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TIME LIMITS WAIVED FOR WWII AWARDS

The following comes from a letter to Journal Editor Ray Pytel from Manuel A. Hidalgo, Major, USAF; Chief, Recognition Programs Branch; Promotions, Evaluation, and Recognition Division, HQ AFPC/DPPPR, 550 C Street West Suite 12, Randolph AFB, TX 78150-4714.

The senior leadership of the U.S. Air Force is committed to recognizing the achievements and sacrifices of our nation's veterans. The following paragraphs contain facts which cover the most common areas of veterans' interest in the USAF's Awards and Decorations Program.

The mission of this office is to manage the awards and decorations program for the United States Air Force. This program is also extended to veterans of the former U.S. Army Air Corps and Army Air Forces. Periodically, we would like to employ the resources of your fine organization to inform our veterans about awards and decorations issues. For example, all honorably discharged veterans are entitled to a one-time free replacement set of their medals and ribbons. Also, procedures exist for veterans to possibly obtain decorations that they were never awarded, yet are deserving of.

Unfortunately, we have found that a general lack of accurate information concerning this issue is prevalent among most veterans with whom we communicate. Many veterans contact their congressional representatives as a first step for relatively basic services, perhaps feeling that this will expedite the process. In actuality, the process is greatly slowed because of the many levels the action must then travel and the time it takes our staff to research the matter and prepare a response back to the appropriate member of Congress. Most requests can be processed much more responsively if the proper procedures are used and the correct offices are contacted. This office, like the rest of the Air Force since 1991, has experienced reductions in staffing and we would like to devote our total energies toward serving our active duty, retired, and former military personnel.

The following paragraphs contain facts which cover the most common areas of veterans' interest. The senior leadership of the U.S. Air Force is committed to recognizing the achievements and sacrifices of our nation's veterans.

NEW AWARD RECOMMENDATION PROCEDURE

Veterans of the U.S. Air Force, Army Air Corps, and Army Air Forces are now eligible to be recommended for awards and decorations previously closed to them due to expired cut-off dates. Under the provision of the 1996 National Defense Authorization Act (Section 526), time-limits have been waived. Veterans who believe their actions or achievements while members of the armed forces deserve recognition in the form of a particular medal may now submit a request for consideration. These awards include, but are not limited to, such examples as the Distinguished Flying Cross, Air Medal, Silver Star, and Airman's Medal. However, it does not include the Purple Heart.

Under this 1996 Act, a written award recommendation is required on the veteran. Veterans are cautioned that all award recommendations must be extremely well documented and corroborated. They must be initiated by individual(s) with first-hand knowledge of the veteran's actions or achievements, preferably by the commander or direct supervisor at the time. The veteran also cannot recommend himself/herself for an award. For these requests to be properly considered by the approving authority, the veteran must accomplish the following:

(continued on page 6)



Coming Soon . . . See Page 7!

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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President's Message

BY OAK MACKEY (392ND)

This is the Spring issue of the *Journal*, but it's not really Spring up north yet. Old Man Winter will be hanging on up there for a while yet. Then the ice will melt in the lakes, which will ruin the ice fishing, the grass and trees will turn green, and world will become a better place. Today's date, however, is December 3rd, and tomorrow we fly to Minneapolis for an early Christmas with our two sons there.

The bronze B-24 model for the Air Force Academy was approved and endorsed by a substantial majority with some restrictions at last October's meeting of the Executive Committee. It is necessary to enter into a contract with the sculptor, Robert Henderson, to produce the B-24 model, the same as contracting to have a house built. If the 2ADA made a contract with Mr. Henderson, then the 2ADA could be liable legally for the shortfall if the fund raising efforts fell short of the necessary \$175,000. It was then suggested that the 467th BG could be the vehicle for making the contract with Mr. Henderson and collecting the money, since they already had 501 (c) 3 status. Walt Mundy, 467th Group VP, was willing, but at a later meeting of the 467th BG Board of Directors, this idea was rejected. To resolve the problem and provide a vehicle for the tax-deductible collection of money to pay for the bronze B-24, Ray Pytel, editor of the *Journal*, formed a non-stock, non-profit corporation in the state of Wisconsin with tax exempt status within the meaning of 501 (c) 3 of the Internal Revenue Code.

\$25,000 was authorized as a donation by the 2ADA Executive Committee for the Bronze B-24 project at the October 1997 meeting. A check for this amount was sent to B-24 Groups Memorial, Inc. on November 30, 1997. When the sculptor is finished with the wood model, it will be painted in 467th BG colors, with "Witchcraft" on the nose. It will then be donated for display in the 8th Air Force Heritage Museum in Savannah. The 467th BG donated \$25,000 for this privilege. The wood model is nearly complete as I write this in early December, 1997.

It is not fitting that the B-17 be up there on the mountain at the Air Force Academy all alone with all the fighter planes. There must be a Consolidated B-24 Liberator up there also, and by damn, there will be! This cannot be a lengthy fund raising effort; it will be over when the bronze B-24 is in place at the Air Force Academy on September 25, 1998, so time for your donation is limited. Let's blow this over the top!

My two-car garage measures sixteen feet. If the bronze B-24 model was sitting on my driveway, I could not "taxi" it into my garage, for the wing span is too great. The bronze models sculpted by Robert Henderson are truly works of art; they are complete in every detail. For instance, the engines look like real engines, the propellers are realistic and would pull air if they could turn. We of the 2ADA Executive Committee are totally confident that the end result of his work on the bronze B-24 will be entirely satisfactory.

What is "bronze"? In the encyclopedia, I learned that bronze is an alloy of copper and tin, and can be as hard as steel. It is ideal for statues and such, for it does not rust or corrode, and it weathers to a beautiful brown color. The Sumerians (who dey?) made utensils and weapons from bronze over 5,000 years ago, and they are still here!

Why place a bronze B-24 model at the Air Force Academy? Because it will be a monument which will commemorate all the World War II veterans who maintained and flew in a B-24, and all others who were stationed at B-24 bases. A hundred years from now, and longer, students and tourists will see this bronze B-24 and say, "This is an airplane flown to victory by the young men who fought in World War II." There are cannon preserved at Gettysburg as a reminder of the Union and Confederate Armed Forces of the Civil War. At West Point, there are cannon to remind us of the Revolutionary War. That is why the bronze B-24 must be placed on the Honor Court at the United States Air Force Academy.

Just two quick announcements and my report will end. Bud Koorndyk has resigned as 2ADA Representative to the Memorial Trust Board of Governors effective July 23, 1998, the date of the next meeting of the Board of Governors. Bud has served the Second Air Division Association in this capacity for nine years, since 1989. He will be sorely missed, and there is no way we can thank him enough for all he has done for the 2ADA. In the process to find a successor, the following were nominated at the October Executive Committee meeting: Chuck Walker, Geoff Gregory, and Bud Chamberlain. All of these men are past presidents of the 2ADA, and are eminently qualified. One of them will be elected at the May 1998 meeting of the Executive Committee in Oak Brook, Illinois to be the new 2ADA Representative to the Board of Governors. He will travel with Bud Koorndyk to the Board of Governors meeting on July 23, 1998 in Norwich, for indoctrination and to meet the members of the Board of Governors.

If you overlooked paying your 1998 dues by December 31, 1997, you have received a second dues noticed from Evelyn Cohen by now. Before you put it aside and forget it again, please write out your check in the amount of \$15.00 to the Second Air Division Association and mail it to Evelyn right away.

Adios, my friends, and a Happy Easter to you all. ■



SECOND AIR DIVISION ASSOCIATION



JOURNAL



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

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

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

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



!!! FLASH !!!

NEW
2ADA/Fulbright
Librarian:
JUDITH A. JEROME

Executive Vice President's Observations

BY EARL WASSOM (466TH)

I was a college freshman. I had taken an afternoon break and after the movie, I was returning home. My elderly neighbor met me on the sidewalk and made a remark that caught my attention. "It looks like you are in for some exciting times." He had heard the radio report on that Sunday, December 7, 1941. I had not. In the hours and days that followed, we sat glued to the radio waiting for information. In a rural community, news travels fast and I was shocked to learn that my elementary schoolmate and neighbor, who was five years my senior, was the first Oklahoma casualty in a yet undeclared war. He was an Army Air Forces pilot, my idol, and I was devastated. He was everything I had dreamed of becoming.

The next day, President Roosevelt spoke to Congress, the American people, and the world deploring the "dastardly attack made on Pearl Harbor by the Japanese." He further declared . . . "this is a date which will live in infamy." A state of war was thrust upon the United States, and our nation was in an all-out conflict with the Japanese, the Germans, and the Italians. The three movie-houses in our town were crowded out, not to view the feature film, but rather to see the latest war-time events captured on film by Paramount and other news agencies. The smoldering ruins of our Pacific Naval fleet, the carnage of burning aircraft and equipment in Hawaii, the fall of the Philippines, the moves of the Nazi war machine across Europe and the Luftwaffe assault on England were disheartening but strengthened our resolve.

There was a patriotic passion throughout America. Within nine months, I was in the Army Aviation Cadet Program as a pilot trainee. Millions of young men like myself enlisted and those who did not, were drafted. Training bases sprang up everywhere, factories were built, industry came to life, victory gardens were planted, just about everyone was mobilized, materials were conserved, rationing was instituted, all in support of the war effort. Many reading these lines became a part of that passion to win. Seventeen-year-old youths left home for the first time, women took off their aprons, put on slacks, and reported to factories to work, older workers were introduced to the "graveyard shift." Those of us in uniform were introduced to a rawness of living we had not known before. Yet, it was a new wonder to our lives and we pursued it and sold out for it. There were the whiners, the so-called conscientious objectors, those who settled for a second-rate life and pointed fingers at those who would not go along with their convictions. But the veterans, the patriots of the 1940s had a passion, a goal not to live long but to live an honorable life. True, there was the voice of safety calling, but we also heard the voice of adventure. We wanted to make a difference and we did.



**"Just finished my tour with the 8th . . .
What's next on my agenda, Colonel?"**

Wartime General Douglas MacArthur, when he was seventy-eight, declared: "Nobody grows old by merely living a number of years. People grow old by deserting their ideals. Years may wrinkle the skin; to give up interest wrinkles the soul."

