airplanes for commercial sale. On June 26 he sold his first plane for \$5,000. Wilbur and Orville — who had yet to complete the sale of a single aircraft — were furious. So was Alexander Bell, who wired Curtiss for an explanation. Curtiss, undeterred, pressed on with his plans, arranging to fly before five thousand paying spectators. (To add insult to injury, Curtiss' flights contributed to his receiving pilot's license #1 in June 1911. Orville and Wilbur had to settle for #4 and #5, respectively.)

The Wrights had had enough. The "Patent Wars" began.

The case of *Wright v. Curtiss* dragged through the courts for years. Wilbur and Orville traveled the country testifying and giving depositions. The work was exhausting, often requiring the brothers to teach the basic principles of aeronautics to judges who had never even seen an airplane.

During a 1912 trip to Boston to testify against Curtiss, Wilbur ate contaminated shellfish, from which he contracted typhoid fever. He died a few weeks later in Dayton. Orville now added the death of his beloved brother to the many other ills brought on by Curtiss's "impudence." He would continue the fight alone, more determined than ever.

Eighteen months after Wilbur's death, the U.S. Circuit Court of Appeals ruled in Orville's favor. Curtiss was ordered to stop using the Wright's patented technology — which in effect meant that he was grounded. But unable to accept this defeat, Curtiss regrouped and developed a new strategy.

As long as the courts accepted the Wright Flyer as the world's first airplane, the brothers would have the rights conferred by priority. But if Curtiss could prove that *another* airplane had flown before December 17, 1903, or at least had been *capable* of flying by that time, the Wright patents would be greatly diminished. With this in mind, Curtiss contacted Charles Walcott at the Smithsonian, requesting the loan of what was left of Dr. Langley's Aerodrome.

Langley had gone to his grave believing that his machine failed because of a flaw in the launching system. But the Wrights — and virtually everyone who has studied the Aerodrome since — concluded that the crash was due to structural failure resulting from faulty design. When Curtiss offered to rebuild the Aerodrome and test-fly it, with the proclaimed intent of vindicating Langley, Walcott eagerly agreed. He was willing to cooperate in any



Wilbur Wright in the grounded Flyer after the first — unsuccessful — attempt at flight on December 14, 1903. (Smithsonian)

endeavor that would restore his predecessor's reputation. What went unspoken was the enormous financial reward Curtiss stood to reap if the courts accepted this demonstration as proof of Langley's priority over the Wrights.

At his factory in Hammondsport, Curtiss rebuilt the Aerodrome, making dozens of design and material changes. He re-braced the wings (which had completely collapsed on Langley) and substituted a state-of-the-art engine for the original. With these alterations, Curtiss succeeded in making several short flights across Keuka Lake near Hammondsport, securing photographs of the Aerodrome a few feet above the water. He then removed the new engine, restored the Aerodrome to its original configuration, and returned it to the Smithsonian.

Albert Zahm, the head of the Smithsonian's Langley Laboratory and a witness for Curtiss against the Wrights' patent claim, had been named by Walcott to observe Curtiss's tests of the Aerodrome. In the 1914 *Smithsonian Annual Report*, Zahm claimed that the Langley machine had been tested "without modification." The 1915 *Report* went even further, declaring that the "tests thus far made have shown that former Secretary Langley had succeeded in building the first aeroplane capable of sustained and free flight with a man." The Smithsonian placed the restored Aerodrome on display in the Arts and Industries Building with a label noting that it was "the first man-carrying aeroplane in the history of the world capable of sustained free flight."

Orville was irate. This willful distortion of the truth by a major repository of historical artifacts represented the greatest threat to the Wright brothers' place in history. If the Smithsonian did not believe them, would not other revisionists find it easy to create their own versions of the airplane's birth? Orville tried valiantly but unsuccessfully to get the Smithsonian to retract the deliberate falsehoods its officers had promulgated.

Meanwhile, through these years of controversy, the 1903 Wright Flyer, still packed in the crates and barrels in which it had been shipped back from Kitty Hawk, remained unceremoniously stored in a shed behind the bicycle shop.

In 1913, in a natural disaster of titanic proportions, the Miami River overflowed its banks and killed more than three hundred people. West Dayton, where the Wright ship was located, was particularly hard hit. Flood waters submerged the Flyer for three days and threatened many of the brothers' papers and previous photographs, including the immortal photograph (see page 25).

Miraculously, the Flyer was not badly damaged, and virtually all of the photographs and papers were saved. This close brush with catastrophe heightened Orville's desire to find a safe and proper home for the Kitty Hawk airplane.

With the Smithsonian no longer an option, Orville entertained offers from other institutions. The reassembled Flyer became a gypsy, appearing briefly at the Massachusetts Institute of Technology, the Pan-American Exhibition in New York, and in a shed at the Wrights' flying field in Dayton. (The original Wright engine also went to New York, where the crankshaft was stolen.)

Then in 1928, in a masterstroke of strategy, Orville sent the Wright Flyer abroad to the Museum of Science in London. When the American press reacted with shock and dismay, he published his rationale: "I believe that my course in sending the Kitty Hawk machine to a foreign museum is the only way of correcting the history of the flying machine, which by false and misleading statements has been perverted by the Smithsonian Institution . . . With this machine in any American museum the national pride would be satisfied; nothing further would be done and the Smithsonian would continue its propaganda. In a foreign museum this machine will be a constant reminder of the reasons for its being there, and after the people and petty jealousies of this day are gone, the historians of the future may examine the evidence impartially and make history accord with it. Your regret that this old machine must leave the country can hardly be so great as my own."

During the next decade, men of good will from all quarters attempted to resolve this ugly quarrel. However, the Smithsonian's leader-

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"WRIGHT SIDE" (continued from page 26) ship proved as stubborn and strongwilled as Orville. Following Walcott's death in 1927, the Smithsonian Board of Regents and the institution's new secretary, Charles Abbot, did take some steps toward solving the problem. These half-hearted efforts, however, in no way appeased the surviving Wright.

Charles Lindbergh made repeated efforts to get the Smithsonian to retract its earlier claims on Langley's behalf, but Orville would not endorse the sanitized versions presented for his approval. He made it clear that he would accept only a full accounting of how Curtiss had altered the Langley machine prior to the 1914 tests. And, he wanted such a retraction published with the same fanfare that had accompanied the original lie. Reflecting on Orville's position, Lindbergh wrote in his diary: "I don't blame him much . . . he has encountered the narrow-mindedness of science and the dishonesty of commerce."

The normally press-shy Orville could be loquacious on the subject of the Wright Flyer's exile. "I had thought," he wrote, "that truth must eventually prevail, but I have found that silent truth cannot withstand error aided by continual propaganda."

As the Wright Flyer remained in England throughout the 1930s and early '40s, public sentiment finally began to turn in Orville's favor. Hundreds of magazines and newspapers urged the plane's return to the United States, with the writers portraying Orville as a wronged inventor fighting selfish and corrupt bureaucrats.

During the London blitz of 1940-41, the Flyer was exposed to nightly German bombing raids. The irony of this could not have been lost on Orville, who had once believed the airplane would mean the end of the war. Fortunately the British took extraordinary care of the historic machine and it survived undamaged. Orville, on the other hand, was now growing old.

A breakthrough in the bitter dispute between Orville and the Smithsonian finally came through the intervention of Fred Kelly, a writer and acquaintance of the inventor. For many years publishers had tried to get Orville to write his autobiography. He resisted these offers, but when Kelly asked permission to write an authorized biography, Orville couldn't turn down his old friend.

During preparation of the manuscript, however, Orville got cold feet and tried to kill the project. Kelly, desperate to save it, determined to end the Smithsonian feud and thus make Orville so indebted to him that he would allow the book to go forward.

By this time Charles Abbot had become weary of the feud, which had brought continuing embarrassment to the Smithsonian. Eagerly accepting Kelly's offer to negotiate a settlement, Abbot drafted a report based on his advice and sent it to Orville for his approval. Smithsonian Special Publication #3699, entitled *The 1914 Test of the Langley Aerodrome*, met all of Orville's criteria.

Published on October 24, 1942, this eight-page pamphlet offered a complete list of the

changes that Curtiss had made to Langley's machine. The pamphlet ended with an appeal from Abbot, who noted that "if the publication of this paper should clear the way for Dr. Wright to bring back to America the Kitty Hawk machine . . . it will be a source of profound and enduring gratification to his countrymen everywhere. Should he decide to deposit the plane in the United States National Museum (the Smithsonian) it would be given the highest place of honor, which is its due."

On December 8, 1943, Orville — satisfied at last — wrote to the Museum of Science, notifying its director that he wished the Flyer returned after the war. But as it turned out, the Smithsonian was not yet out of the woods. Orville planned to announce his decision in the presence of President Franklin Roosevelt the following week, during a special dinner celebrating the fortieth anniversary of flight. But when Roosevelt failed to appear at the dinner, Orville remained silent. As far as the Smithsonian — or anyone else in the United States — knew, the Kitty Hawk Flyer was destined to remain in England.

According to the provisions of Orville's will, if he did not recall the Wright Flyer during his lifetime, the world's first airplane would become the property of the Museum of Science. Orville was in the process of writing a new will leaving the Flyer to the Smithsonian when he died in January 1948.

Following Wright's death, the question on everyone's lips was: "Did Orville recall the airplane?" The person who knew the most about Orville's day-to-day affairs was his secretary of thirty-five years, Mabel Beck, who had zealously guarded her beloved boss.

Miss Beck was prickly, hard to deal with, and universally disliked by Orv's friends and family. When the co-executor of Orville's estate, Harold Miller, asked her if the inventor had written a letter recalling the Wright Flyer, Mabel acknowledged that he had, but she refused to produce it. Only after repeated threats

of legal action did she finally relent and turn over a copy of the letter.

When the letter's contents were revealed, a collective sigh of relief could be heard in the halls of the Smithsonian, which quickly purchased the Flyer from the Wright family for one dollar. At last the Kitty Hawk Flyer could come home.

"Operation Homecoming" began with the ocean liner *Mauretania*, carrying the Flyer, sailing from England in November 1948. A dock workers' strike in New York forced the ship to detour to Halifax, Nova Scotia; from there the Flyer completed its voyage aboard the aircraft carrier *USS Palau*. The final leg of the journey took it by truck from Bayonne, New Jersey to Washington.

On December 17, 1948, several hundred guests gathered beneath the 1903 Flyer in the Smithsonian's Arts and Industries Building to celebrate its long-overdue installation among America's national treasures. Suspended twenty feet above the floor, the fragile craft hung ten feet higher than it had flown during its four short hops at Kitty Hawk forty-five years before.

In the years since, the Flyer has undergone several restorations, and in 1976 it was moved to its current place of honor in the National Air and Space Museum.

When Neil Armstrong stepped onto the surface of the moon in July 1969, the astronaut carried with him a small fragment of the Flyer's original wing fabric and a piece of wood from one of its propellers. As we look at the painstakingly restored Wright Flyer today, gleaming in the sunlight that illuminates the museum's main exhibition hall, the graceful assemblage of wood, canvas, and wire resembles a work of art more than a machine. It is staggering to think it took less than sixty-six years — one short lifetime — for Wilbur and Orville's frail Flyer to travel from Kitty Hawk to the moon. ■



Samuel Langley's full-sized Aerodrome on its launcher atop a houseboat in the Potomac River in the fall of 1903. (National Archives)

We are sorry to note that there were no essay contest entries this year! With your help and encouragement let's make a gigantic effort to get those grandchildren to write an essay next year. There are three levels of competition — Grades 4-6, Grades 7-9, and Grades 10-12. The contest is open in the grade levels specified above to all descendants of 2ADA veterans and fallen comrades.

There is a first, second, and third place award at each level. First place winners will receive savings bonds as follows: Grades 4-6: \$50, Grades 7-9: \$75, and Grades 10-12: \$100. All recipients will receive a medal.

The February 1997 issue of the *Heritage Herald* has complete contest instructions. If you do not have a copy, please contact either Kathy Jackson, Vice President Communications, at 1027 Keeler Street, Maumee, OH 43537, or Craig Beasley, 3459 Celebration Drive, West Valley City, Utah 84128.

The Heritage League will be 11 years old in 1998. Our reunion will be held in conjunction with the 2ADA's 50th anniversary at the Oak Brook Hills Resort in Illinois, May 22-25, 1998. The League will meet on Sunday, May 25 following breakfast between 8:30 and 9:30 AM prior to the 2ADA business meeting. Hopefully we will be able to honor essay contest winners next year. If you are interested in



being a participant in the candle-lighting ceremony during the Heritage League meeting, please contact Craig Beasley.

Visit the Heritage League's Web Page on the Internet. It has been created by Jessica Zobac. The address is: <http://viking.augustana.edu/~jessica-zobac/heritage>.

The Heritage League is eager to document your veteran's information into the Eighth Air Force Heritage Museum Archival Database. A sample set of questions and a form to record this information was printed in the August, 1997 *Heritage Herald*. When completed the form should be sent to: 8AFHM Archives, P.O. Box 1992, Savannah, Georgia 31402. We need volunteers at the reunion to help with interviews of 2nd Air Division veterans. Again, please contact me if you can volunteer for

this worthwhile project.

Kudos to Earl Wassom, 2ADA Liaison to the Heritage League. Earl has been working on placement of a League member on every 2ADA committee. If you are interested in being involved with this magnificent organization, please send me your name, address, and phone number.

The holidays are just around the corner. Billy Sheely Johnson still has some prints of "Liberty's Light Restored," a lithograph by the artist Paul R. Jones, at \$50 a print. A portion of every sale will go to the Heritage League. Billy's address is: 600 Sandhurst Drive, Petersburg, VA 23805. Makes a great gift!

The *Heritage Herald* welcomes articles and pictures. Please send items of interest about members of the League or of a historic nature to Kathy Jackson, 1027 Keeler Street, Maumee, OH 43537, or e-mail:

kjackso@pop3.utoledo.edu

I now have a fax. The number is the same as my home phone, but you can fax a document directly to me without having to forewarn me. The answering machine gives clear instructions about the FAX. I hope to hear from you.

Happy Holidays to everyone. And remember, a membership in the Heritage League makes a nice gift too! ■

2nd Air Division Association New Members

Headquarters

Clifford A. Bertagnoli

44th BG

Thomas H. Elmore

Lewis Karstadt

Robert A. Viau

Richard E. Butler (AM)

Ruth Lawson (AM)

Sue Johnson Vandenberg (AM)

56th FG

Richard T. Warboys

93rd BG

Thomas H. Jackson, Jr.

John N. Romano

James J. Treacy

Robert P. Boersma (AM)

389th BG

William E. Failing

Dan Geller

Leslie C. Jantz

David C. Leggett

Malcolm L. O'Neale, Jr.

Robert A. Scott

Douglas W. Billings (AM)

Ronald Brooks (AM)

392nd BG

Milan R. Matyeka

John P. Rumancik

Ruth M. Powers (AM)

Joseph R. Welch-Snopek (AM)

445th BG

Walter J. Barkkrow

Peter S. Belitsos

Kenneth Brass

Donald W. Stenzel

Kitty M. Shore (AM)

446th BG

Wayne O. Fox

448th BG

Anthony Buscetta

William I. Hall

Julius Kopec

Jack C. Miller

Patrick W. Malik (AM)

453rd BG

Robert L. Anderson

William E. Hailey

Michael Pastelak

458th BG

William J. Brewster

Richard D. Cramer (466th)

John E. Gallagher

Irving Goldman

Harold J. Johnston

William D. Kelly

John P. Klein

Kenneth W. Lehn

Mike Mitchell

Michael J. Hall (AM)

Carol Cook Horton (AM)

Howard J. Mondry (AM)

466th BG

Alfred J. Wilson

Fred E. Coon (AM)

Irene A. Horan (AM)

Florence A. O'Carroll (AM)

James Regan (AM)

Jean M. Saltarelli (AM)

467th BG

Richard R. King

Gordon F. Law (389th)

George M. Leasure

Aaron Oken

Jay S. Young

489th BG

Neville Dortch

Robert L. Shipley

491st BG

Edith Voorhees (AM)

492nd BG

Charles Alvis

Clinton H. Gentry

John L. Moore

SM

Dr. John Alban

William W. Fraser

Sandy Greenberg

John Marsh

Andy Wilson

George F. Wright

489TH NOTES

BY
JAMES M. DAVIS

There have been some questions lately about what happened to the 489th Bomb Group after it returned to the United States in December 1944. After we had our thirty-day leave, the combat crews reported to Topeka, Kansas. I believe the ground personnel reported to Lincoln, Nebraska. None of us had any idea what we would be assigned to do.

After a few days at Topeka, the air crews were put on a train and sent to Davis-Monthan Field in Tucson, Arizona. Rumors were plentiful about what we would do from there. One of the most widely circulated rumors was that we would pick up new B-24s in Tucson and fly to Hickham Field in Hawaii and fly submarine patrol from there. Perhaps that was someone's dream, but it didn't sound bad. We arrived at Davis-Monthan and discovered there were no new B-24s waiting for us — just some war-weary old Liberators.

It was February and most of us had not flown since November. In order to collect our flight pay, we had to get in twelve hours of flying. We took turns flying the old Libs. It was fun, for we could choose where we wanted to fly. Since most of my crew had never seen the Grand Canyon, we decided we would take a flight down the canyon.

Finally we were told we would be converted to a B-29 group. The pilots and co-pilots would be sent to Maxwell AFB in Montgomery, Alabama for B-29 transition. The other crew members would be sent to their respective schools for B-29 training. After our specialized training we would again return to Tucson to proceed with phase training. Not all of the crews or individual members were new. After completing phase training we were told we would meet in Fairmont, Nebraska to pick up our new B-29s and prepare for our overseas assignment. Before leaving Tucson once again they separated some of our crews from the 489th BG. The crews that were assigned to Fairmont, Nebraska sure did look different from the crews that returned from England.

After a few days in transit we reported to Fairmont. After a few days of flying and being assigned all our necessary equipment, we were told that we would report for briefing and departure early the next morning. My wife, Jean, and I decided it would be best if she caught a 10:00 PM bus that night rather than having to catch a bus the next day after I left. Golly, I hated to say goodbye to her

again, knowing it would be many months at best before I would see her, and maybe never. We had gone through this same type of departure about sixteen months before in Topeka as I left for my tour in Europe.

Early the next morning we reported for briefing. They told us we would depart later that morning for Travis AFB in California, and from there would go to Hickham Field in Hawaii, then to Guam, and finally to Okinawa. They had just captured Okinawa and they were preparing an air base for us. We would be the first combat group to fly from Okinawa.

After briefing we checked our planes and taxied out for takeoff. For some reason we were held up. Finally they asked that we return to our parking spaces and report to Operations. We were told they had received word that a typhoon had struck Okinawa and had seriously damaged our base. We were to stay in Fairmont until repairs were made.

The first thing that crossed my mind was that Jean was halfway home by then. The days and weeks passed, and we continued to fly practice missions. During this delay, the atomic bombs were dropped, and the war ended. Our overseas orders were cancelled and the 489th BG was disbanded.

I have received some calls about the 489th BG reunion next April 1-5, 1998, in Savannah, Georgia. If you would like to attend and need some information, please contact Mrs. Gini Belward, 5708 Sandpipers Drive, Lakeland, FL 33809. She may also be reached by telephone at 941-853-5157.

On second thought, logic would tell you that it would be impossible to fly a nine-hour combat mission over Germany in a B-24 in temperatures of 50 to 60 below zero, flying off the left wing in a tail end element. If you could, the reward would be to live another day and do it all over again. ■

Second Air Division Association Annual Financial Statement

BEGINNING BALANCE, JULY 1, 1996		\$261,812.63
Income		
Membership Dues	\$100,109.00	
Convention Receipts	\$3,236.50	
Other	\$10,910.77	
Total Operating Income		\$114,256.27
Expenses (excluding donations)		
Journal & Related Expenses	\$54,166.13	
Operating & Administrative	\$81,687.44	
Total Operating Expenses		\$135,853.57
Net Income (after expenses)		(\$21,597.30)
Donation Receipts (7-1-96 - 6-30-97)		
Memorial Library	\$35,095.00	
8th AF Heritage Museum	\$17,273.00	
Total Donations Received		\$52,368.00
Donations Disbursed (7-1-96 - 6-30-97)		
Memorial Library	\$35,095.00	
8th AF Heritage Museum	\$5,000.00	
Total Donations Disbursed		\$40,095.00
Net Donations		\$12,273.00
ENDING BALANCE, JUNE 30, 1997		\$252,488.33

Elwood W. Nothstein, Treasurer

This report has been condensed to conserve space for other items of interest. For a more detailed report, write to the Treasurer at his address on page 2 of this Journal.



BY FRED DALE

Recently I received a letter from Kitty M. Shore, widow of 1st Lt. Jennis (Jack) M. Strickland. She is trying to find out information about his last mission, on which he was killed. He was the lead pilot of the lead crew, with Lt. Col. Carl Fleming, Jr. as co-pilot. Lt. Strickland was in England assigned to the 445th BG from September 1944 until March 1945 in the 700th Squadron and transferred to the 701st just prior to his death.

The mission is described by Rudolph Birsic in his book *The History of the 445th Bombardment Group (H)*:

"About 8 PM on Thursday, March 22, we received a secret teletype message restricting our base until further notice, effective at noon on the 23rd. The entire wing was affected. As usual, this started a new run of the most fantastic rumors. By the morning of the 23rd, it was definite that our restriction was operational. Early in the evening, under Top Secret classification, documents were delivered to the Group Adjutant for delivery to the proper sections, amplifying previous instructions for the mission in the morning. Our group was to participate with several other groups in aiding

the Allied crossing of the Rhine in the Wesel area. Our assignment was to drop supplies to airborne troops, and the mission was destined to be especially hazardous, since it was to be flown at an altitude of only 400 feet.

"A total of 27 ships participated in the mission, and as a result of intense ground fire we lost two ships and crews. Lt. Col. Fleming, our Deputy Commander, was killed in action that day. In addition, the group also dispatched a second mission of eleven ships in the afternoon. The force attacked Stormede Airfield with good results, and all ships and crews returned safely."

Strickland's widow has been trying to gather more information about him but has had little success. If anyone remembers Lt. Strickland or was on the Wesel mission, please contact Kitty M. Shore, 3812 Williams Lane, Chevy Chase, MD 20815, phone (301) 656-7058.