Does this quote describe anyone you know? The men and women with whom I now associate do not fit the "wrinkled soul" concept. I am proud to be a part of the Eighth Air Force, Second Air Division Association and the Liberator Team. To attend our conventions and get-togethers, one feels he or she is part of an exclusive fraternity. There are observers present, and we are grateful for them, but they cannot fully understand and participate. We were freedom fighters during the 1942-45 period. Our lives were on the line for peace for our America and also for Great Britain and the occupied countries of the continent. Now, over 50 years later, we understand the conflict a little better. We were fighting for another cause as well. There was a need for America's ideal in the world. Leadership unique to the United States stepped forward to promote a new idealism, to influence without force, a way of peace and freedom to people everywhere. Millions of people and many nations have embraced democracy. Now, they are free and our generation helped cause it to happen.

We are of the group spoken of by General MacArthur but we have not stepped back. We still have a passion. I do not wish to leave the impression that we are to dwell on the past, but we do have the responsibility of providing forum opportunities for future generations to recognize and rally around. And I firmly believe we are doing that. Our Memorial Library is located in Norwich, Norfolk, the heart of the land of the Liberators during

WWII days. It stands as an inspiration, a beacon of tradition and information for people of all ages everywhere. The Second Air Division Memorial Library has, through its years of existence, experienced tremendous times of glory as well as times of deep frustration and despondency. Following the tragic fire on August 1, 1994 which destroyed Norwich Central Library and the 2AD Memorial, library officials, members of the Trust and representatives from the Second Air Division Association probed through the blackened and twisted ruins to see what could be salvaged. Its destruction was almost complete and the damage was unbelievable. But the "wrinkled soul philosophy" among the leadership just didn't exist! There was a strong determination that the spirit of the Memorial would survive. And it has. Despite delays and setbacks, plans are moving ahead. At the fall meeting of the Executive Committee in Oak Brook, IL, we voted to go to Norwich and meet jointly with the Board of Governors in October, 1998 to lay a symbolic cornerstone for the library and the Memorial Room. When the tragedy first happened the cry was, "This will be our last mission." But, I just don't believe we will quit when the cornerstone is laid, the building is dedicated, and we move in. I recall that back in 1944 and 1945 there were those "gung-ho" crews who completed their tours of duty and flew their last mission. Then they signed up for more action. There are exciting days ahead for us. And, I believe there are still a lot of "eager" members of the Liberator Team who want to be in on the action. There has been much "spin-off" from our tragic loss of the original Memorial Library that has been for our good and for the legacy we are creating. Let's not slumber and sleep while we still have missions to accomplish.

One of the "new" developments is the Mighty Eighth Heritage Museum in Savannah, Georgia. It is less than two years old and considering its young age, stands as a premier exhibit of the exploits of the 8th Air Force, which, by the way, is still operational. The 2ADA is supporting this wonderful organization. Our encouragement, finances, artifacts, letters, records, and books are but a beginning in what we can and will do. This is definitely a second tour endeavor.

To fly this tour, we need an airplane; the B-24 Liberator, to be specific, a B-24 in the Honor Court of the United States Air Force Academy!

We owe a debt to our twenty-one million allies and comrades who served their countries during those difficult years. We are repaying, in a small way, with our pledge to preserve and honor their memory against the tide of time. We had a passion in our youth. Let us renew our passion to preserve and spread the legacy we helped create! ■

The Editor's Comments

BY RAY PYTEL (445TH)

QUIZ ANSWERS:

HAWAII AND THE UNION JACK (SUMMER 1997 JOURNAL)

Hawaii was the 50th and most recent State of the Union (21 August 1959). The Union Jack at right does not denote any UK alliance but a gift of a Union Jack by George Vancouver (c1758-98) in 1793 to the islands' then king, Kamehameha I (c1758-1819), who liked it so much that it was used as Hawaii's official flag until 1816. Today's flag was introduced in 1845. The eight stripes represent the state's eight principal islands (in all there are 122).

NORWICH BUILDING (WINTER 1997 JOURNAL)

Earl Zimmerman (389th BG) says: "Any drunken G.I. would recognize the 'Muscle Palace,' or 'Sampson & Hercules,' originally built as a house for one of the city's leading citizens, Christopher Jay, in the 17th century. It did not become a ballroom until 1930. British air aces Stanford Tuck and Douglas Bader were regular patrons in the early part of the war. Also, under the dance floor there is a swimming pool!"

Frank Grew (448th BG), who sent in the picture, said: "Note the missing figures; when the new owners decided to restore them, they found out that they were rare and valuable antiques" (worth some £200,000 apiece. They went to a museum and plastic copies took their place).

ANCESTRAL HOME OF GEORGE WASHINGTON (WINTER 1997 JOURNAL)

The American flag flutters proudly in the breeze outside an old stone-built manor house in a picturesque Northamptonshire village. This is Sulgrave Manor, home of the ancestors of George Washington, the first President of the United States of America.

Over three centuries have passed since George Washington's great-grandfather, Col. John Washington, left England's shores in 1656 to settle in Virginia. Challenging as life in the New World must surely have been, Commonwealth England was not a particularly comfortable place for a family with strong royalist affiliations in the wake of England's Civil War.

The British government imposed the Gregorian calendar on all its possessions, including the American colonies, in 1752. The British decreed that the day following September 2, 1752 should be called September 14, a loss of 11 days. All dates preceding were marked OS, for Old Style. In addition, New Year's Day was moved to January 1 from March 25 (e.g., under the old reckoning, March 24, 1700 had been followed by March 25, 1701). George Washington's birthday, which was February 11, 1731 OS, became February 22, 1732 NS (New Style).

Editor's Note: Caron Veynar (AM-HQ) came



in closest — she only missed out on Washington's change in birthdates.

IS THE LIBERATOR JUST ANOTHER VICTIM OF THE "DOMINO EFFECT"?

During the Cold War, political writers often referred to the somehow sinister "domino effect," somewhat akin to the old "horse-horse-shoe effect" where for want of a nail, a horse-shoe was lost, for want of a horseshoe a horse was lost, for want of a horse a soldier was lost, for want of a soldier a battalion was lost, for want of a battalion an army was lost; and for want of an army a war was lost . . . and on and on *ad nauseum*!

In the case of the Liberator, a few days after WWII the Army Air Forces had some 3000

Since there was no B-24, Grandpa could not have flown in it; and without such flyers, there could not have been a World War II; and without World War II the Japs are right: the U.S. dropped the atomic bomb on them for no reason at all.

surplus B-24s collected and parked on many Army Airfields such as Altus, OK; Kingman, AZ; Lubbock, TX; Albuquerque, NM; Walnut Ridge, AR; and the largest and most famous, Davis-Monthan Field in the Phoenix-Tucson area, just begging anyone to take some off their hands. All possible buyers were contacted, including schools, museums, municipal airfields, and just about anybody who would take them.

One can only surmise what happened, but it must have been (a legend?) something like this: After buying a number of surplus planes, including the famous B-17, the curator of the Smithsonian Air Museum apparently had an urgent call of nature, just after his great purchase.

Upon arriving at the field rest rooms he found them all occupied, and had to wait in line for a stool. After he returned to the sale, he was told "The B-24s? Oh, they're all gone! You should have been here; why the last one was just sold about two minutes ago!" The story is that the Smithsonian has been looking for a B-24 diligently ever since . . . 50 some years, no less, and without any success!

But because the Smithsonian did not have a Liberator, the authors of the Smithsonian's authoritative, all-encompassing *Book of Flight* had no way of knowing that such a plane existed, since, according to the editor, Joe B. Goodwin, "most of the editors and researchers who helped in the publication of our *Flight* book were born only after WWII." (Yes, that's his excuse!) And after all, all the important WWII

planes already were "neatly parked" for them at the Smithsonian!

But because the Smithsonian did all that "research," C.D. B. Bryan had it made when he decided to become the editor of "The 2nd Edition of National Air and Space Museum Book" published by Harry N. Abrams Inc., New York. If you can't rely on the Smithsonian, who can you rely on? This perpetuated the Smithsonian *Book of Flight's* data in a new wrapper, "only the name was changed to protect the guilty."

But because the U.S. Post Office decided to go to the "Supreme Authority," the Smithsonian *Book of Flight*, et al., when it was decided to issue "a selection of U.S. Postal Service Stamps Featuring Classic American Aircraft," they, too, being in a similar age bracket to the Smithsonian's "editors and researchers," were completely unaware that a B-24 existed, or that it had anything to do with something called World War II.

But because many famous stamp collectors, including a former United States President during WWII, Franklin Delano Roosevelt among them, were avid stamp collectors, and stamps

generate history buffs, many of our descendants now follow in their footsteps!

These, too, are avid stamp collectors who rely on the world's historical postage stamps for their knowledge of history; including many of our own children, grandchildren, and some great-grandchildren, who now cannot find anything about that "lying Grandpa and his imaginary plane, the B-24." Since there was no B-24, then Grandpa could not have flown in it; and without such flyers, there could not have been a WWII; and without WWII the Japs are right: the U.S. dropped the atomic bomb on them for no reason at all. (Actually we were P.O.'d at the quality of their pre-war trinkets, and you must admit that we shook them up a little, since then the quality of their trinkets and toys improved greatly, together with the price!) Shame on Grandpa and the other "old fogies" for doing that to such nice and innocent people. Shades of Enola Gay!

It is possible that in a very foreseeable future both the Smithsonian and the Postal Service will ask the U.S. Attorney General's Office to issue a restraining order to stop the harassment of the two agencies with letters about some imaginary "hurts" and complaining about a non-existent plane in a war that did not happen . . . WOW! Just think — all of this just because a Smithsonian curator had a bowel movement at the wrong time! (OK, how close to the truth are we?)

(continued on page 6)

WWII AWARDS (continued)

(a) Provide an original or reconstructed narrative of the actions/achievements meriting recognition. *Narrative must be signed by an appropriate recommending official* (i.e. former commander, supervisor, etc.) Any chain of command endorsements should also be submitted. The recommendation must include the specific name of the intended award, the reason for recognition (i.e. heroism, achievement, or meritorious service), inclusive dates, and both a justification and proposed citation.

(b) Attach accompanying witness statements that corroborate the veteran's actions/achievements. Such statements must be from individuals who personally witnessed the veteran's actions/achievements.

(c) Provide copies of any documentation that would further support the veteran's case (i.e. flight records, extracts from unit records or logs, photographs, maps, report of separation, etc.) Such items must be directly relevant to the veteran's actions/achievements.

(d) The award request, with supporting documentation, must be submitted through the office of the veteran's member of Congress. Upon his/her examination of the veteran's case, the congressional representative can direct the appropriate Service Secretary to formally review the veteran's award request.