I also have a letter from Richard F. Gelvin, who was a lead navigator in the 700th Squadron in 1944, inquiring about several things. He said that I gave him 10 1/2 hours of link trainer time, and in fact it became a matter of record on his Form 5. I do remember him, and

it was good to hear from him. He is attempting to put together a computer format on ground personnel who were in the 700th, 701st, 702nd, and 703rd Bomb Squadrons, as well as the 390th Service Squadron, Headquarters of a Service Group, Chemical Company, Ordnance Company, half a Guard Squadron, a Fire Fighting Platoon, and a Station Complement Squadron that made up 25% of Tibenham's base strength. The 390th Service Squadron later became the 53rd Service Squadron.

The AAF Station 124 Organizational Chart dated October, 1944 showed the 53rd Service Squadron as the Sub Depot Squadron commanded by Lt. Col. Campbell and divided into two parts: Supply under Captain Cooney, and Engineering under Major Harding. Some 2ADA members were in the Service Squadron — Carl G. Rambo was Adjutant and Junior Aughenbaugh was in Supply. Maybe Rambo and Aughenbaugh can co-author an article on the Service Squadron and what it did on the base at Tibenham.

Several inquiries have been received about the picture of the Station 124 Tibenham Football Team. The names and home addresses of team members were given but no names were applied to the team members in the picture. Can anyone do this? S/Sgt. Jess C. Gilbert lives in Sicily Island, Louisiana. He was a state representative and a state senator in Louisiana. Both S/Sgt. Gilbert and T/Sgt. Leo Krotoszynski were in the 53rd Service Squadron. ■

392ND B.G. (continued from page 20)
into the indefinite future.

As for the dedication program, we found it satisfying. The Queen said some nice things. We appreciated her using the term "30,000 Americans lost their lives in the war," I, for one, detest the term "gave" their lives. That's a politician's term. Very few men in history gave their lives, and I have never known any of them. General Ramsay Potts, God bless him, made some good remarks about the veterans, and had it not been for him, no Second Air Division groups would have been mentioned. Regardless, the program was well done and it was of proper duration. As it should be, the elite made their initial tour of the building, but we believe most had had enough by closing time.

Now, back to the fractious remarks. We believe that we have given due thanks, consideration, and all due respect to those who made the American Air Museum a reality. Having said that, I am obliged to express my negative opinions in consideration of our Second Air Division members, and there are many who agree with me. There is little doubt that Mr. Ted Inman and his troop have done all possible to obtain a B-24 for the museum. However, it has been too little and too late. We now know how our Vietnam vets felt when they came home with no appreciation. Every

B-24 vet there must have been crestfallen when he saw the pathetic exhibit of that nose section of a B-24E which represented our Second Air Division efforts in defeating Hitler and defending the British nation. One would think we may have contributed to the prolonging of the war. Seems to us that a cardboard replica of the B-24 with gear, propellers, wings, and tail section would have been more representative. You don't want to see it, but what we have there is a nose section of an old B-24E sitting flat on the concrete with no nose gear, or gear of any sort, for that matter. It extends just back of the radio operator's station. No engines; no wings; no waist guns; no nothing. Further, the nose art is an example on which no GI painter would have ever put his name. Who ever heard of "Fightin Sam," an emaciated caricature of our Uncle Sam? We consider the name a poor choice; the B-24 should have a name which denotes not only enhanced strength, but a machine which came on to totally eradicate the Axis. Happily, there is optimism that through the Air Force and the Ford Company, a real B-24 will be obtained. We certainly hope so. As was said there, "It will never be a complete American Air Museum until a B-24 is there in place."

One more "bitch" while we are at it: Several days later, we returned to the museum to take a more leisurely look, as well as to visit the

ground war museum. We visited the PX in hangar #1 just before leaving with the thought in mind that we might find some B-24 souvenirs and/or books. Would you believe we found not one book or any souvenir there which would even indicate that the B-24 or the 2AD had ever been in Britain? Of course, there were volumes on the B-17 and other planes. I couldn't believe it, so before writing this article, we got a friend to return to the museum to make sure we were right. Not likely that our display of displeasure had any bearing on the matter, but our friend found that a book by Martin Bowman on the B-24 had been added. Also, a model kit, a few B-24 lapel pins, and posters of fourteen aircraft, which I believe could have been of the Second Air Division, were there. He said that the 392nd BG plane on the poster was named "Haze." Why or what, we are a lot more satisfied since receiving our friend's report. It has always seemed that there is an unwritten law that the B-24 or the Second Air Division would not be mentioned south of mid-Suffolk County. Perhaps someone will explain that to me. I hope they will.

We close on an upbeat note. We have word that Myron and Blanche Keilman are having an enjoyable summer in Montana. So, good night, Bill McGinley, wherever you are.

E-mail me at: Bomberb24@aol.com ■

Attlebridge Tales



by Jim Lorenz

466TH BOMB GROUP MEMORIAL

In June of 1992, a beautiful marble memorial was unveiled in memory of the members of the 466th Bomb Group, 2nd Air Division, 8th Air Force who served their country flying from Attlebridge Airfield. Situated on Weston Green Road, Weston Longville, just off the end of our main runway, the memorial was dedicated by the Rev. Paul Illingworth, pastor of the Weston-Longville Church. It was agreed that we would place a wreath of flowers at the memorial every Memorial Day and Veterans Day, with the cost being shared by the 2nd Air Division Association, the 466th Bomb Group and the 466th Bomb Group Association. We, of course, cannot be in England very often to conduct these services. Thus, in our absence, Rev. Illingworth and F. Digby Horner of the British Legion do us the honor of conducting a "Laying of the Wreath" service, usually attended by 10-12 local residents. A recent letter from Mr. Horner to Earl Wassom included a photo from their Memorial Day 1997 service. A second photo shows some of the 466th Bomb Group members at the Memorial Day, 1995 Laying of the Wreath, as part of the 50th anniversary of VE Day.

As the airfield is located in the village area of Weston-Longville — did you ever wonder why it was called Attlebridge Airfield? In looking through some historical reports, it was noted that in WWII, when an invasion threat was very real, all the directional road signs and village name signs were removed. Thus, our base was named for the closest railway station — Attlebridge. At least, it does sound reasonable.

SPECIAL ENDOWMENT FUND FOR BOOKS

Several years ago this program was started to provide the opportunity for any member or group to contribute a minimum of \$1000 for a permanent memorial to the honoree of his choice. The interest from this investment was to be used only for the purchase of books in perpetuity for the 2AD Memorial.

In recent years as the sum total of these individual endowments grew, it became our goal to reach a sum of £100,000 with the thought that the projected income of £7000 annually would go a long way to purchase the required number of books each year to maintain a fresh, up-to-date stock without any further funds needed from the Memorial Trust capital funds.

Our representative to the Memorial Trust Board of Governors, Bud Koorndyk, reports



May 1995: 466th Bomb Group veterans at the Memorial Day "Laying of a Wreath" at the 466th BG Memorial at Attlebridge Airfield, Norwich. PHOTO BY MARY LORENZ



May 1997: "Laying of a Wreath" Memorial Day service provided at the 466th BG Memorial by Rev. Paul Illingworth, pastor of the Weston-Longville Church, and F. Digby Horner, British Legion, at Attlebridge airfield site. PHOTO BY F.D. HORNER

that some £71,350 had been contributed as of June, 1997 and this fund also had a nice investment appreciation so far this year. The 2nd Air Division units were each asked to contribute a minimum of \$1,000 in order to reach the goal and to have their units named on the bookplates of the purchases. In this year's report, it was noted that some units, including the 466th, had not yet contributed. The reason is simple — our current bank account is a little over \$600. Our normal expenses run around \$200 per year. We have no 466th dues and do not plan for any; all our contributions are voluntary. Our only fundraiser, at our annual 2ADA meeting, is the Bostwick raffle; it is a lot of fun for the 40-50 members present and raises around \$100-\$150.

I would like to have our group help complete this fund. This one time only, I would like to suggest that we each send a small amount (say \$5) for this specific use to our treasurer, Stanley Mohr, 52 Gaddis Drive, Ft. Thomas, KY 41075. Thanks — in advance.

MEMORABILIA

The 2ADA historian, Ray Strong, notes that our Memorial Room (and the 8th AF Heritage Museum) still need copies of orders, citations — good or bad, photos (with people identified), audio or video tapes of your experiences or any other paper memorabilia. Just send a letter first detailing what you have. They will reply indicating which items they would like you to send.

(continued on page 38)

I hope that you are as excited and pleased as I am with the news about the new library in Norwich. This new building, costing £60 million (that's \$100 million) will be the finest, largest, and equipped with the most modern technology of any library in the United Kingdom and possibly in all of Europe. I trust that you noticed the sketch on page 23 of the Fall issue of the *Journal* and the prime location of the 2nd Air Division Memorial Library on the main floor. Our space will be twice the size of the Memorial Room that burned, and it had been enlarged from its original size. And it will include the old water garden and fountain with stones from every state just outside the windows. This Memorial Library, with its Roll of Honor and dedicated to the 6700 men we lost in combat, is like no other memorial that we are aware of. And it is also a very important and useful part of the library that serves all of East Anglia, the colleges and schools in the area, and those who are doing research about the 8th Air Force in WWII. We should all be proud of this unique memorial. I hope that we can add additional funds to the funds already in trust to support the daily operation of our Memorial Library, provide for its staff, enable it to buy new books, to keep it up to date with modern technology, and to ensure that the separate fund for the purpose of keeping an American 2ADA Fulbright librarian on duty in our Memorial Room is adequate. All of these funds need to be increased to ensure that they will be adequate to cover the costs of inflation certain to come in the future. We also need to add more of our memorabilia and archival material to the library to make the collection more complete. If you have items that you think might be useful (primarily paper items, diaries, photographs, etc.), contact the library staff before you send it over to them.

Again I am including in my column information from some of our members about their experiences at Division Headquarters and after they returned to the U.S. The first one for this issue is from **LUTHER E. CLOXTON**, who served in the Armament Section. He says:

"Most of my time in the ETO was spent with the 389th and 44th Bomb Groups, until I accepted the job at 2AD as Assistant Division Armament Officer. It was the responsibility of the 2AD Armament Section to keep in touch with the various bomb groups of 2AD, and to assist them in solving problems with turrets, guns, bomb racks, and armament equipment in general. The combat crews learned first-hand about defects and shortcomings in the armament equipment, and it was our job to help the Group Armament Sections in devising improvements and solutions to problems that had developed. Since I was Armament Officer in both the 389th and the 44th, I had some experience with the kinds of problems these sections and the air crews were faced with, and it was in this area that my humble efforts were directed.

DIVISION

HQ

BY RAY STRONG

"My experiences were not nearly as dangerous or memorable as those of the combat crews. However, I did go to North Africa with the 389th Bomb Group as a member of a skeleton force of maintenance personnel. Our B-24s bombed targets in and around Italy at the time of the Italian landings and we were stationed at a desert base outside the city of Tunis, as guests of a B-17 group permanently stationed there. The 17s and 24s flew bombing missions on alternate days. We lived in tents in a vast expanse of sand. After about a month, the group returned to England. Because about five planes had been lost in combat there was insufficient room in the remaining aircraft for all personnel to return to England in B-24s. Some of us stayed behind to await transportation via transport planes. Meanwhile, I was saddened to learn that a fellow armament officer, Cecil Schrader, was among those killed when the B-24 in which he was returning to England crashed outside Marakech, French Morocco. We were happy to return to England after this African adventure. That had to be my most memorable experience of the war.

"After the war, I returned to work at the insurance company where I had previously been employed. I spent 45 years with the same company up to the time of my retirement in 1982. Over the years, I worked in many phases of the insurance business, including underwriting, claims, and administration, and retired as a vice president. My wife, Betty, and I have been married for 51 years. We are lifelong residents of Rhode Island, and have three daughters and eight grandchildren. Fishing, vegetable gardening, travel, and bicycle riding have been my principal hobbies."

And now some information about another of those fabulous and efficient WACs without whom HQ would have had a hard time operating. **GERTRUDE "BLUE" WERNDL** worked in A-3 Operations for Lt. Col. William F. Hall. When the war was over, "Blue," as she was known by everyone in HQ, went to Istres, France, and then on to Germany with Sgt. Puch. I quote her as follows:

"The War Room, or Ops, was always busy. I wore fatigues because it was necessary to be on a ladder to post the going-out and returning aircraft. The plans for missions came to us on teletype and then were sent on to each group. We kept track of every aircraft. General Hodges (and I am sure General Kepner as well) wanted to know all the information we

could give him. I loved working in that section because it was where everything was going on. I wonder what they did with all the folders we put together on *every* mission, even if the mission was called off. In the archives, maybe. I loved working for Col. Hall — wonder where he is? He told me he drove a Coca Cola truck before coming into the Air Force.

"I always felt that my visit to London enriched my life so much. I had never been away from Florida, and so every historical building, cathedral, church, or any old architecture was so interesting to me. The English people I visited with were always so kind. I suppose I just loved being in England, even if it was wartime. The whole war experience enriched my life. I liked Germany and France as well, but not the way I loved England.

"I married Alton, an Air Force M/Sgt. in June of 1946. We had two sons, Michael and Phillip. Michael died in February 1996, and Phillip works for the State of Florida. I haven't done anything exciting over the years. We were stationed in France in the '50s. When my husband retired from the Air Force we came to Orlando to live. I've worked some, but mostly stayed home and raised my sons. Alton died in 1979 and I've been alone since. I belong to the United Daughters of the Confederacy and the VFW. I still work one day a week, keep my house and yard, quilt, fish, and visit with other former WACs in the area. I'm in good health, drive my minivan anywhere, like to whitewater raft, and love hot air ballooning (if I could afford it). I still ride a bike. My granddaughter is a 1st Lt. stationed in Korea and will go on to Lakenheath in November. She will get her captain's bars in another month."

Thanks, Blue. Everyone will enjoy this.

Back in July, **J. ALLEN (JACK) NYE, JR.** sent me three of his favorite recollections from his days at HQ, and I believe we have room for one of them. He calls this one "Golf, Anyone?" Here it is:

"The commercial bus from Ketteringham Hall to Norwich passed near Norwich Country Club, which could provide a few hours of retreat for the overstressed. The four holes in the valley had been converted to the raising of brussel sprouts, and the putting greens of the remaining hilly holes had been converted from grass to sand. The fairway grass was not cut often, but the course was playable. Most of the members were away at war, but there was a small tea room which was operated by some friendly, "very proper" volunteer ladies. On my first visit, as I paid my bill the lady said softly that she was so glad that I did not use sugar, because sugar had become so scarce. On my next visit I remembered to take some sugar and also some powdered milk. Thereafter, the ladies always served jelly for my scones instead of the dreaded orange marmalade."

Thanks, Jack. I'll put another one in the next issue. That's all for this time. ■

458th BOMB GROUP



BY RICK ROKICKI

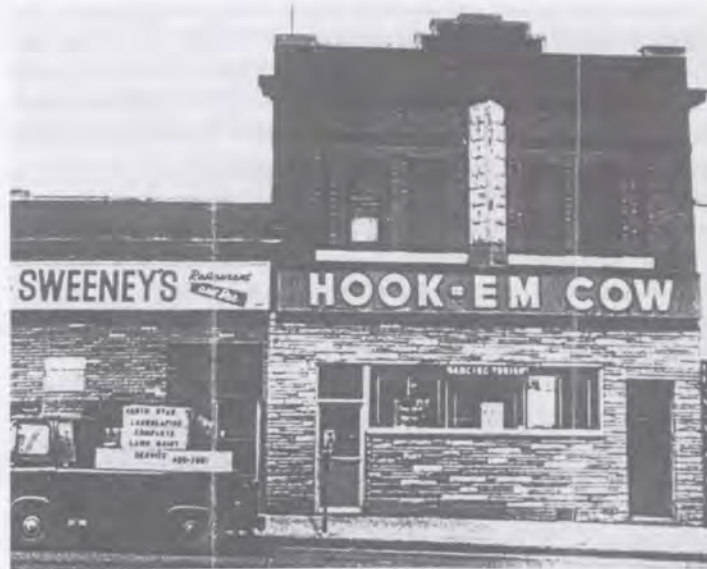
George A. Reynolds echoes my feelings on the new stamp issue of 20 Classic Aircraft stamps issued in July. Although the majority of aircraft shown are truly of the classic nature, I can easily name a few that could have been discarded to allow room for our beloved B-24. Of course, the B-17 is on the sheet. Hopefully, **The Postmaster General, Washington, D.C. 20268-6000**, may decide to do a "Classic II" and include the B-24 Liberator, the Douglass DC-6, the Aeronca Champ, AT-6, Travelaire 2000, etc. First the Smithsonian, now the Postal Service . . . maybe we *weren't* in the "Big War, Son." However, they did get the Martin B-10 right, because it was the main training bomber we had at Embry-Riddle School of Aviation in Coral Gables, FL. As a "tail-dragger" I remember it was a "bear" to taxi and by WWII standards, would have been classified as a medium bomber carrying a 2000 lb. bomb load. However, I loved the mid-'30s bomber that Jimmy Doolittle flew over the North Pole! In any case, it is both George's and my feeling that many of you will write to the address above and let your feelings be known regarding the omission of the B-24 from this series. Certainly with any great amount of mail regarding our feelings, it won't do any harm . . . The Smithsonian found that out **THE HARD WAY!**

Hopefully, by this time, many of you will have submitted your decision, either to help or not, regarding the 18-foot, 1/6 scale bronze B-24 to join the B-17 at the Air Force Academy in Colorado Springs. The basic wood model would go to the 8th AF Museum in Savannah, GA. I understand that the total cost is approximately \$175,000. This can be a serious commitment on your part, and as I understand it, if that amount is not pledged/received, in due time the whole project may be a "wash-out." Few people know better than I how difficult it is to raise that kind of money. Our group had the highest number of contributors to the American Librarian Fund Drive in 1991, the Library Book Endowment Fund (\$3,000), the original drive to buy shelves for the library (we also paid for another group that couldn't make their goal), etc. (*Editor's Note: The B-24 project was officially endorsed for the groups by the Executive Committee at their October meeting. Please see page 43 for a contribution form.*)



Jordan Uttal visits the City of Norwich Aviation Museum during extension work in July, 1997.

The photo of **Jordan Uttal** at the **Norwich City Aviation Museum** was sent to me by our British correspondent, **Christine Armes**. It shows the visit to be at the time an expansion wing was under construction. It seems safe to say that this work was being done to accommodate the exhibits that have been accumulating over the years. I'm sure that when we go back to England to dedicate the new Memorial Library in a few years, visitors coming to the museum will find a most pleasant and welcome change that grew from a small, single hut and modest expectations. Congratulations are in order to the museum staff and to the volunteers who collected the donations necessary for the improvements. Christine is seeking information regarding **Sgt. Sam MacClure** (from Georgia), who worked in the 458th Stores section. He made a visit to the Norwich friends he knew after the war, but his address was lost. I'm assured that everything is on the "up and up." The same friends wish to make contact once again. If you are able to help, please write to me and I will advise her. If you'd rather write to her yourself, I will give you her address.



Driscoll's Hook-Em Cow at 150 N. Concord

The photocopy shown here of the **Hook-Em Cow** bar was obtained from the St. Paul library by **Howard Mondry**, too late to make the last *Journal*. As a nephew of **John Ollom**, the original pilot, Howard was sent the necessary paperwork to join the 2ADA as an associate member should he wish to do so. In any case, his research at the St. Paul library brought forth a story written by 2ADA member **Donald C. Neville** called "The Fate of The Hookem Cow," and the crash that killed all but Neville and **F/O Michael C. Lavonsky** who were in the waist section. Official records state that a few minutes after take-off, the aircraft struck some electrical cables, starting an engine fire about two miles north of the field, hit a tree and crashed in the village of Hainford. Both Lavonsky and Neville were hospitalized, and while Lavonsky was released in short order, Neville spent a long time in a body cast and several hospitals. Although I have only briefly summed up the story, it's a lot more than most of us could have known without Howard's help. Coincidentally, after the story appeared in the last *Journal*, **Howard "Taffy" Hill** called me to see if I had knowledge of the crew chief of the aircraft. It turns out that a photocopy, again from the library, shows **James MacGinn** as the crew chief and an old friend, since deceased, **Glen Matson** holding a painting done by **Mike Bailey**, who had donated it to the Dakota County Historical Society Museum in 1975. So ends the story of Hook-Em Cow.

After spotting a new member, **Donald Green**, in the last *Journal*, **Frank Coleman** requested his address. It seems that Don was one of the five men who worked in the bombsight repair section and the only one that Frank hadn't located. He sent me a photo of **Allen Blum** who recently made his "last flight," and a newspaper account that appeared in the Port Huron, Michigan *Times Herald*. It covered Al

(continued on page 34)

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



As you read in the last *Journal*, word from Norwich is that the new library is a "go." Those of us who visited the burned ruins in 1995 during our V.E. Day anniversary celebration will be anxious to see the finished product in the year 2000. It is being advertised as what will be "Europe's most advanced library."

We will report on its progress in the next *Journal*, as my wife and I are spending some time in England this November. One of the items on our itinerary is a day with **John Archer** and **Alan Hague**. (It takes two British autos to transport four Americans.)

446er Alan Senior and his wife, Joyce, were in attendance at the official opening of the American Air Museum at Duxford in August. "Very nice," they say. Alan was thrilled to be one of 20 honor guards for Prince Phillip and Charlton Heston, co-chair of American fund-raising for the museum, who replaced the late Jimmy Stewart. Alan said he was pleased to hear the Queen remark that the museum is another example of the fine relationship between the U.S. and Britain. We are pleased that Alan represented the 446th at this historic event.

Alan also said that only the forward nose of a B-24 is at the Duxford museum and he has high hopes that soon a complete B-24 will be added to this "largest collection of U.S. combat aircraft in the world."

Bill Booth, a 446er who recently returned from Europe and a visit to the museum in Flixton, known as the Norfolk Suffolk Aviation Museum, said he was treated royally by Alan Hague and all of the volunteers who keep our memories alive. Alan told Bill that they were expanding the museum and only 446th memorabilia will be contained therein. His final comments: "It is mind-boggling what they're doing for us."

WELCOME ABOARD!

We have two new members of the 2ADA and our 446th group. **Ernest Bruce** (or E. Warren as he is also known) was affiliated with the 446th from January through June, 1944, and was later with the 492nd BG and the 321st Ferry Squadron. He lives in Moraga, CA.