The decision to grant the veteran's recommended award is based upon the merits of the case, the recommendation's degree of documentation, and the award criteria in existence at the time the actions/achievements occurred. Eligible veterans are encouraged to submit requests for past due awards and decorations they deserve.

REPLACEMENT SET OF MEDALS

All honorably discharged veterans of the Air Force, Army Air Corps, and Army Air Forces are entitled to a *one-time*, free of charge replacement set of their authorized medals and ribbons from the U.S. Government. Submit request in writing to: National Personnel Records Center, Attn: NRPMF, 9700 Page Ave., St. Louis, MO 63132-5100.

Request must contain veteran's full name, service or social security number, branch of service, and dates of service (approximate dates are OK). Also, the request must be signed by the veteran; if deceased, the veteran's next of kin can sign the request on his/her behalf. Ensure that information on the request is clear and easy to read. It is helpful to attach copy of discharge certificate to request, but not required. It is best to use Standard Form 180 (Request Pertaining To Military Records) to send request, if possible. These are available at VA offices and from most veterans organizations.

Please note that the Government *does not* provide badges, insignia, unit patches, or miniature medal sets — these must be obtained through commercial sources at veterans' expense. Allow 90-120 days for processing.

THE PURPLE HEART MEDAL

Veterans who believe they merit award of the Purple Heart Medal (PH) for wounds received as a direct result of enemy actions can

submit their individual cases to the Purple Heart Review Board (PHRB). Former members of the U.S. Air Force, Army Air Corps, and Army Air Forces must submit requests in writing to: National Personnel Records Center, Attn: NRPMF, 9700 Page Avenue, St. Louis, MO 63132-5100.

The Purple Heart is a criteria-based award which does not require a written recommendation and has no time limit for submission. However, each request is considered based upon policies and criteria in effect at the time the veterans was wounded. In order to determine a veteran's entitlement to the PH, the following information must be provided to the PHRB:

(a) A detailed narrative of the circumstances involving the wound, including the veteran's rank and unit of assignment, date wound occurred, and specifics of the injury.

(b) Medical documentation to verify treatment was received. If there is no documentation to show treatment at the time, a statement from a physician (military or civilian) is acceptable detailing that a medical examination has revealed evidence of the wound claimed by the veteran. Statements from the requesting veteran which are not substantiated by either medical or official records will not be considered as sufficient evidence of wounds.

(c) If possible, statements from individual(s) who either personally witnessed the wound incident cited by the requesting veteran or can verify that the incident occurred.

Unfortunately, certain conditions do not meet eligibility requirements for award of the PH. These include disease, exposure, injuries incurred as a secondary effect of combat actions, and injuries received as a result of seeking shelter from enemy fire (for example, a sprained ankle while jumping into a bunker).

If you believe that your situation deserves consideration by the PHRB, you are encouraged to submit your request. ■

EDITOR'S COMMENTS (continued)

To refresh your memory, I suggest that you re-read the Summer 1997 and Winter 1997 *Journals* about all the escapades of the Smithsonian Museum and its relationship with the Wrights, the various complainants, and the excuses for the omission of the B-24 from their *Book of Flight* and later the huge *Air and Space Museum Book* together with the replicated form answer, "We can't find a B-24, and that gives us an excuse for ignoring it completely in our huge and comprehensive aviation history books!"

SPRING QUIZ: IF THE B-24 DID EXIST, YOU SHOULD KNOW THE ANSWERS!

One: During D-Day, June 6, 1944, how many groups in the Eighth Air Force had B-24s? How many groups had B-17s?

Two: How many B-24s did the British get in WWII? How many B-17s?

Three: How many groups did the 15th Air Force have at the height of the war? How many B-17s?

Four: How many groups of B-24s did all of the Army Air Forces have? How many groups of B-17s?

Five: How many B-24s were manufactured? How many B-17s?

Six: If you only heard of Jimmy Stewart's career through the current "media," what military service and plane would you associate him with?

Seven: It is reported that the 45th Air Division had 21 B-24s. Where, and what were they used for? ■



Former 2ADA President Geoff Gregory (467th BG) looks askance: "Sometimes the committee goofs on these awards . . ."

The Bronze B-24: A Sculpture for the Ages

BY ALFRED ASCH (93RD)

The sculpting of the B-24 Bronze Memorial to be installed in the Honor Court of the Air Force Academy in Colorado Springs, Colorado is well underway. The tax exempt corporation is operating with four officers: Jay H. Jeffries, Jr. (453rd), Al Asch (93rd), Ray Pytel (445th), and Neal Sorensen (489th). A stock brokerage account with Merrill Lynch has been opened in our corporate name, number 673-04K02 for investing our cash and providing a means for donors to transfer securities, e.g. appreciated common stock, directly to this account. Several generous donors have transferred common



quality. It is destined for the Mighty Eighth Air Force Museum at Savannah, Georgia in a July 1998 ceremony.

The design of the plaques must be given to the sculptor by May but no later than June for his work. The larger 21" x 50" plaque will have the donors' names. The smaller one, 16" x 16", will carry the theme that the B-24 operated in all theaters of operation during World War II. We must have all the donors' names by this time. Dedication ceremonies at the Academy are set for September 25, 1998. We are proceeding with the design of the larger plaque as follows:

- (1) A donor can have as many names as he chooses at \$450 per name.
- (2) Money donated from group treasuries may be used to designate names at \$450 per name.
- (3) Names on the plaque will be arranged under group/organization headings.
- (4) Special note will be made for those who flew Ploesti and who received the Medal of Honor.
- (5) Donations can be made in memory of others; these are encouraged. Always give the name to appear on the plaque.

There will also be an Honor Roll in a Book of Remembrance to remain at the Academy. All donors' names will be included in much the same format as the donor plaque. It may be expanded somewhat to show who the donor was for those "In Memory Of" names. ■

stock to this account. If you choose this donation method, be certain to let Neal Sorensen know your address and the name(s) you want to appear on the plaque, discussed later. It is simple to do and working well.

We have a \$150,000 contract with Sculptor Robert Henderson to build and install the memorial. He has done the B-17, P-38, P-47 and P-51, all in the Academy Honor Court. At 1/6 scale size, it gives our memorial a wing span of 18.33', fuselage 11.27', and the stabilizer/rudder a vertical height of 3'. The bronze memorial will weigh about one ton and the base (pedestal) of blue polished granite approximately three tons. Two plaques, one approximately 21" x 50" and another 16" x 16" to be mounted on the pedestal are included in the contract price.

The 467th Bomb Group entered into a separate \$25,000 contract with Henderson for the wood/composite model which will be of museum

The Rise of the Bronze B-24

BY NEAL SORENSEN (489TH)

**"If you try to do something difficult, you may fail.
But, if you don't try it, you have failed already!"**

As of December 15, 1997 (the due date for this *Journal*), the fund drive to build a giant 19' wingspread replica of our B-24 had a combined result of over 74% toward our goal of \$175,000 — but let's not stop now!

The phrase "combined result" is chosen because the 467th Bomb Group earned the right to name the wooden pattern for the bronze after their famous "Witchcraft." To avoid any further misunderstanding, the 467th Bomb Group signed a separate contract with the sculptor, Robert Henderson, for the wooden model; and B-24 Groups Memorial, Inc. of the Army Air Forces signed a second contract for the pattern castings from the wooden model, the bronze castings, the granite base, the bronze plaques to inform the world of our B-24, and the transportation from Canon City to the Honor Court at the United

States Air Force Academy.

"Combined result" is further exemplified by contributions which have been received from the 13th and 15th Air Force veterans. In each case, the contributor is provided literature and asked to get his buddies, group or squadron mates involved.

3D SAD has responded with a generous contribution, much as they did for other worthwhile causes.

The most touching requests to donate have come from children of our veterans, who are making donations to honor their fathers. Also, donations have been received honoring dead crew members or live crew members who are disabled.

Your generosity, enthusiasm, and support via letter, telephone, and word of mouth will ensure the success of our project.

It will be proud day on September 25, 1998 when the beautiful sculpture of our beloved Liberator will be flying in the Honor Court along with the B-17, the P-38, the P-40, the P-47, and the P-51. ■

Report on the Memorial Trust

BY E. BUD KOORNDYK

Because of the impact that our Memorial Library has had in preserving the memory of all who sacrificed their lives in the gallant struggle for freedom during World War II and which will continue as a living memorial into perpetuity, I felt it imperative that I share with our entire membership the up-to-date financial data that I have on the rebuilding process.

This data will have to do with only the cost of rebuilding the 2nd Air Division (USAAF) Memorial Library within the County Library itself. Hilary Hammond, Director of Arts and Libraries, had in his planning recommended that the total facility be doubled in size because of the increased usage of the facility and the awareness of its existence throughout England, both from the average citizen level as well as from the university level.

The total cost for accomplishing this plan was estimated as being £600,000 or roughly \$1,000,000.00 in American dollars. £90,461 was to come from insurance monies, now paid, which was the replacement value of the old library. The Norfolk County Council is to make a contribution of £223,709, the Millennium Commission £170,916 and the Memorial Trust of the 2nd Air Division (USAAF) Board of Governors had pledged an amount of £125,000 for a grand total of approximately £610,086.

The Board of Governors of the library will begin its drive in February, 1998 and has requested that we might be agreeable to participating in this venture. Paul King, Chairman of the Board of Governors, had hoped that in this one last mission we might be able to raise \$100,000 from our membership at large. This would be strictly a volunteer effort with all checks going to the 2nd Air Division directly, for the proper tax deduction, denoting the fact that it would be used specifically towards their drive for £125,000 to help fulfill their obligation to the County Council for the rebuilding of the Memorial Library.

As I personally am approaching the end of my tenure as your representative on the Board of Governors of the Memorial Trust, I can assure you that from my perspective, the one place in this world that we will be remembered into perpetuity for our role in preserving freedom in our time, is in England and in the confines of Norwich in particular. I could write a book on children I have chatted with visiting our library as a classroom project, university students taking advantage of our memorabilia and being told by students from America attending the University of East Anglia that they never were fully aware of our role in history until coming in contact with our library. It is a sad commentary that within our own country, Decoration Day, Veterans Day parades and such are so poorly attended or even acknowledged as they should be.

I have always come back from my trips over for meetings of the Memorial Trust with complete personal satisfaction that as long as

there is an England, we shall never be forgotten. Static displays in our memory in England as well as in the United States will soon be forgotten, but the living memorial which we have in our Memorial Library will go on into perpetuity.

May I remind all of our membership, be it in the 2ADA or in individual bomb groups, that the catalyst that brought us together, first as the 2ADA and then the ensuing bomb groups and their individual efforts on behalf of their groups was the establishment of the Memorial Trust of the 2nd Air Division (USAAF) and the wonderful Memorial Library that it administers within the confines of the Norwich Central Library.

Paul King, Chairman of the Board of Governors, has written to inform me that the new County Archivist is Dr. John Alban, who is a military historian who has done projects on the Luftwaffe and their raids on Wales. This speaks well that we have a person highly qualified to work with our memorabilia that will be sent to Norwich from our membership in future years. Derek Hills and his staff at the

library are excited with this appointment.

Another significant appointment was that of Mr. John Whitehouse as a new Governor on the Memorial Trust Board of Governors. He is in his early forties, a businessman and pilot, has a big engineering business, a fleet of eight aircraft, and an office in Chicago. Paul certainly is to be complimented for forming a wonderful nucleus of second generation Governors to carry the torch into the 21st century on behalf of the 2nd Air Division (USAAF) Memorial Trust and for the administration of the Memorial Library in the Norwich Central Library.

This being one of the last reports that I will be making as your representative on the Board of Governors, as my term will end on July 23, 1998, my wish is that I may have conveyed to each of you with my thoughts and words the deep love that I have, along with many others within our membership, for this most treasured and lasting memorial we have in England for all of our comrades who so willingly sacrificed their yesterdays so that we could be the recipients of our todays. ■

Folded Wings

HDQ
Norma Burman (AM)

44th
Harold A. Barnes
William Duffy
Earle V. Hawkins
Lewis Hinman
Gen. Leon Johnson
Albert E. Jones
Joel Parker

93rd
Herbert M. Hape
Adam J. Hastak
Edward E. Kromer (466)
Thomas F. Watson
Milton R. Watters

389th
Lloyd R. Cummings
Rex J. Jackson
John C. Kinnard
Stell Meador

392nd
Peter J. Borracini
James M. Robe

445th
Edward W. Appel (93, 389, 56)
Robert C. Connolly
Robert Crossland

Donald Griffith
LeRoy H. Tucker

446th
Wilfred J. Frigge (491)
James E. Longstreth
Walter Sewitsky
Joseph H. Shaffer, Sr.

448th
James A. Ennis (93rd)
Benjamin L. Everett
William R. Gamble
Gaylor W. Graf
Bernard Hansen
Robert E. Smith
John A. White

453rd
Theodore R. Carey
Seymour Cohen
Frank Hanzalik
Robert I. Hoar
William C. Joyce, Jr.
Eugene Klein
C. Douglas Leavenworth (467)
O.G. Martin

458th
Frank Norman
Harold P. Lambousy
William K. Lemkowitz (446)
Carl White

466th
William L. Bento
Samuel W. Jones
Irving N. Kelsey
Herbert Rosenkoff

467th
Jacob E. Gair
Arthur N. Gentry
Eddie T. McQuellon

489th
Lee M. Baker
William F. Laseter
Max E. Van Horn (446)

491st
Lynn E. Atwood
Livingston C. Douglas
Louis J. Gallo
George Newburger
Dominic J. Nolte
Frank J. Virant

492nd
Leslie R. Francis
Mellicent S. Moorhead

SM
Geoffrey W. Smith

THE 2ND AIR DIVISION SAYS FAREWELL TO "OUR OWN" GENERAL LEON WILLIAM JOHNSON

BY DICK BUTLER (44TH)

General Leon William Johnson passed away in his sleep in the early morning hours of 10 November 1997 at Belvoir Woods Health Care Center in Fairfax, Virginia. He was ninety-three years of age. His funeral service was held on 17 November in the Fort Myers Chapel with interment following in Arlington National Cemetery.

General Johnson was born in Columbia, Missouri and graduated from the U.S. Military Academy at West Point in 1926, at which time he was commissioned a second lieutenant in the infantry. In 1929 he "decided that things looked more interesting from the air," transferred into the then Army Air Corps, and learned to fly at Brooks and Kelly Fields, Texas, followed by assignment to the 5th Observation Squadron at Mitchell Field, New York. He was promoted to first lieutenant in December 1931 and in 1932 went to the Philippines with the 2nd Observation Squadron for a three-year tour. After returning to the United States he entered California Institute of Technology, and in June 1936 received his MS in Meteorology and promotion to captain. Going to Barksdale Field, Louisiana, he served as Base Operations Officer in July 1937. He also commanded the 3rd Weather Squadron there. In August 1939, he was graduated from the Air Corps Tactical School at Maxwell Field, Alabama, and returned to Barksdale for assignment as Operations Officer of the 3rd Bomb Group that went to Savannah, Georgia. He was promoted to major in August 1940.

Early in World War II, Major Johnson joined the 8th Air Force as Assistant Chief of Staff for Operations and went to England with it in June 1942, as a lieutenant colonel and one of the first four flying officers in the organization. The following January he took command of the 44th Bomb Group, known as the "Flying 8 Balls," and was promoted to colonel in March. Under his command the group was awarded the first Distinguished Unit Citation given to any Eighth Air Force unit for the group's participation in the historic 14 May 1943 raid on Kiel, Germany which General Eaker described as "perhaps the greatest air battle the world has ever known." Three days later, General Johnson led the 44th 1200 miles to attack the submarine pens at Bordeaux, France. Of this mission General Eaker said: "There was probably more destruction per plane involved than we have ever before accomplished."

In June 1943 Colonel Johnson led the 44th Eight Ballers south to North Africa, where they joined two other B-24 groups on detached service from England and two groups already stationed in North Africa with the Ninth Air



General Leon Johnson saluting Lt. Gen. Jacob Devers at the time he was presented The Medal of Honor at Shipdham Airfield on 22 November 1943.

Force. The five groups were to comprise the force which was to make a low level attack on the important oil refineries of Ploesti, Rumania, described by Winston Churchill as the "taproot of German mechanized power." *Yank Magazine* in its November 1943 issue described Ploesti as "unctuous with oozing black earth, pregnant with oil-soaked wooden derricks and glistening refineries . . . settled tauntingly on the Danubian slope between the towering Carpathians and the Green Transylvanian Alps, the richest bombing target in all Europe but protected by the most impenetrable curtain of flak in the world." The code name for the impending operation was "Tidal Wave."

On Sunday morning, 1 August 1943, with Colonel Johnson as command pilot in "Suzy Q," the 44th Bomb Group launched 37 heavily loaded B-24 bombers from the base at Benghazi, Libya as one of the five major elements for a massive B-24 bomber attack on the refineries of Ploesti. When the five-group force unexpectedly encountered a large build-up of cumulus clouds over the mountains of Albania, the force became separated while circumnavigating the thunderheads. Two of the groups got about twenty minutes head of the other three groups which proceeded on their assigned routes. The plan called for the 44th group to split into two flights, each with a separate refinery as its assigned target. As Colonel Johnson with his flight of sixteen aircraft approached their target at an altitude of less than two hundred fifty feet and receiving intense ground fire, it was observed that their target was already ablaze and explosions were occurring. Their target had already been mistakenly bombed by aircraft from one of the two earlier groups. Leon Johnson recalled:

"Ahead the target looked like a solid wall of fire and smoke. It appeared that we would have to fly through it. When we got closer to the target we could see that the smoke was staggered a little. Our individual targets were in the center of a clearer spot so we were able to get through." He said that a phrase that he had first used when he first took over the group ran through his subconscious: "Bombs on the target, bombs on the target!" He had drummed it into his men, "If you want results, you have to get the bombs on the target!" He had brought sixteen ships into the tunnel of fire and smoke at his assigned target. Five of the planes went down in the general target area and beyond. The combined bombs of the 44th and those of the group which had previously mistakenly bombed those refineries put them out of action for eleven months. The other 44th flight of twenty bombers completely destroyed its target. On withdrawal from the targets the force came under intense attack from German and Rumanian fighters, of which a number were shot down.

Of the thirty-seven 44th bombers launched on the mission, only one aborted with engine trouble prior to reaching the target area. It landed on Cyprus. Seven planes went down in Rumania, two ditched in the Mediterranean, two went to Turkey, and three landed at Malta. Twenty-two aircraft, including Colonel Johnson's, managed to make it back to the base at Benghazi. Almost all of them had suffered moderate to severe battle damage and had flown an average of about thirteen and a half hours.

After returning to England he organized the 14th Combat Wing, was promoted to brigadier general in November, and was awarded the Medal of Honor, which is the U.S. military's highest award for gallantry in combat. His Medal of Honor citation reads in part: ". . . Though having lost the element of surprise upon which the safety and success of such a daring form of mission depended, Colonel Johnson elected to carry out his planned low-level attack despite the thoroughly alerted defenses, the destructive anti-aircraft fire, enemy fighter airplanes, the imminent danger of exploding delayed action bombs from the previous element, of oil fires and explosions, and of intense smoke obscuring the target. By his gallant courage, brilliant leadership, and superior flying skill, Colonel Johnson so led his formation as to totally destroy the important refining plants and installations which were the object of his mission. He personally contributed to the success of this historic raid . . . at the risk of his life above and

(continued on page 24)



392nd B.G.

BY J. FRED THOMAS

No, it isn't true that we were seen being rescued by boats in our streets. Those were the old folks in a trailer park about a mile from us. They persist in living below sea level. Not too smart with El Nino lurking about.

Although we have had no weather problems, the past quarter has been one when we have spent a lot of time and worked like hell, but have little of interest to write. Whereas last issue, people sent us pictures and news, not so this time. We did have a call from Jim Goar, and an e-mail from Phyllis DuBois reporting that the dedication of the replica of the Wendling Obelisk at Savannah was an impressive ceremony. We are sorry we missed it, but after attending the 8th AFHS and the 392nd BGMA meet at Minneapolis and the East-Midwest area reunion at Harrisburg in September, plus the 2ADA Executive Committee meeting at Oak Brook in early October, we were travelled out. I'm sure Jim Goar will have a detailed report in his 392nd BGMA News.