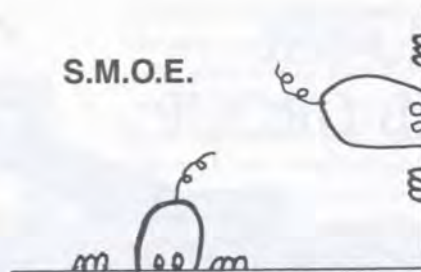
458TH BOMB GROUP (continued from page 33)

Blum's returning to Horsham flying "Rough Rider," out of gas and all four engines dead about six miles out and at 12,000 feet. Diving to get



Allen Blum, 755th Squadron, "Rough Rider" pilot

S.M.O.E.



Also joining is **Wayne O. Fox** of Aurora, Colorado. He says on his application that he was one of the bomber and fighter pilots mentioned in the *Journal*. Perhaps more details will be forthcoming — how about it, Wayne?

S.M.O.E.

You often saw this critter peeking over a wall or on the edge of a bulletin board. Who was he? S.M.O.E., or SMOE for short, the name stands for "Sad Men Of Europe." Some historians have confused SMOE with Kilroy. Kilroy was always here or there, but his image was never seen. Thanks to new member **Ernest Bruce** of the 704th BS for this cartoon and trivia.

THEY WILL BE MISSED:

Jack E. Foltz, engineer on Les King's crew on "Ronnie" of the 704th BS, 446th BG, died in the early summer. Also, **John R. Weber** of Olean, PA, a long-time member of the 446th BG, died in June.

KEEP IN TOUCH

Thanks for your news which supports my efforts to keep us in touch with each other and in touch with 2ADA affairs. It is important to all of us. And be sure to give me your ideas and comments to share at future meetings of the 2ADA Executive Committee, as all group VPs now have full voting privileges. Keep your dues paid to both organizations and enjoy the exciting role we play in preserving the history of our proud past.

Finally, from the *Ft. McCoy Newsletter*, Sparta, Wisconsin: "The past is history . . . the future is a mystery and this moment is a gift. That is why this moment is called 'the present'." ■

airspeed, Allen brought her in "dead stick." Talk about saving the taxpayers' money!

With many thanks to **Jackson Granholm** and **Rohl Barnes**, I was able to locate **Irving Goldman**, retired judge from Clinton County Surrogate Court, Plattsburg, NY. Lt. Irving Goldman was the defense lawyer for a seven-man bomber crew who, in 1944 was in court-martial procedure for a bombing incident in Switzerland. The crew was found not guilty. Want to guess who was the presiding officer in those proceedings? None other than **Jimmy Stewart**! Goldman's "full-time job" in the 458th was as the Group Radar Officer.

Information received from **Evelyn Cohen**, 2ADA Vice President Membership, shows that as of August 25th the 458th continued to lead all the 2ADA in membership with 623. The 389th has 611, while the 93rd trails with 602. Many, many thanks to those of you who have helped to make this so. As time goes by, it becomes increasingly important to find those who are not yet members of this great organization.

This *Journal* should be out around Thanksgiving time, in which case we can count on cool weather and the possibility of snow for the Christmas holidays. In any event, Ceil and I plan to make Coronado, California our Christmas vacation. Stay well, everyone, and don't forget to keep the nose up in the turns! ■



389th Green Dragon Flares

BY FELIX B. LEETON

There are a lot of things happening of interest to the 2ADA and the 389th BG, several of which will be settled before this *Journal* hits the presses. The 389th group gathering in Savannah will be history, a decision will be made by the 2ADA Executive Committee about the proposed installation of a model B-24 at the Air Force Academy, and Evelyn Cohen will be sending out dues notices for next year. I am for everything! (Editor's Note: The B-24 project was endorsed for the groups at the Executive Committee meeting in early October. See page 43 for a contribution form).

To me the B-24 model is not only the thing to do, but we are clearly the entity that needs to do it! We cannot let the tail-dragging heavy (?) B-17 bomber be the only one at the high profile display in Colorado Springs. It has been a few years since I have been involved in the buying

and selling of bronze castings, but I can assure you that the price is right and that the workmanship will be A-1!! AND, who should be the one to put the B-24 at the Air Force Academy but the outfit that was exclusively dedicated to waging war with the most produced airplane in history!! Let's follow Neal Sorensen's lead and get this show on the road.

To again illustrate the power of new technology, especially when abetted by an "eager beaver" and a little bit of luck, we have the story of George Cermak and his summary of the 389th's role in the 8th Air Force's participation in the African adventure (Ploesti). I got a letter from George "The Eager Beaver" Kasparian reporting that, with a friend who is Internet-friendly, he had found a message on a bulletin board by a former 389th Intelligence officer who had found a copy of the report he had written for Colonel Wood (389th C.O.) in 1943 summarizing the recent detached service of the three B-24 groups (the 44th, the 93rd, and the new 389th) to North Africa for operations including the 1 August 1943 Ploesti mission. I checked the Internet site which included a telephone number, and talked to ex-Major George Cermak within an hour of opening the mail! He sent me a copy of his 28-page report by priority mail and I have passed it along for our archives in the Norwich Library. It mentions several people we know and describes their feats from a contemporary's point of view, making it a great addition to our history!! ■



BY WALTER J. MUNDY, FLASH!

This news just in: WITCHCRAFT will fly again! The 467th has over \$25,000 in pledges and donations for the wooden model B-24 for the Mighty 8th Heritage Museum, and the 2ADA Executive Committee has endorsed the whole idea, including the bronze sculpture for the Air Force Academy. I am looking forward to being a part of the Executive Committee now that all of the group vice presidents and the past presidents can vote on the business.

For those who were not able to attend this year's 467th convention in Ellenville, New York, September 24-28, we hope that many of you will attend next year. It will be at a site to be announced somewhere in the St. Louis, Missouri area. This year's convention drew approximately 200 of your friends and fellow veterans. It included a tour of the U.S. Military Academy at West Point with a ceremony at the Flight Memorial honoring Col. Shower, Col. Holdrege and Col. Herzberg, who were West Point graduates. General Christman, USMA Superintendent, led our memorial ceremony placing a wreath in memory of all those who gave their lives in combat and after. A second tour took us to the Library and Home of Franklin D. Roosevelt and the Vanderbilt Mansion, a memorable and interesting journey back to visit our wartime Commander-in-Chief's historical records of our crusade. I will have further details in the next issue.

This year, September 1996 - September 1997, has been a very active year for me. It has been rewarding and memorable and another highlight in my life. Thanks to all the 467th BG and 2nd Air Division Association friends and supporters.

As president of the 467th Bombardment Group (H) Association Ltd., it was my pleasure to have a Board of Directors that responded to my requests and supported the programs we had ongoing. We found a "permanent home" for our marker property at Rackheath, and the care and maintenance of the markers and flag are in good physical and financial shape.



Kneeling (L-R): Ed Green, co-pilot; Mal Wall, bombardier; Jack Howe, pilot; Bob Goodyear, navigator. **Standing (L-R):** Bob Garrett, tail gunner; Sam Wasko, waist gunner; Walt Naruta, waist gunner; Frank Manza, flight engineer; Walt (Johnney) Mundy, armorer gunner; and Chuck Morris, radio operator.

We have continued our pursuit of the Presidential Unit Citation that was "lost in the shuffle" at the end of the war; however, it does not look like the Department of Defense will act on it favorably at this late date. As previously reported, we have been working on getting the 2ADA and B-24 presence at the 8th Air Force Heritage Museum. This project also includes a great dedicated effort by Kevin Coolidge, son of Miles Coolidge, to identify, sort, and duplicate all of the 467th operational records that we have collected, including mission photographs and target strike photos. A copy of these records will be sent to the Memorial Library in Norwich and to the 8th Air Force Heritage Museum. A special thanks to Kevin Coolidge and his wife, Kelli.

I am including above a photo of my crew. Jack Howe, our pilot, didn't know it was "my crew." We trained together, flew together, and then parted, never to have a reunion. But hopefully those of the crew who belong to the 2ADA will see it and remember the good times, and perhaps come to a future reunion. ■

THE B-24 DESERVES RESPECT

BY ROBERT F. DORR • REPRINTED FROM THE AIR FORCE TIMES, JULY 28, 1997

SUBMITTED BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

A couple of years ago, former Air Force Capt. Dolphin Overton told me his family was marketing a new food product called B-17 Steak Sauce.

Overton, of Smithfield, NC, is one of our nation's heroes. A 1949 West Point graduate, he endured 100 combat missions in the Korean War and became an air ace, shooting down five enemy MiG-15 jets. He left the Air Force in 1953.

Because Overton had flown the North American F-86 Sabre, I asked him why he had not named his product F-86 Steak Sauce.

"That's easy," he said with a grin. "The B-17 is the 'most recognized' airplane in the history of aviation."

He is right. I was thinking about this simple truth, and about the B-17 Flying Fortress, when I mourned the loss of actor James Stewart a couple of weeks ago.

After his death, the media reminded us that Stewart, too, was an American hero. Apart from his film achievements, Stewart flew 20 combat missions in Europe from 1944 to 1945 as a squadron commander and B-17 pilot.

Stewart's service to our nation was considerable — he eventually became a brigadier general in the Air Force Reserve and boosted the service's image with movies like "Strategic Air Command."

Stewart is one of my idols, both for his contributions to the Air Force and for his amiable, guy-next-door performances in movies.

With regard to his B-17 combat missions, I read about them in three national magazines and heard about them on radio and television. The media unanimously put Stewart in the cockpit of the "most recognized" plane in history — the B-17.

I called the author of one of those news reports, who also happened to be an Air Force member.

"Stewart flew B-24s," I told him.

The news writer's reply: "That's a matter of opinion."

But it isn't. He was wrong. The media were wrong.

Also wronged were 30,000 living World War II veterans who repaired, maintained, worked on, supported and flew the other bomber, the one that is not "most recognized" — the B-24 Liberator.

I know a little about aviation and can assure readers that the B-24 was a real plane flown by real people. Stewart's 445th Bomb Group at Tibenham, England, was equipped only with B-24s.

As a lieutenant colonel, Stewart commanded the 700th Bombardment Squadron (Heavy), also at Tibenham, which flew only B-24s.

Stewart also served in other slots at locations where only B-24s were in service.

Like the famous B-17, the B-24 was a four-engine heavy bomber developed by American industry before the United States entered

WWII. The B-24 was developed by Rueben Fleet's Consolidated Aircraft Co. in San Diego. The first B-24 completed its maiden flight on January 29, 1940, almost five years after the prototype B-17.

LONG HISTORY

To the ordinary citizen or Air Force member, maybe it is no big deal when news stories put a pilot in the wrong plane. But it matters when the plane is the B-24.

Consider this: More B-24s were built than any other military plane in U.S. history — 19,256, compared with 12,731 B-17s. No fighter, transport, or trainer aircraft was manufactured in such numbers.

A B-24 caught on the ground at Hickam Field, Hawaii, on December 7, 1941, produced the first American casualties of World War II.

Liberators were manufactured by four companies — Consolidated, Douglas, Ford, and North American — and at one time the Ford plant in Willow Run, Michigan was assembling a new B-24 every 53 minutes. It turned out more bombers in one day than U.S. industry has ever produced in the 1990s.

Liberators fought in the European, Mediterranean, Pacific, and China-Burma-India Theaters. From North Africa they mounted

the August 1, 1943 air assault on German-occupied oil refineries in Ploesti, Romania — one of the most daring raids in history.