Number one on our priority list is the "Bronze B-24" project to put our warbird in the Honor Court at the Air Force Academy. We have been working in concert with Jay Jeffries, 453rd BG; Neal Sorensen; Dick Baynes; et al to keep the program moving toward completion. We are having some success; probably more than many thought we would. Last report we had, pledges and donations were at about \$130,000 toward the \$175,000 needed. The greater part of the collection has been from Second Air Division people. I have put the word out on the B-24 web page on the Internet. We have had a number of contacts, but we really haven't contacted those of the Pacific and Aleutian Theaters. Further, we had the report that our 392nd BG donations were at the \$3,750 mark and paused. We know that one generous member sent \$1,000, and four or five of us have sent \$450 or \$500. You can see what that means. It means that a few of us are carrying the ball again. We need the help of all who can afford something. What with all the fighters, the Tuskegee Airmen, and especially the glorious B-17 already there, it is a matter of pride and honor that we have our B-24 there. One can figure that with our 7,000 2ADA members and all the B-24 people of the other theaters of WWII, it shouldn't take much from each to get the job done. That is so, but if each who knows of the project doesn't get off the dime and make a move, little will be done. Further, you all know of many who don't belong to any of our organizations. We need you to let those people know about the project. They might not care about joining anything, but we believe many would be gung ho about

having the bronze replica at the Academy. Our C.O., Myron Keilman, is spreading the word about Sacramento, so please take a minute and add your help so we can complete this mission in 1998. If you have a computer, talk it up on the Internet. Also, if you know somebody who you think doesn't know about the project, write or call them. If you know me at all, you know that once a project is started, we like to move it. We don't have years left to make a career of it. All of us would like to visit the Academy and see our old B-24 leading the pack.

One reply from one who saw our letter on the Internet might be of interest to you. It's from Fred Stuart, a Vietnam vet who bought a 392nd BG A2 jacket in Alaska, of all places. I include his letter with this report:

"I'm a Vietnam vet who, twenty-five years ago, bought a WWII leather flight jacket from a thrift shop in Seward, Alaska. I bought it because it was just my size and it had my name, "Fred," on it just above the round patch on the left front of the jacket. Tonight I finally sat down at my computer to see if I could learn more about its history by researching the web. Needless to say, I've learned a lot. The round patch shows a knight in armor riding a bomb. He's holding a white shield with red cross and a lance. A long red and white streamer trails from his helmet. The 8th Air Force web site showed me that this was the unit marking of the 392nd Bomb Group. The upper right front of the jacket is covered with bombs, thirty small ones and two larger ones. The back of the jacket shows a screaming eagle superimposed over a blue-green triangular cloud. The eagle is holding a bomb painted with the number 30 in one talon. Underneath that is the name "lyndy" in lower case letters. My guess is that's Fred's nickname.

"I understand you've been involved in put-

ting together an anthology of the 392nd BG and was hoping you might be able to tell me more about this jacket and the man who wore it. I'd be really excited if there was a picture of Fred wearing his jacket in the anthology. Anyway, you're the first person I've contacted who probably really understands what this jacket has been through, and I couldn't resist the opportunity to write you about it."

Write to Fred Stuart at 1010 S.E. 71st Ave., Portland, OR 97215, or contact him by e-mail at: fstuart@internetcds.com

One other e-mail: The International B-24 Memorial Museum is establishing a database of former crew members who flew B-24, PB4Y, or PB4Y-2 aircraft. Any crew member can get on that list by writing to the International B-24 Memorial Museum, 31001 Magnuson Avenue, Pueblo, CO 81001. Phone: 719-948-9219. Fax: 719-948-3361. E-mail: pwrr59@prodigy.com. Later, you can use that database to contact lost souls.

Now, consider these aviation related items. For sale: Parachute. Only used once, never opened, small stain . . . Depression is merely anger without enthusiasm . . . Drink 'til she's cute, but stop before the wedding . . . Eagles may soar, but weasels don't get sucked into jet engines . . . Boycott shampoo! Demand the real poo . . . If you ain't making waves, you ain't kicking hard enough . . . I love defenseless animals, especially with a good gravy . . . Support bacteria: they're the only culture some people have . . . Join the Army, meet interesting people, kill them . . . OK, what's the speed of dark? Think about it.

Well, back to the grindstone. As of today, 12/10, there are a thousand Christmas cards to get out. I do hope they brighten some pilgrim's day. By the time you read this: Happy Ides of March. ■

MIAs: 700 UNKNOWN AT ARDENNES CEMETERY

BY WILL LUNDY (44TH BG)

While on a 1997 tour in France with some members of the 44th Bomb Group, we stopped at the Ardennes American Cemetery. We were met by Mr. Horace Thompson, Superintendent of the Cemetery. I spoke with Mr. Thompson about procedures involved with MIAs, especially those found in crashed airplanes but whose bodies were unidentified. For several years I have sought this information about another 44th who like Clair Schaeffer, went down on 21 January 1944. This was another engineer whose body was not identified. Never was the subject fully addressed by any source contacted until this day when Mr. Thompson gave me an answer.

He stated that this cemetery had well over 700 "Unknown" people whose remains were unidentifiable after the final processing that took place in 1949 and 1950. Their remains were buried here in separate graves, marked as "Unknown." Of course there remains a shadow of doubt in specific instances, but the odds are quite high that men whose names are on the Wall of the Missing at Madingley might also have their remains buried in the "Unknown" graves. So again, finally we have an answer to this important question. Next of kin now have grounds for accepting the strong possibility that this cemetery may be the final resting place for their loved ones. ■



**BY DAVID J. HASTINGS
VICE CHAIRMAN OF THE BOARD OF
GOVERNORS OF THE MEMORIAL TRUST**

Now that we have entered the exciting New Year, I thought that it might help the members of the 2nd Air Division Association in America to have a "look back" at some of the exciting events of 1997 from our side of the Atlantic. Firstly, the retirement tribute dinner for Tom Eaton in Norwich was a most moving occasion, and we can never repay the debt we owe Tom. Next, the convention at Irvine, California was one of the high spots of this year, when quite a few of us had the great joy of returning once more to that wonderful 2nd Air Division family and giving you the exciting news on the progress of your unique Memorial Library. We were also pleased to help with a new method of distribution of the 2ADA *Journal* which we hope will save money and effort.

Then in June came the great news that the Millennium bid had been successful and so work could begin in earnest to build our new Central Millennium Library and to make the enlarged 2nd Air Division Memorial the finest of its kind in the world, with an opening date set for late 2000. Your Memorial Trust Governors, under the chairmanship of Paul King, are hard at work on the details of your outstanding new Memorial, and we now have the task, with your help, of raising the £125,000 required for the rebuilding.

We were delighted to see many of the 2nd Air Division Association present at the opening of the American Air Museum at Duxford, and hopefully it will not be too long before a complete B-24 Liberator takes its rightful place in the display. Also in September at the main Trust Governors meeting it was great to see several members of the Executive Committee present there.

1997 was a good year for visits, and most bases have had the pleasure of entertaining members of the 2nd Air Division and their families. It is always wonderful to see you back. The winter season of widescreen film shows has once again proved hectic, with those about the 2nd Air Division proving the most popular, and at each showing the audience has raised funds for the "Last Mission Appeal" towards the rebuilding of your Memorial.

Looking at other areas of promoting the

2nd Air Division in the U.K., the 2nd Air Division Trophy was highlighted in the Annual Wymondham College Report, and thanks to a large donation from Bernard Matthews, work is progressing on the American Memorial Garden at the college. On the famous Bure Valley Railway, the proposal to name the mainline diesel locomotive "2nd Air Division USAAF" was accepted, and we want to thank those 2nd Air Division members who so kindly helped to raise the funds needed for the major refit. The railway carried over 80,000 passengers this year, so next season the new nameplate will cause much interest.

Finally, the Memorial Library team of Linda

Berube, Derek Hills, Lesley Fleetwood, and Christine Snowden has been superb, with your Memorial Library being well used and much loved. The World Wide Web site produced by Linda has been a huge success, with a rapidly growing number of "visits" from people in many parts of the world, which all helps to spread the news of the 2nd Air Division and your unique Memorial. None of us on this side of the Atlantic can wait until the Third 2nd Air Division Memorial Library is opened, for it will be an outstanding tribute to those who died and those who survived, and one of the finest living memorials in the world. We hope to see you all in Chicago. ■

Another Successful Thanksgiving Observance in East Anglia

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

Sincere apologies to John Page, Chairman of the Friends of the 2nd Air Division Memorial, for not reminding him in time of the 15 December deadline for the Spring *Journal*. When I tried to reach him by phone last night there was no answer. So, I have prepared this piece based on reports I have had from Norwich, relative to the traditional Thanksgiving dinner party arranged by the Friends on Thursday, 27 November 1997. It was held at The Swan in Harleston, a 17th century pub with a most gracious flavor.

By all accounts, the party was a huge success — fine food and drink, warm camaraderie, and a harmonious concentration on everyone's realization of the importance of the job at hand, the restoration of the new Norwich Central Library with our enlarged 2nd Air Division Memorial. There were approximately 100 people in attendance with a good representation from the Board of Governors led by the Chairman, Paul King, and the Vice Chairman, David Hastings; one of the newest Governors, Mr. Nick Cooper, and others.

Our fine team from the Memorial Library were there in force, along with the wife of the Commander of the 3rd Air Force in Europe, Mrs. Robin Hinton (General Hinton was off in Bosnia) accompanied by the Deputy Commander, Col. Vincent Horrigan and Mrs. Horrigan. I have heard that after the dinner, Col. Horrigan gave a humorous talk acquainting our British Friends with many of the traditions of our American Thanksgiving observances.

Since the formation of the Friends in 1988, Mr. and Mrs. David Neale of Great Yarmouth have been among the most stalwart supporters. Between them they have held down the offices of secretary and treasurer of the Friends, as well as publishers of their newsletter, appropriately named "Second Thoughts." It pleased the audience enormously to witness the presentation to Pearl Neale of the Graham Savill Memorial Award for devoted service to the Friends, the Memorial Library, the Governors, and the 2nd Air Division Association.

The Friends is a viable and important organization for the promotion and well-being of our Memorial, and the maintenance of the ties of friendship between our veterans and the people of East Anglia. Our Executive Committee has declared on many occasions that the Friends deserve our wholehearted support. Chairman John Page has stated that "the purpose of the Friends is to remember what the 2nd Air Division accomplished . . . to remember the individuals who took part . . . to support the Memorial and to be in the forefront in raising funds needed to re-equip and refurnish the new Memorial Library."

In point of fact, at the dinner a spontaneous collection was taken, and the funds immediately turned over to the Governors to go into the Restoration Fund.

It is a pleasure for me to serve as Liaison Officer with the Friends, as it is also for Bill Wuest, a long-time member of the Board of Governors, to serve as Liaison Officer of the Governors to the Friends. May I remind all of you that dues for 1998 are payable now. There have been no increases: \$5.00 for single membership, and \$8.00 for families. Please make your checks out to me. I remit to the Friends in pounds. We will welcome your responses, and as always, I will be pleased to answer any questions you may have. ■

489TH NOTES

BY
JAMES M. DAVIS

Now is the time to make plans for the 489th BG and Second Air Division Association events for 1998, starting with the 489th BG reunion to be held in Savannah, Georgia, April 1-5. Activities, events and reservations have been coordinated by Gini Belward. If you need any information about the reunion, please contact Gini by phone at 941-853-5157 or by mail at 5780 Sandpiper Drive, Lakeland, FL 33809. This will be a great opportunity to visit Savannah and see the Eighth Air Force Museum. There will be many tours and events to attend, a good time should be had by all. Thanks to Gini and her staff.

As the years go by I appreciate more and more the 489th Bomb Group History Book that Charles Freudenthal put together. There is hardly a day that goes by that I do not refer to or review information in the book. Each time I use it I realize more and more how much effort it took to gather and assemble all the information. Once again I would like to take this opportunity to thank Charles and others who helped him put the book together. Many, many thanks, Charles.

Over the years the 489th BG has been a strong supporter of the Second Air Division Association. Even though we are one of the smallest groups, we are usually close to the top in attendance at our reunions. The 489th BG has an excellent group of loyal members. We have had some really outstanding leaders over the years. Charles Freudenthal, Bud Chamberlain, and Neal Sorensen have all served the 2nd Air Division Association as president. Even after fulfilling their terms they have continued serving the group and the 2ADA. Charles continues as Assistant VP and publishes the 489th BG newsletter. Bud Chamberlain started the Heritage League and still devotes much time to the 2ADA. Neal served as 2ADA president last year and was the main force behind the "Bronze B-24" project, serving as treasurer and other duties for the project. Thanks, Charles, Bud, and Neal. You have served the 489th BG and the 2ADA well and the members of the 489th BG really appreciate you for the outstanding job you have done and are still doing for us.

The "Bronze B-24" project is off and running. Neal, Ray Pytel, and others have done a great job getting the project started and on track. I encourage our members to submit their donations as soon as possible so that the project can be completely funded and ready by the completion time of the project, September 25, 1998. ■

2ADA FILM LIBRARY — REVISED 1/98

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

- | | | |
|---|------------------|----------------------------------|
| "Images of the 2nd Air Division" | | Produced by Joe Dzenowagis |
| "Faces of the 2nd Air Division" | | |
| "Eight Candles for Remembrance" | | |
| American Patriots (Series) | | |
| "The Story of the Second Air Division Memorial Room" featuring Jordan Uttal | | Produced by Joe Dzenowagis |
| "PARADE" — 2ADA in England, V-E Day 1995 | | Produced by Joe Dzenowagis |
| "Royal Air Force Tribute to the Second Air Division, 8th USAAF, by Royal Air Force Coltishall Honor Guard and Royal Air Force Wyton Military Band" 43rd Annual 2ADA Convention, July 1990 | } | Produced by Joe Dzenowagis |
| "24's Get Back" | } Order together | |
| "B-24 Liberators in the ETO" | | Donated by Hugh McLaren |
| "Aerial Gunner" | | |
| "World War II" with Walter Cronkite 10 Volumes | | Donated by Roy Jonasson |
| "Passage to Valhalla" | | donated by William Fili, 15th AF |
| "Ploesti! B-24s at War — Series I" | | |
| "Flying the Bombers — B-24 Liberator" | | |
| "B-24s at War — Series II" | | |
| "The B-24 Story" | | |
| "Diamond Lil" | | |
| "Start Engines Plus 50 Years" | | |
| "Behind the Wire" | | |

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

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

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

By the time you get this you will have already celebrated the New Year. But, anyway, a Happy New Year to all! Progress is being made on our efforts to raise \$175,000 for the bronze B-24 at the Air Force Academy and for the wooden model to be hung in the Heritage Museum in Savannah. If you haven't yet contributed, I urge you to make whatever large or small donation you can afford. I don't want to see that B-17 on the pedestal at the Air Force Academy without a B-24 at its side. Make checks payable to "B-24 Groups Memorial" and send them to Neal Sorensen.

Clifford Bertagnoli was a bombardier who flew his missions with the 453rd BG out of Old Buckenham. When Cliff completed his missions, he was brought up to Division Headquarters to work with Joe Whitaker as Assistant Division Bombardier. In the fall, I had a letter from Cliff and I quote from it as follows:

"I just finished re-reading the Fall 1997 *Journal*, with the tribute to Jimmy Stewart on the rear cover. It brought back a memory of a meeting I had with Jimmy Stewart and a lot of brass following a bomb raid on a ball bearing plant at Friedrichshafen. We, the 453rd, were the last bomb group over the mass of flames and smoke that we were supposed to hit. I was the lead bombardier that day. There was one lone building alongside the factory. I aimed and it disappeared. The next morning I was hauled into headquarters. Jimmy was there with Colonel Potts and many more I can't recall. Jimmy wanted to know why I didn't follow orders. I don't remember what I said, but I should have said 'instinct.' The flak was too heavy to be intended to defend a hopeless primary target and all that was left standing on the ground was a good target of opportunity — a warehouse. We found out after the briefing that our target of opportunity was the highest priority target of the ETO. A warehouse full of 'buzz bombs.'

"Colonel Potts will remember. Just the other day I saw a history program on TV about devastating buzz bombs were. I remembered Jimmy doing his damndest to get me to say something, anything. I couldn't give him a logical answer. So the interrogating group gave us a 'lucky hit.' When I look back, the whole group could have been awarded the Silver Star. If you see or talk to Colonel Potts, ask him if he remembers the occasion. Thanks a million for keeping in touch."

Allen "Jack" Nye calls this episode The Great Pheasant Shoot:

"Periodically, an incident would occur which illustrated a significant difference in British and American customs. There was the occasion when several of our HQ officers had become acquainted with an Earl (or maybe he was a duke or just a country gentleman) who owned a sizable estate in Norfolk County, and received an invitation to go up there and shoot some pheasants. Since no ammunition had been available for sport hunting in England for several years, the pheasant population had increased greatly. We Americans were able to borrow shotguns and shells from Special Ser-

DIVISION



BY RAY STRONG

vices that had been sent over for trapshooting, which was intended to help train our aerial gunners in shooting down German fighter aircraft.

"Great enthusiasm developed for this adventure, assuming that a large number of pheasants might be brought to the Ketteringham Hall officers' mess after the award of a couple of birds to the landowner, as was the American custom. After the hunt, there indeed was a large pile of dead pheasants, we were told. Then His Grace spoke to the group: 'I will be very pleased if each of you guests will take a bird home with you if you wish.'

Division Night: The other day, I was rummaging through a box of old 2AD things and came upon a table "placement card" with a B-24 at the top and the name "Lt. Strong" on it. When I turned it over, I discovered that I had written "Division Night, 6 November 1943." I had also noted that, as part of the entertainment, imitations were performed of some of those present. I still remember a couple of them as being absolutely hilarious! An imitation of Colonel John H. "Pops" Hayden was performed and also one of Captain G.M. (I.O.) Bodenheimer. Those of you who remember these two know that they were logical candidates for impersonation. "Pops" was older than most of us and a full colonel. He was Executive Officer and A-3 of the 2nd Bomb Wing under General Hodges before we became the 2nd Bombardment Division. I remember him with a large mustache and, outwardly, a tough, gruff, and demanding officer, but inwardly, he was suspected of being a gentle and considerate man. He had just been made C.O. of the new 20th Combat Bomb Wing. Regretfully, a few days after this occasion, "Pops" was shot down while on a mission over enemy territory. It was a great loss to the HQ. He was impersonated by Maurice Elstun, a navigator who had recently completed his missions and was brought up to HQ to augment the staff of the Division Navigator. If you remember Maurice Elstun, you know that he was a funny and outgoing person and his imitation of "Pops" was hilarious. It brought down the house! And then there was the impersonation of G.M. (I.O.) Bodenheimer — known to most of us as "Bodie." He was impersonated by Major Newell E. "Whitey" Thomas. "Whitey" was older and white-haired and was assigned to the A-2 Section. He was a quiet sort of fellow but with a dry wit that was perfect for "Bodie." If you remember these two, you know that this was also a hilarious performance. Oh, how I wish that we had video cameras back then and that I had a tape of this occasion!

This was the first "Division Night." Previously we had three "Wing Dings." But since we were no longer a wing, but a division, we had to change the name. In case you who were present don't remember, the menu that night was as follows: clear celery soup, fruit salad, roast Norfolk partridge, giblet gravy, celery hearts, green peas, cream potatoes, English salad, apple pie a la mode, hard rolls, butter, coffee, and cocoa. The ice cream for the apple pie came from an arrangement made by our Special Services Officer, John Cassidy, with a Norwich candy-maker who was about out of business because he could not get milk. Most of the cows in England had been slaughtered because the farmers had gone off to war. We had an excess of powdered milk — no one would drink it — but it made very good ice cream. The idle factory was back in business until local civilians complained that the American soldiers were eating ice cream and they hadn't had any for years. As the news reached higher headquarters, an order soon came down shutting down the source of the powdered milk for the ice cream.

This occasion also reminds me of the delightful lady who was in charge of the dining room — Mrs. Elaine Hendry, I believe was her name. While the mess sergeant, whose name I can't remember, the cooks and others did a good job with what they had available, Mrs. Hendry always came up with little things that made eating at the officers' mess a little more pleasant. Shortly after we left Ketteringham, she moved to South Africa — Johannesburg, I think.

That's all for this issue. If you have suggestions, or better yet, articles that you can submit for the HQ page in the *Journal*, send them to me. Hope to see a big crowd at our next convention at the Oak Brook Hills Resort over Memorial Day weekend. The registration form is in the Winter issue of the *Journal*. This will be the 50th anniversary convention! ■

VFW Magazine gives "health" notice to WWII airmen and submariners

Perhaps 20,000 servicemen — especially air crewmen and submariners — from the 1940s through the mid-1960s, received nasopharyngeal radium therapy. This radiation treatment for inner-ear problems could have had long-term risks.