In 1957, a retired B-24 gave me occasional respite from the rigors of basic training as an enlisted airman at Lackland Air Force Base in San Antonio. I found solitude relaxing beneath the wing of a Ford-built B-24 on Lackland's parade ground. It was the last B-24 in service before being put to rest.

This same Liberator can be seen at Lackland today, after 40 more years in the elements but perhaps not much longer.

The magazine *Air Classics* tells us that this aircraft will soon be sold to a museum overseas. A spokesman at Lackland said he could not confirm the report.

The Air Force's last B-24, an American treasure worthy of preservation, should be kept in this country and moved indoors.

John Strauss, Stewart's publicist in Beverly Hills, California; Dr. Jacob Neufeld of the Air Force History Office in Washington, D.C.; and David Menard, an expert at the Air Force Museum in Dayton, Ohio, all assure me that I have placed Stewart in the right airplane.

I should add that Stewart did fly B-17s in the United States before going to England. ■

Cosford RAF Museum

Wolverhampton, England, about 160 miles straight west of Norwich, near Birmingham



CONSOLIDATED LIBERATOR • TYPE B 24L-20-FO (B V111)

The Liberator prototype first flew on 29 December 1939 and the R.A.F. received its first batch in January 1941. The aircraft owes much of its fame to its remarkable range, largely attributable to the use of the Davis wing design. In all the R.A.F. took delivery of 1,964 Liberators of various marks and were responsible for a number of the modifications particularly in the aircraft's defensive armaments.

HE 807 arrived at Lyneham on 7 July 1944, from India, having been routed by way of Bombay, Abu Dhabi, Jeddah, Cairo, and Rome. As KN751 it was delivered to 99 Squadron R.A.F. in Bengal on 26 June 1945 on lend lease. The aircraft also served with the 355th, 356th, and 358th Squadrons before being transferred to the Indian Air Force in 1946. Thereafter it served with No. 6 (MR) Squadron of the Indian Air Force as HE 807 before being presented as a gift to the R.A.F. Museum by the President of India. It was restored and gallantly flown back to the U.K. by Wing Commander DW Connor DFC and Bar.

British Overseas Airways made extensive use of 31 Liberators from 1941 to 1949, initially, until 1946, in North Atlantic Ferry services pioneering the route development of post World War Two scheduled passenger Trans-Atlantic services. Among many notable flights by BOAC Liberators were VIP flights from the U.K. to Moscow for Allied war leaders, both via the Arctic Circle and via the Middle East and Iran. ■

THE GCA: "HOMEMADE DEVICE" AT HORSHAM ST. FAITH

BY RICK ROKICKI (458TH)



"House" trailer with auxiliary power unit. Radar dome barely visible on top.

The Spring 1990 issue of the *Journal* carried a story by George A. Reynolds entitled "First GCA." He wrote it with the minimal amount of information that was available at the time. Since then, I've been in touch with **A. ROHL BARNES**, who earlier this year gave me some photos and text of the "way it was." Barnes, a member of the 2ADA since 1971, gave me more information, and this is my attempt to get the whole story out to all.

Lieutenant Barnes was the Radar Maintenance Officer for the 458th BG and had a staff of 22 enlisted men who were classified as radar maintenance technicians. The key non-coms were T/Sgt. Pat Davis, who was the non-com in charge, and Sgt. Ruff Waters, who was the key maintenance technician. Their function was to maintain the "blind" bombing radar equipment in the "Mickey" aircraft assigned to the lead squadrons.

Barnes affirms that all radar records, including his personal journal, technical school training manuals, equipment maintenance manuals, and the blind landing system design and components used in its design, were removed from his personal foot locker before it was returned to him in the U.S. As such, the following is his recollection of the events:

The radar shop was set up in the eastern-most hangar closest to the bomb dump facing the east-west runway. The blind bombing radar (H2X-APQ15) consisted of a parabolic dish antenna designed to mount in the ball turret, and above that was the transmitter/receiver. The control and scope unit was located behind the pilot at the Mickey operator's position. There was a test bench set up in the shop with all the components connected in an operating manner. The test bench was used to check, maintain, and adjust each component removed from the aircraft. As stationary targets for testing equipment, they used the control tower and other hangars. It was then discovered that aircraft in the pattern could be used as moving targets. Further, these targets could be followed on the radar as much as 15 to 20 miles away.



458th Bomb Group. Front row (L-R): Shapleigh, Sacks, Cunningham, Marks, Simonson, Craig, Weinbauer. Middle row: Davis, Morrison, Lee, Grisanti, Kilmer, Harris. Back row: Shank, Wroblewski, Hooper, Lowry, Kocur, Hanisko, Roche, Waters, Bauer, Barnes.

During the fall of 1944, a mission returned under very poor visibility conditions. Flares and high intensity lights were S.O.P. for landing assistance. It took about an hour and a half to get them all down that day. Later on that evening, Jackson Granholm, Group Navigation Officer; Bob Sellers, Flight Control Officer; Col. Hogg; and Barnes were at the O.C. bar having a snack when Barnes suggested that if the identity of the aircraft in the landing pattern could be determined, a system could be put together to follow the aircraft with radar and line them up to the runway. This theory was based on being able to detect specific aircraft on the test bench radar. Jack Granholm said I.D. could be made as the aircraft passed over the north homing beacon, then make a slow 270 degree turn. At this time, the pilot could be talked into distance and alignment to the runway by using his radar altimeter, then "let down" at a given rate to the runway. Col. Hogg's reaction was immediate and positive, and work proceeded within an hour. Lt. Barnes got Pat Davis and they started assembling the equipment necessary to make the layout. A bomb trailer appeared within hours and enough lumber to build a small house on the trailer. Barnes didn't ask where the materials came from and Davis didn't volunteer any information. In two days the house was built and fitted with the H2X mickey components. An aircraft radio was added for communications.

The trailer was towed to the east end of the main runway and placed in line with the runway, somewhere between 100 to 200 yards ahead. After connecting an APU, it was ready for tests. Aircraft would now fly in the regular landing patterns, and Barnes trained Bob Sellers to read the "spots" on the trailer scope. Sellers then would talk to the pilot and align him and provide distance from the runway's end. Within a few days of practice, they were operational. The system was used many times in the fall and winter of 1944 and the spring of 1945. Ruff Waters and Barnes were always present to assure proper operation of the

radar equipment. Their best effort showed 36 planes landing in 35 minutes with a quarter mile visibility and anywhere from 100 to 200 foot ceilings.

In an effort to further improve the landing system by being able to tie the dot on the screen to the aircraft IFF system, additional equipment was needed. Barnes found that the Navy base at Land's End (Cornwall) had the desired equipment. Col. O'Neil flew Barnes to the base and obtained the needed electronics. However, before the modifications could be completed, VE Day came along and the project was terminated. Both General Kepner and General Peck approved the landing guidance system and unquestionably, this system would have been approved for all air operations had hostilities continued.

Not mentioned above is Capt. Irving Goldman, who was in charge of electronics (radar, AZON, Gee and communications), and whom Lt. Barnes reported to. A direct quote from Goldman to me was that "Barnes was quite right about the 'home-made' landing device. My role was minor. In talking to Jack Granholm, who was a close friend, I speculated that it was odd that if the Gee box was good enough to get you home and pretty close to the runway and a Pathfinder could find a target through clouds, why couldn't you reverse the scenario and point it 'up' instead of 'down' and between the Gee box and the Pathfinder, guide you to the runway, and by God, they worked it out."

Being a "third party" to all the information received from many sources, I feel that the guidance system developed by the 458th electronics section did one magnificent job in probably the first operational ground control approach system of WWII in England, and possibly the world over. Considering all the things that could have happened without this system, it's likely that a lot of us owe Rohl Barnes, Jackson Granholm, Bob Sellers, Irving Goldman, and others a deep appreciation of their inventiveness. ■



IN RETROSPECT

BY RAY R. PYTEL (445TH)

HIGH ALTITUDE WWII AIR COMBAT CREWS MAY HAVE BEEN TREATED WITH EXCESSIVE RADIUM THERAPY

Reprinted from the 2ADA Journal, Winter 1994

An important article in the September 10, 1994 issue of *Science News* describes an experimental massive radiation treatment of WWII high altitude airmen and submarine crew members afflicted with middle ear problems. As one military surgeon described it, "We constantly had to deal with . . . chronically recurring aerotitis . . . the usual story was that a mission was flown followed by subsequent grounding for several days or weeks . . . the cycle was repeated making the airmen not available for combat one third of the time. The men complained of pain in descent, temporary deafness, vertigo, nausea and ringing in the ears, bleeding and even ruptured eardrums."

Experiments at Johns Hopkins in 1944 found that inserting encapsulated radium deep into the nostrils reduced symptoms or eliminated them in 90% of those treated. This therapy delivered a hefty dose of radiation to a small region at the base of the brain. Data in recent studies show increased risk of brain cancer within a "treated" group where none had been expected. Head-and-neck tumors doubled, and one class of non-cancerous thyroid diseases elevated almost eight-fold.

The Defense Department conducted an extensive search, but the Surgeon General of the Air Force reported that no WWII listing is available of those who received the therapy. A Senate Clean Air and Nuclear Regulation Subcommittee chaired by Senator Joseph Lieberman (D-Conn.) held a hearing several weeks ago and was told by Susan Mather, an assistant chief medical director with the VA, that there isn't such a roster of affected servicemen.

As the risk of such (radiation) exposure emerged, enthusiasm for radium waned, and by the 1960s federal officials warned physicians to abandon its use, and get rid of the applicators.

The same "treatment" was given to submariners, and an information clearinghouse has been established in Quincy, Massachusetts for all servicemen, called the Submarine Survivors Group. They provide information on possible risks. Their telephone hotline established in February 1994 has logged calls from 83,000 individuals who received "nasopharyngeal-radium therapy." Many callers reported unusual cancers or medical conditions that could be traced to organs receiving substantial radiation doses.

All WWII airmen who had ear problems with subsequent "therapy" are advised to contact the Submarine Survivors Group and also inform their physician of their possible radiation overexposure while in the service.

AND NOW, THREE YEARS LATER . . .

PENTAGON FINALLY ADMITS NASAL RADIATION GIVEN WWII AIRMEN "COULD" POSE HEALTH PROBLEMS

*Reprinted from the Milwaukee Journal Sentinel,
Thursday, August 28, 1997*

WASHINGTON (AP) — Thousands of Army Air Force crews who were given nasal radiation treatment decades ago by military doctors may be at risk for further health problems, the Defense Department said Wednesday.

The Pentagon said it was working with the Department of Veterans Affairs to identify and notify airmen who participated in the radiation treatments. It made no mention of the untold numbers of children of military personnel given similar treatments with radiation for inner-ear problems in the 1940s and '50s.

In a lengthy report on a wide range of military radiation research involving human subjects during the Cold War, the Pentagon said only the nasal radiation treatments posed health questions that required medical follow-up.

The Pentagon is not admitting that the radiation caused any health problems among servicemen. In fact, it continues to point to studies that say evidence of long-term health problems associated with this treatment are inconclusive. It now acknowledges, however, a "significant risk" of such linkages.

Stewart Farber, a public health scientist who has pressed the government for years on the nasal radiation treatments, said the Pentagon report, by dealing only with servicemen, ignored a bigger population of civilians who got the treatment.

"They want to make it look like they're doing something when in reality they're not helping people," said Farber, of the advocacy group Center for Atomic Radiation Studies Inc., of Brookline, Massachusetts.