Consequently, the VA and the Pentagon are working together to identify and notify veterans who participated in nasal radiation projects. So far, only 42 veterans have been sent letters. They were among 730 men treated at New London, CT.

Editor's Note: See page 38 of the Winter Journal for more information. ■

HOW TO READ THOSE LIFE EXPECTANCY CHARTS

BY RAY PYTEL (445TH)

There are now approximately 4,900 out of 4,743,000 veterans left from World War One, or approximately .01%. The average age is over 100 years.

There are also some 6,500,000 out of 16,353,000 veterans left from World War II, or approximately 40%. The average age is about 75-77 years. Based on that information alone, you can figure that you have one chance in 1,000 to live over 100 years. But life expectancy statistics are more refined now, so let's see what you can do with the latest IRS longevity expectations, now that you are in the magic "75" circle or within a couple of years either way.

Looking up age 75-male indicates a life expectancy of 9.6 years. That means that if this is March 1998, by about the fall of the year 2007 only 50% will be alive (taking the 6,700 2ADA members, 3,350 will be left).

When you and the 50% surviving members reach about 85 or close to it and look up your life expectancy, it says 5.7 years. That means that by the spring of 2013 if you are still living and 91, only 50% of the 3,350 2ADA members or 1,675 are with you!

When you reach 91 in the year 2013 and look up your expectancy you will see 4.0 years. So by around the spring of 2017 or New Year's 2018, when you are approaching 96, only 837 2ADA members will be around, and looking up 96 you see you have 2.9 years. By Winter 2021 you are 99 years old and 416 of your 2ADA buddies are still around. Looking up your life expectancy in 2021 at 99 you will see 2.3 years and 208 other 2ADA members are hanging in there! That's about 3%, or statistically, you have one chance in 34 to get over the 100 mark in the year 2023.

It gets dicey after 100, but the final result is that by about the years 2025-2030, Evelyn Cohen, who has a five-year women's advantage in life expectancy, will attend a 2ADA convention with about six live members, at which time she will announce that the "final" 2ADA convention will be in Norwich during the summer of 2030. Be sure to make your reservation now! ■

Ages Male Female Avg. Life Expectancy			Ages Male Female Avg. Life Expectancy			Ages Male Female Avg. Life Expectancy		
6	11	65.0	41	46	33.0	76	81	9.1
7	12	64.1	42	47	32.1	77	82	8.7
8	13	63.2	43	48	31.2	78	83	8.3
9	14	62.3	44	49	30.4	79	84	7.8
10	15	61.4	45	50	29.6	80	85	7.5
11	16	60.4	46	51	28.7	81	86	7.1
12	17	59.5	47	52	27.9	82	87	6.7
13	18	58.6	48	53	27.1	83	88	6.3
14	19	57.7	49	54	26.3	84	89	6.0
15	20	56.7	50	55	25.5	85	90	5.7
16	21	55.8	51	56	24.7	86	91	5.4
17	22	54.9	52	57	24.0	87	92	5.1
18	23	53.9	53	58	23.2	88	93	4.8
19	24	53.0	54	59	22.4	89	94	4.5
20	25	52.1	55	60	21.7	90	95	4.2
21	26	51.1	56	61	21.0	91	96	4.0
22	27	50.2	57	62	20.3	92	97	3.7
23	28	49.3	58	63	19.6	93	98	3.5
24	29	48.3	59	64	18.9	94	99	3.3
25	30	47.4	60	65	18.2	95	100	3.1
26	31	46.5	61	66	17.5	96	101	2.9
27	32	45.6	62	67	16.9	97	102	2.7
28	33	44.6	63	68	16.2	98	103	2.5
29	34	43.7	64	69	15.6	99	104	2.3
30	35	42.8	65	70	15.0	100	105	2.1
31	36	41.9	66	71	14.4	101	106	1.9
32	37	41.0	67	72	13.8	102	107	1.7
33	38	40.0	68	73	13.2	103	108	1.5
34	39	39.1	69	74	12.6	104	109	1.3
35	40	38.2	70	75	12.1	105	110	1.2
36	41	37.3	71	76	11.6	106	111	1.0
37	42	36.5	72	77	11.0	107	112	0.8
38	43	35.6	73	78	10.5	108	113	0.7
39	44	34.7	74	79	10.1	109	114	0.6
40	45	33.6	75	80	9.6	110	115	0.5
						111	116	0.0



NEWS

BY R.D. "DICK" BUTLER

This past 10 November, we lost a great airman, leader, patriot, statesman, and individual: General Leon Johnson. He was one of the most respected and beloved senior officers in World War II. Elsewhere in this issue is a resumé of some of his duties and accomplishments. Seven of us who had the privilege of serving with him at Shipdham were in attendance at his funeral service on 17 November. Those seven appear in the photo herewith. At the service in the Fort Myer Chapel, Ed Mikoloski gave a marvelous eulogy. Ed was a long-time aide to the General and a close personal friend of the Johnson family. Following Ed, I spoke giving the respects for the members of the Second Air Division Association and the 44th Bomb Group Veterans Association, plus a few personal comments. Barrett Taylor, a long-time personal friend of General Johnson, related some of the General's accomplishments and their personal relationship. Also speaking was retired Army Major General Vernon Walters, who had worked closely with General Johnson in Washington, D.C. when he was Representative to NATO's Military Committee and Standing Group. Later, General Walters served as U.S. Ambassador to the United Nations.

Following the chapel service, the General's casket was placed on a caisson which was drawn by six black horses, one riderless, to the interment site in Arlington National Cemetery. Following the caisson was a formation of Air Force airmen and an Air Force band. Full military honors were rendered at the gravesite and the band softly played the Air Force Hymn. A B-1 bomber made a low pass over the site. Prior to the lowering of the casket, Barrett Taylor placed a rock from the Shipdham runway on it. The entire ceremony was befitting of such an outstanding individual.



The 44th Bomb Group Veterans Association had an excellent reunion in Salt Lake City, Utah from 9-12 October. There were about 250 44thers, spouses and friends in attendance. Jim Clements and Jerry Folsom did a great job of making all the arrangements. The highlight of the reunion was the Sunday morning attendance at the Mormon Tabernacle to observe the regular Sunday morning broadcast



Seven members of the Second Air Division Association who attended General Leon Johnson's funeral and served as pall bearers. From left to right: Ed Mikoloski, Nancy Luce Van Epps, Tony Mastradone, Dick Butler, Barrett Taylor, Bill Cameron, Jack Gibson.

by the Mormon Tabernacle Choir. Following the broadcast, the spokesman announced to the audience of about 6500 that we 44thers were in attendance and recited some of our group's achievements in World War II. Then he stated that the choir would do a special number in our honor. The choir did an absolutely beautiful rendition of the "Battle Hymn of the Republic." There probably wasn't a dry eye among us. Then followed the singing of "God Be With You 'Til We Meet Again," a

with his fellow flyers has added something special to his life. Hopefully, he will be able to take part in this year's reunion.

"Two weeks ago he was rushed to the hospital with acute pneumonia. My father's condition was complicated by the several other physical problems he bravely survived but took a toll on his body. Delirious, he had only one thought on his mind. 'One more reunion . . . one more reunion,' he feverishly mumbled in the emergency room.

"Two weeks ago my dad was rushed to the hospital with acute pneumonia. Delirious, he had only one thought on his mind. 'One more reunion . . . one more reunion,' he feverishly mumbled in the emergency room."

number most appropriate for our reunion.

There were two events which occurred associated with the reunion as it approached that demonstrate and reflect the love, admiration, and respect that our children have for us. The first is a most touching letter which I received from the daughter of Pat and Ginny Colucci. Pat and Ginny are two of our most loyal and active members. I want to share it with you as it is beautiful and worthy of publication:

"Dear Mr. Butler:

"I commend you and your staff for making the veteran reunions such memorable occasions! Because of your efforts, many enjoy visiting new places where they can reminisce with their buddies, swap post-war experiences, and share child-rearing stories.

"My father, Pat Colucci, has made the reunion a focal point of each year. Being reunited

"I believe it was my Dad's determination to get to Salt Lake City that helped him to heal more rapidly than expected. We will soon know if the doctor will allow him to make the trip.

"As children, my siblings and I were aware of our father's pride in being part of the Air Force. He never spoke of the war, but instilled in us the love for our country and the duty to defend her liberties. Recently, he turned into an ambitious writer. He writes about his Air Force adventures, delighting his grandchildren with stories of the heroism of his buddies. Penning the positive aspects of his life as a soldier has not only been an outlet for his creativity, but has also been a therapeutic tool.

"The wives of the servicemen also appreciate the reunions. My mother has had the opportunity to meet wonderful men and women,

(continued on page 20)

I Was The Best Teenage Cotter Pin Puller in the 8th AF!

BY IRA (WELKOWITZ) WELLS (448TH)

Modesty has never been one of my strong personality traits.

Consequently, whenever I meet a new acquaintance, I usually manage to steer our conversation in the direction of World War II. And, since my senior citizen status is very apparent, I am usually asked: "What did you do during the war?"

My answer is that I was the most important member of a British based Eighth Air Force B-24 Liberator crew which flew thirty-five combat missions over Nazi Germany.

At this point, my new companion, possibly remembering the ancient black and white movie "Twelve O'Clock High," assumes that I was a pilot.

I quickly reply that while the pilot was a somewhat vital individual on our airplane, it was I, the armorer and nose turret gunner, who played the key role in the success of each flight.

When asked how many enemy fighters I shot down, I immediately answer that between September 13, 1944 and March 18, 1945, although the flak was frequently intense, because our group had the fortune to have an adequate P-38, P-47 and P-51 escort on all of our missions, I never had to fire a gun against

the Hun, although many other groups were not so lucky.

Before my questioner can recover from his/her surprise, I stress that each bomb we carried bore a cotter pin in its fuse to prevent its exploding in the event that our bombs had to be salvaged over enemy territory, or we were forced to crash land with them on board.

Since the whole purpose of our effort was to drop explosives on the enemy, these cotter pins had to be removed once we crossed our opponent's borders.

These background statements give me the opportunity to vividly describe how I had to disconnect my electrically heated flying suit, throat microphone and earphones and switch from the central oxygen supply to a portable oxygen bottle.

I breathlessly recount how I laboriously exited my turret and made my way beneath the flight deck, squeezed past the navigator, radio man and top turret gunner, entered the bomb bay compartment, and while balancing precariously, without a parachute, on the narrow catwalk, skillfully pulled each cotter pin from each fuse.