The Pentagon report said the number of servicemen involved was in the thousands. Available records do not identify most by name, so it is unclear how many will eventually be alerted and given medical examinations.

Most apparently were Navy submariners and Army Air Force flyers. They were particularly vulnerable to inner-ear problems from exposure to high altitude pressure changes.

In the 1940s and '50s it was common practice in civilian and military medicine to use radium to treat sinus inflammations and to shrink swollen adenoids.

Typically, a rod containing 50 milligrams of radium was pushed through each nostril and placed against the opening of the eustachian tubes for six to twelve minutes. Repeated over a period of months, this would shrink the adenoids. The eustachian tubes help the ear to drain and balance pressure on the inner and outer ear. ■

ATTLEBRIDGE TALES (continued from page 31)

I sent a box of my stuff to our 2AD Memorial Room in the 1980s. Six authors, would-be authors, historians, or just plain interested people have sent me letters — and repeated letters — asking hundreds of questions. It's fun to have them test your memory. They seem to know the events about our missions — but most were also interested in other, more mundane events. They would note that air crews flew missions every second or third day — weather permitting — but what did you do on the base in your spare time? As a pilot, I can remember some of the "fun" things we were assigned — like slow timing a new engine, swinging the compass after a metal or engine repair, formation practice (after a sloppy mission), censoring mail (remember how many XXs or OO's were allowed?), the "training missions" (often to Scotland for a few more cases for the club), even "Officer of the Day" — really "Officer of the Night" for our squadrons. Everyone must have had some unusual incidents, so test your memory and write an article for the *Journal*. Or drop me a note with some data and photos I can reproduce in this column. The whole point is to do it now before it's too late!

FUTURE MEETINGS

Make your plans early for our future meetings: 2nd Air Division Association, May 23-25, 1998, Oak Brook Hills Resort, Oak Brook, Illinois (near Chicago), and the 8th Air Force Historical Society and the 466th Bomb Group Association, October 13-18, 1998 at the Hilton Hotel, Cherry Hill, NJ (near Philadelphia).

If you are planning to visit England in the next few years, please get in contact with our official 466th Attlebridge base guides; these local historians will enhance your visit! Let me know if you need names and addresses.

Enjoy the holidays, and do resolve to attend at least one meeting in 1998! ■

Second Air Division Association *50th Anniversary Convention - May 23-26, 1998*

OAK BROOK HILLS HOTEL & RESORT, 3500 MIDWEST ROAD, OAK BROOK HILLS, IL 60522

TEL. (630) 850-5555

Schedule of Events

Friday, May 22

Registration • Early Bird Party with Cash Bar & Complimentary Buffet

Saturday, May 23

Registration • Golf Tournament
Cocktail Party and Buffet Dinner
Awards Ceremony

Sunday, May 24

Buffet Breakfast • Tours
Cocktail Party • Group Dinners

Monday, May 25

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

Tuesday, May 26

Buffet Breakfast
Departure

Costs per person

The costs listed below are for the entire package (5/23 - 5/26) listed above, including hotel room for three nights. For special arrangements, call Evelyn Cohen, (215) 632-3992.

Single Occupancy \$525.00
Double Occupancy \$405.00 per person
Triple Occupancy \$360.00 per person
Quad Occupancy \$340.00 per person

Deposit with Reservations - \$50.00 per person - payment in full by April 1, 1998.

Cancellation Policy: 60 days prior to convention - \$15.00 charge per person
30 days prior to convention - \$25.00 charge per person

Full Refund at the discretion of the Convention Committee (if funds are available).

Important Notes

Extra Hotel Nights: \$82.00 + 8.5% tax. All extra nights and incidentals are to be paid directly to the hotel upon checkout.

Non-Smoking Rooms: 150

Handicapped Rooms: 10

Parking: Self Parking at no charge; Valet Parking available.

Reservations: Cut off date is April 20 — after this date if space available.


Tours: See page 40 for information and reservation form.

Limo Service: American Limo: For reservations call (630) 920-8888 - for pickup call (800) 762-6888. O'Hare - \$16.00 per person - after 11 PM \$30.00 each.

Midway - \$22.00 per person - after 11 PM \$33.00 each.

Pick up your luggage and then call 800 number for pickup area.

Golf Tournament: At hotel golf course. Call or write: Kurt or Vicky Warning, 2736A N. Dayton, Chicago, IL 60614, phone (773) 549-3546.

CONVENTION RESERVATION FORM ON PAGE 40 

50th Anniversary Convention - Reservation Form

Name _____ Group _____
Spouse _____
Address _____
Phone _____
Group for Group Dinner Seating _____ Group for Banquet Seating _____
Arrive _____ Depart _____ First 2ADA Convention? _____
Single _____ Double _____ Triple _____ Quad _____ Will Share _____ (Non-Smoking?) _____
Special Room Request: Non-Smoking _____ Handicapped _____ King _____ Two Doubles _____
Deposit _____ Paid in Full _____
Nicknames _____
Names of Additional Persons in Triple or Quad Rooms _____

DO NOT CALL HOTEL FOR RESERVATIONS, CHANGES, CANCELLATIONS, ETC. ALL OF THESE SHOULD BE SENT TO:
Evelyn Cohen, 6410 Delaire Landing Road, Philadelphia, PA 19114-4157 • Tel. 215-632-3992

Tour Options - Sunday, May 24, 1998

1. CUNEO MANSION & HISTORIC CITY OF LONG GROVE.

One of the most elegant mansion estates in the Chicago area. Venetian style architecture, elaborate furnishings and opulent gardens. On to Long Grove, a picturesque village settled in the early 1800s, with elegant little shops, charming boutiques and an incredible antique emporia. Lunch will be served at Season's wonderful restaurant. *Cost: \$51.00 per person.*

2. CHICAGO HIGHLIGHTS

Chicago's finest overall sightseeing tour includes the Navy Pier, a spectacular playground on the lake with dozens of restaurants, shops and exhibits. The tour will include Lake Shore Drive, Magnificent Mile, etc. You will have lunch on your own at the Navy Pier. After lunch you will board a cruiser that will take you up the Chicago river and through the locks to show you Chicago's magnificent skyline.

Cost: \$31.00 per person.

TOUR RESERVATION FORM — 2nd Air Division Association — Sunday, May 24, 1998

Name _____ Phone # _____

Trip 1 - Cuneo Mansion No. Persons _____ Check Enclosed: Total _____

Trip 2 - Chicago Highlights No. Persons _____ Check Enclosed: Total _____

Mail this form with your check or money order payable to:
On The Scene, 54 W. Illinois, Suite 1150, Chicago, IL 60610, phone 312-661-1440.
Cancellations no later than May 12 — cancellation fee \$5.00.

DO NOT MAIL THIS TOUR RESERVATION FORM TO EVELYN COHEN



To the editor:

Earlier this year, the U.S. Postal Service made a special issuance of stamps featuring what were supposedly "American Classic Aircraft." The classiest of all, the B-24, was omitted. I've started a write-in protest to the Postmaster General about this snub of a great aircraft known the world over and the men who flew it. I think if enough letters are received, there is a good possibility of a special issuance of just the Liberator being made. I am requesting all who are inclined to write a very bitchy letter to The Postmaster General, Washington, DC 20268-6000.

George A. Reynolds (458th)
4009 Saddle Run Circle
Pelham, AL 35124-2625

→ → → →



To the editor:

On August 27, 1997, I wrote a letter to the Postmaster General stating that I was quite displeased with the absence of the B-24 Liberator from the current American Classic Aircraft stamps. Here is the reply I received from James C. Tolbert, Jr., Manager, Stamp Development, United States Postal Service:

"Thank you for your recent letter to Postmaster General Marvin Runyon sharing your thoughts about our stamp program. Please be assured that your comments will be shared with the Citizens' Stamp Advisory Committee. They are responsible for reviewing stamp proposals and making subject and design recommendations to the Postmaster General.

"Your interest in our stamp program is very much appreciated."

Rick Rokicki (458th)
365 Mae Road
Glen Burnie, MD 21061

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CHANGE OF ADDRESS?

All changes of address, permanent or temporary, should be sent to:

EVELYN COHEN, 2ADA MEMBERSHIP VP

6410 Delaire Landing Road, Philadelphia, Pennsylvania 19114-4157

To the editor:

In the Fall 1997 *Journal* associate member Patrick Carry objects to the possible transfer of a U.S. Air Force Museum B-24 to the new American Air Museum at Duxford, England, and asks readers to write and protest. I sincerely hope that Second Air Division veterans gave this some thought and did not blight attempts to give their contribution to victory in Europe the recognition it has long deserved, particularly as many frequently bemoan — and rightly so — the publicity that has conditioned the general public into believing that only the B-17 was involved.

Duxford is Europe's major air museum, and an objective of its new American Air Museum is to make Europeans aware of the contribution of the United States' air power to the freedom they enjoy. In this respect the American Air Museum in Britain is probably the best piece of goodwill publicity the USAF has overseas. If the USAF sends a B-24 to Duxford, it will be on loan, and will no doubt receive the same exacting refurbishment as other historic aircraft at this location.

True, there is a Liberator in colours at an RAF museum, but this honours the British and Commonwealth use of the type, which was considerable. The RAF Museum is not connected with the Imperial War Museum at Duxford and would certainly not want to surrender its example for display in USAF colours. As for two decaying pieces of B-24 nose passed to Duxford by the Smithsonian, a magnificent job has been carried out in turning these into a worthwhile exhibit in honour of the 8th Air Force B-24 crews, but this was always intended only as an interim exhibit until a complete B-24 was obtained.

In the spring of 1944 there were more combat Liberators in the U.K. than in any other war zone, the majority with the Second Air Division in East Anglia. If this bomber and its crews are to have the acknowledgement they deserve, then there can surely be no more appropriate location for one of the few remaining B-24s than Duxford in the heart of East Anglia. And, as Duxford is not much further away from the USA than the coast of Washington is from the coast of Maine, it is hoped that some of Uncle Sam's citizens will come and see a B-24 in the land where hundreds once went to war.

Finally, I stress that the foregoing are purely personal views and not necessarily those of the Imperial War Museum.

Roger A. Freeman

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To the editor:

First off, I want to compliment Fred Thomas, Ray Pytel, and Oak Mackey on the excellent articles they had in the Fall *Journal*. Fred's first article since becoming VP was well done, and of course Ray "cleared the deck" in a fine fashion.

The editorials by Oak and Ray were super! Both were exceptionally well written — to the point and easily understood. It did not seem to me that Ray was soliciting funds, but rather seeking interest in a project.

I believe I have made my position clear in the past, but here it is again for whatever it is worth (probably about as much as you have paid for it):

Top priority: The Memorial Library in Norwich, England. Second: the Heritage Museum in Savannah. Third: B-24 for the Air Force Garden. Distant fourth: Duxford.

I have contributed to the Memorial Library and the 2ADA/Fulbright fund and to the Heritage Museum in the past, and will continue as I am able to. It is up to each of you to individually choose your own priorities.

It is my opinion that *all B-24 operators, those who worked on them, and friends of the B-24*, should be brought into the equation, thus reducing the need for money from the 2ADA. Surely a concentrated effort to contact and solicit others as well as the 2ADA would prove fruitful. In the meantime, Ray, I will pledge as I indicated in Irvine. Hopefully the project will fly, as we too often are caught sucking the hind teat behind the B-17 crowd.

I want to take this opportunity to wish all our members and friends a Happy, Healthy, and Prosperous 1998. Celebrate — we are only four years away from a new Norwich Library and an improved Memorial Room.

Chuck Walker (445th)
2ADA Past President
9824 Crest Meadow
Dallas, TX 75230-5331

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To the editor:

In connection with our 2ADA Southern California Regional Reunion Dinner on February 28, where the program will feature a tribute to Jimmy Stewart, we solicit anyone who had contact with Stewart to send their stories to me for inclusion in a collection, "We Knew Jimmy Stewart." Thank you!

Dick Baynes (466th)
71 Nighthawk
Irvine, CA 92604

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LETTERS TO THE EDITOR

Letters to the Editor should be sent to:

RAY PYTEL
P.O. Box 484
Elkhorn, WI 53121-0484
Fax (414) 723-7981

To the editor:

The pictures (at right) refer to the Winter 1996 *Journal* and the story "The Second Time Was a Charm" by Luther Bird (93rd BG) about the plane "El Toro" which he flew on a mission to Oslo.

El Toro, "The Bull of the Woods," was the first ship I worked on at Bungay after arriving there in July, 1944. It was lost on a mission sometime after that — I can't remember when. I wonder if this is the same ship that Bird flew.

Enclosed is a picture of "The Bull" with fellow armorer George Davis (?) on top of the plane, and a picture of "Little Rollo" after its completion of 100 missions in November, 1944.

Keep the newsy items coming. They jog the old memories.

Leo L. Thompson (446th)
R.R. 1, Box 293
Crawfordsville, IN 47933

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To the editor:

I recently had the opportunity to visit RAF VALLEY, Holyhead, Gynedd, Wales, and was afforded a great tour of the base by A.J. "John" Phillips, the Base Community Relations Officer. RAF Valley was my departure point, as it was for many B-24 and B-17 crews after the end of hostilities in May 1945, for return to the USA. During the tour John showed me the "Operations Register" for June 1945, and we were able to re-visit arrival and departures of 8th AF planes and crews from RAF Valley.

John Phillips is now in the process of recording the history of RAF Valley, not just from the normal list of facts and figures, but from the *personal* side of the base. He would enjoy receiving *any memories*, any copies of memorabilia (he would happily copy and return items) from those passing through the station — just solely on their stay at RAF Valley.

For anyone visiting in the U.K. and able to make it to Wales and the Isle of Anglesey (truly a beautiful area of the U.K.), John would be pleased to arrange a tour for them. The address: A.J. Phillips, Flt. Lt., RauxAF, Community Relations Officer, RAF VALLEY, Holyhead, Gynedd LL65 3NY, Wales.

Items of memorabilia, or records, memories and accounts, can be forwarded to the following address for recording, collating, and delivery to RAF Valley: David Griffith, "Craig Artro," Llanbedr, Gynedd LL45 2LU, Wales.

Paul Homan (448th)
513 E. Dixie Street
Avon Park, FL 33825-4215

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446th armorers George Davis (?) and Leo Thompson (on ground) with El Toro, near Bungay, England. El Toro was lost on a mission sometime after July, 1944.



446th armorers Floyd (?) Howard (right) and Leo Thompson (left) in front of Little Rollo after it completed 100 missions. November, 1944, near Bungay, England.

To the editor:

James Stewart, veteran of the 445th BG, died in July 1997. For my research I am seeking his burial place, and if available, photographs of the funeral.

Also, in an earlier stage of my research, that of the Hamm mission of April 22, 1944, I wrote to two gentlemen twice without reply: Edward Sadlon, 163 Otter Road, Hilton Head, SC 29928, and Erwin Carle, 714 Trafalgar, San Antonio, TX. Are the addresses still the same?

I thank you for your assistance.

Prf. Pierre Koreman
Research Center WWII
Saffierstr 250/3
BELGIUM

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HERITAGE LEAGUE WEB SITE

<http://viking.augustana.edu/~jessica-zobac/heritage>

2AD MEMORIAL LIBRARY

www.ecn.co.uk/memorial

B-24 VETERANS WEB SITE

www.mach3ww.com/B24

To the editor:

Thanks for the great coverage on the new Memorial Library news and the "Last Mission Appeal." We had a full house last week at Hordsham St. Faith for the second showing of the great Dzenowagis film "Distant Fires," and raised over £156 for the "Last Mission" rebuilding fund.

On another tack, we might have some news shortly on another name boost for the 2ADA. Recently on our Bure Valley Railway, we named a new locomotive "SPITFIRE" in honour of the Royal Air Force. The main diesel locomotive in the fleet is due for a major overhaul this winter, and I suggested to the Railway Board that we ought to name her "2nd Air Division USAAF" as a tribute to the 2ADA. To my delight, they have agreed, and hopefully we will find enough people to come up with the £500 for the name plates and repainting. I will keep you in the picture.

David J. Hastings
Vice Chairman
The Memorial Trust of
the 2nd Air Division USAAF
Norwich, England

To the editor:

I sincerely believe that a letter of criticism should be accompanied by a possible solution. However, when responding to an obvious "put-on," which is the case of the so-called two-engined B-25, other tactics are in order. This bird is obviously a B-24, probably a "J" model. This plane has an Emerson nose turret and the distinctive oval engine cowlings incorporated in the B-24 "C" model.

I was stationed at Halesworth as a Turret Turkey with the 489th BG, and I never saw or loaded a B-25. The caption on page 9 of the Fall Journal says "Unique 489th Liberator Crew Flies Entire Tour on 2 Engines!" and "Crew members in front of a two-engine B-25."

SAY IT ISN'T SO. Y'all were just seeing if we were paying attention. Right?

Wally Portouw
3970 Red Cedar Drive
Colorado Springs, CO 80906-5061

Editor's Note: I don't know if it isn't so! All I know is what I read in the papers . . . including the San Antonio Express News. They said it was a B-25 with two engines. You wrote to the wrong editor!

To the editor:

Recently I returned to the 44th BG base at Shipdham for a strange reason. But I made an even stranger discovery.

I wanted to see where I had parachuted from a battle-damaged B-24 in November 1943. I didn't have much hope of finding the place.

However, I met a farmer and his wife who remembered the incident. Joan and Conrad Lewin lived on the old farm off the perimeter of the air base for many years. I went to see them and had a very good Norfolk farm dinner at their old farmhouse within sight of the dispersal areas.

After dinner they took me out into the fields a few miles from the base and pointed out the very farm field I had landed in back in 1943.

At that time my recollection was that a farmer greeted me carrying a pitchfork and ran to me as I landed. It turned out that this farmer was not a man, as I had thought for nearly fifty years, but a woman who was dressed as a Land Army worker and looked to my youthful eyes like a man. All 44th men will recall the Land Army lasses who dressed very masculine and worked the fields, replacing the men who went off to fight in the war.

Forrest S. Clark (44th)
703 Duffer Lane
Kissimmee, FL 34759

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ONE OF OUR B-24s IS MISSING! Where? From the Honor Court.

(for details see page 43 of the Fall Journal)

What Can You Do About It? CONTRIBUTE NOW!

CONTRIBUTION FORM: BRONZE B-24 PROJECT AT THE AIR FORCE ACADEMY

SEND TAX DEDUCTIBLE CONTRIBUTION TO: B-24 Groups Memorial Inc. of the Army Air Forces
Neal Sorensen, Treasurer
132 Peninsula Road, Minneapolis, MN 55441-4112

Make checks payable to "B-24 GROUPS MEMORIAL." A receipt will be mailed for every contribution of \$250 or more as required by the Internal Revenue Service to make you eligible for an itemized deduction under Sec. 501 (c) (3) of the Federal Tax Code.

LIST NAME THE WAY YOU WANT IT RECORDED:

Name: _____ Group or Organization: _____

Address: _____

_____ \$450 or more — name or other honor to be on bronze plaque at base of bronze B-24

_____ \$100 or more — name to be listed on the Honor Roll in the Book of Remembrance

_____ I just can't afford to be a big contributor, but I would like to get in on the action. Put me on the donors' list in the Book of Remembrance. Here's \$ _____.

ATTENTION!! IF YOU PLEDGED BEFORE, SEND YOUR CHECK IN NOW!

THE SMITHSONIAN INSTITUTION CAN'T FIND A B-24 . . .

Editor's Note: I received this letter from Jack Van Ness, Senior Volunteer at the Smithsonian Institution's National Air and Space Museum, in reply to my "I don't exist; I flew in a B-24" on their solicitation form. Nothing was said about the absence of the B-24 in their huge history books!

Thank you for taking the time to write and express your dismay over the fact that we do not have a B-24 in the Collection of the Museum. The National Air and Space Museum has been trying to add a B-24 to its Collection for many years. The B-24 went out of service immediately following World War II, while B-17s remained in service for many years as drones and test aircraft. The fact that we do not have a B-24 is in no way intended as a disparagement of this gallant aircraft.

We have some hope of getting a B-24 from one of the USAF museums on bases that are to be closed, but there is nothing definite so far. If

we do get one it will have to wait until the new Dulles Center is available, shortly after the turn of the century, to provide the exhibit space.

The Museum is well aware of the war record of the B-24, and our Deputy Director, Lt. Col. Don Lopez, USAF (Ret.) escorted B-24s of the 308th Bomb Group in China on many of their missions.

Just in case you were to change your mind, I am enclosing another application for you to join the Society. We all hope you will join; we need your help in preserving man's priceless heritage in air and space, including the preservation and display of a B-24, if we are able to acquire one.

Please let me know if I can be of any further service. My telephone number is (202) 357-3762. ■

BUT APPARENTLY DUXFORD HAD NO PROBLEM . . .

Editorial reprinted from Air Classics, June 1997

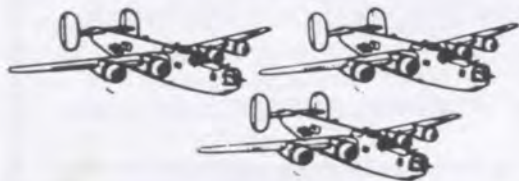
DUXFORD TRIED HARDER!

It was recently announced that Consolidated's B-24M USAAF s/n 44-51228, which has been on display at Lackland AFB, Texas, since 1956 is going to be disassembled and shipped off to the new American Air Museum in Britain — once a full-size fiberglass replica has been made to replace the craft. The most produced bomber of World War II, the Liberator is now an extremely rare machine and should stay in this country. The aircraft, thought to be the last flying B-24 with the USAF, was redesignated as an EZB-24M and used for ice research flying, after which it was retired to Lackland. Missing the scrapings of the majority of the Liberator fleet, the B-24 remained at Lackland as a gate guard.

Not in the best shape because of being in the weather for decades, it seems that much better use could be made of this rare airframe. For example, the Yankee Air Museum in Ypsilanti, Michigan, originally started out life to acquire a B-24 that could be restored to represent one of the thousands of Liberators built by Ford. Unfortunately, they were never able to find an airframe, but they have gone on to do magnificent restorations on their B-17, B-25, C-47, etc. Why not transfer the ownership of the Liberator to this organization and send the plastic replica to England? Admittedly, the Liberator was a very important aircraft to the Brits, but it seems to me that the plane should stay here and be lavishly restored by a qualified museum.

Editor's Note: See Roger Freeman's letter on page 41 for another view. ■

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



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