Then I would retrace my steps and, once again, "man" my guns.

As an anti-climax, I also threw the toggle switch which actually released the bombs.

I just knew that each of the other nine men on my crew, as they saw the flashes and smoke as our bombs landed below, were silently thanking me for my fine work.

I stress how proudly I surrendered the proper number of cotter pins once we landed, proof that I had performed my assigned duties heroically.

I often wondered why the Army Air Force never commissioned me, or, at least never designed a set of silver wings, with a cotter pin in the center, for me to wear on my uniform.

Before my new friend can say a word, I add that I was also the most popular person on our plane.

That was true because we each received rations of chocolate, cigarettes and liquor upon our return to the base.

Since I am allergic to chocolate, and never smoked or drank, I could give my "goodies" to whomever I pleased.

But, that is another story . . .

Editor's Note: You had a dirty job — but somebody had to do it! One question — who took care of the "arming wires"? ■

Just Between Us Birds . . .

BY ELLA WOODBURY, ELKHORN, WISCONSIN'S RESIDENT ORNITHOLOGIST

Well, you've done it. Even an airfield may be named after one of you! You've done a good job of copying birds, and you can fly. You did it in World War II and thousands of times since.

Not only that, but birds sing to make the journey seem less time-consuming — but darned if I know if they are singing the same songs you did during the war or flying to some modern tune. It would be heck if they sing it backwards and are influenced morally.

While you worried about losing a wing, birds have to have wings for steering. Not to neglect the tail; they need that for braking and steering.

According to Col. Richard Meinertzhagen, some birds fly much faster in their courtship flights. And if they are pursued by a predatory bird, that speeds them up, too. How fast did you fly when you were the target?

Just as you had to cooperate with each other, birds flock (and cluck) together. Many eyes and ears are an advantage, as you know. Flocks of starlings have been known to close ranks and quickly change direction, according to John Terres. The leader is not always in front. (Smart.) Flocks also have ranks in



which certain birds have certain duties.

(A male red-breasted merganser was clocked at 218 mph!)

Please don't feel inferior. The size and shape of birds' wings determine their lifestyle, speed, and capabilities.

Some birds (who are built right) fly at 25,000 feet, while others have iron rich particles called magnetite in their brains to discern the Earth's magnetic field and use that information to chart migration paths and other navigational tasks, according to a research group at the University of Auckland, NZ.

The propeller of a bird is the outer part of each wing. It has strong feathers and the beat of the wing drives them through the air. (However, birds are behind in jet propulsion.)

Most of you wanted to return to base and have a smooth landing. So with the help of certain feathers, using an upward angle to reduce speed, the bird touches down with his feet, absorbing the shock.

The bird has as much control of his outer wing as we do with our hands. Birds can even clap their wings, if they have a sufficient audience.

They are capable of dropping offensive bombs, too. (Sorry!)

Just as you sang "I've Got Six Pence As We Go Rolling Home," "Lili Marlene" or "Coming In on a Wing and a Prayer," the birds sing in flight.

Your pin-ups might have included Hedy Lamarr or Betty Grable. Perhaps some birds have a "cheesecake" picture of a flamingo on their walls!



The information above was taken from The Audubon Society Encyclopedia, and Science News. ■

458th BOMB GROUP



BY RICK ROKICKI

1998 MEMBERSHIP DUES

It is my sincere hope that all who read this have sent in their annual dues. Evelyn Cohen started sending out the dues statements in early November, and if you have sent yours in, read no further. If not, this is the last copy of the *Journal* you will receive. It is frustrating to go through the annual plea for our members to act on this, and I suspect that once again I will be sending 3rd notices to 25-30 people who have mislaid their 1998 dues statement. Why not become a Life Member with one check? Write Evelyn for details.

NORWICH AVIATION MUSEUM

In the last issue (Winter 1997), I neglected to mention that the extension at the museum would be the new home of the #100 Group R.A.F. which was dedicated September 20, 1997. The 100 Group was a Special Duties unit and all documents were secret until 1976. The squadrons consisted of both high and low level Mosquito intruders formed to combat German night fighters who attacked R.A.F. bomber streams. The "Mossies" were equipped with radio counter-measure and other electronic intelligence equipment. The 100 Group originally had been in RAF Oulton, and after several disappointments with poor facilities, welcomed the offer of the City of Norwich Aviation Museum to house their memorial in the new wing.

B-24 "HOOKEM COW"

I prevailed upon John Deacon (SM) to send me the latest photos of the now completed radio-controlled model of "HOOKEM COW." He had a substantial delay in completing the model because of difficulty in buying sufficient sheets of Lithoplate aluminum to match the 75% already installed. The aluminum (.003 thickness) had a different "finish" and through the efforts of friends in the modeling business, he was able to match the original. He still had to "tidy up" the exhaust system and by the time that was done, the best flying weather was past. Disappointed that he was unable to get it in the air in 1997, John assures me that next spring (or by the time you read this) it will be. I have been promised a video of the first flight... will keep you all posted. I have some close-up photos of the fully detailed cockpit with the "green house" removed, and it's fantastic, to say the least! Full details in future *Journals*.

BOOKS

As of this date in mid-December, only one copy of George Reynolds' book *458th Bomb Group History IV* remains. This is the last of the fourth edition printing, and while the cost remains at \$29.95, I'm sure it won't stay here long. If you're interested, please call, write or fax me before sending any money. My address, telephone number and fax number are on page 2, under 458th VP.

I received as a gift from the local VFW a book entitled "With Courage," *The U.S. Army Air Forces, WWII*, written by Bernard C. Nalty. It comes in both hardcover and softcover. The book number is ISBN 0-16-036396. Write to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Write and ask for price and availability. A worthy addition to your WWII library.

Look for *Liberator Album, B-24s of the Second Air Division*, color prints and artwork by Mike Bailey with text done by both Mike and Tony North. Published by Midland Publishing of Leicester, England



Top: Completed 18.5 foot wingspan B-24 "HOOKEM COW" built by John Deacon. Below: Christine Armes with the radio controlled model, gives you an idea of its size.

and distributed in the USA by: Specialty Press Publishers, 123 North Second Street, Stillwater, MN 55082. Mike has advised me that several delays were incurred with proofreading, but book availability in early 1998 was the goal.

IN PASSING

Jeffrey L. Ethell, well known aviation author, personal friend, and fellow writer for a magazine we both wrote for, was killed while flying a newly restored P-38 in Oregon about six months ago. I was advised just after submitting my Winter *Journal* column. Jeff's father was a P-38 pilot in WWII. Ethell authored 54 books; one, *Bomber Command*, featured the 458th with a P-51 escort on the title page. Additionally, he made at least four videos of wartime aircraft and several others that are shown on History, Discovery, and The Learning Channel. We both were Associate Editors for *Pilot's Preflight — The Washington Sectional* in the early and mid '70s. The aviation field will sorely miss his many talents. ■

Memorial Trust Board of Governors sponsors Schools Essay Competition

Bud Koorndyk announces the successful launching of the new Schools Essay Competition for the Annual Governor's Prize. Sponsored by the Board of Governors of the Memorial Trust, the competition will be an annual event for first year students in the VIth form of the Norwich and District Schools. Through the competition, the Governors seek to foster among future generations a knowledge of the United States and in particular to recognize the contribution of the members of the 2nd Air Division to Anglo-American relations. Students will submit a 1,500 word essay on selected topics with prizes being awarded to individual students and their schools. ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



For the first time in three years, my sadness over the loss of our 2AD Memorial Library in Norwich was lessened in November, 1997.

In early November my family and I visited Norwich, Bungay, and all the old haunts. Our final stop on a busy day, chauffeured by John Archer and Alan Hague (we couldn't all fit in one British auto) was at the 2AD temporary library, which seems very well run and efficient considering the cramped quarters.

We were all pleased to spend some time with Derek Hills, Trust Librarian, who was anxious to show us the plans and assure us that some of our treasures would come out of storage and be again located in the Memorial Library in the year 2000.

In September 1997, Bill Booth also visited England with a stop at the 446th museum in Flixton, where, as Bill noted, many remnants of the many airfields have ended up. As Bill said: "I have been there before . . . but THIS IS A MUSEUM. No shiny floors, no stained glass, no paved driveway . . . just a look back in time to what we remembered. And hospitality . . . I was treated royally by all of the volunteers who keep our memories alive."

Alan indicated to Bill and to me that the museum would be expanding with another building in the process of being constructed, yet another donation that this volunteer group has been able to secure. Only 446th memorabilia will be contained therein, Bill says.



389th Green Dragon Flares

BY FELIX B. LEETON

The 389th's group meeting in Savannah was a most memorable occasion. Fred McConnell, Perry Sessoms, Barney Driscoll, Allan Hallett, and Gene Hartley did a terrific job of planning, picking, and executing to assure that all went smoothly!! We had 160 people present. As far as I can determine this was the largest gathering of 389th folks since 1945 — beating the 1992 Las Vegas convention of the 2nd Air Division Association by a few!! If there were complaints, they didn't get to me (and I'm not that fast on my feet!) Washington State, Maine, Florida and California were represented, so there were no geographic limitations.

The most remarkable aspect to me was the number of first timers, several of whom had been unaware of the 2ADA or of a 389th organization!! Ralph & Merlene Baird, John & Lois Ball, T.W. Barksdale, John & Judy Cahill, George & Angie DeGraff, Ralph & Vivian Dreese, Tom & Edythe Friedman, Donald Frank, Tommy Griffis, Eugene Hermann, Donald Hudspeth, Charles & Barbara Hvass, Walt & Judy Ketron, A.J. & Wilma Kissimon, Charles & Josephine Leamy, Frank Lewis, James McClain, Malcolm O'Neale, Bill & Elizabeth Peters, Eldon Pingree, Al & Antoinette Restuccia, John & Mildred Rhoads, Paul & Elizabeth Robbins, Ed Rubich, Dan & Arlene Ruth, Robert & Peggy Scott, James & Patricia Sedlach, Perry & Mary Sessoms, Gilbert Tilghman, Robert Watson, and Hubert Whitlock are in this group. We welcome you and hope you, who have not already, will become members of the Second Air Division Association, 8th Air Force!

It was good to see old friends who had missed a few recent meetings: Harold & Cora Brown, Frank & Nancy Chybowski, John & Evelyn

A visit to the Norfolk-Suffolk Aviation Museum is a must if you are going to visit England. It really exemplifies what volunteers can do working together. **HELP PUT THE B-24 ON A PEDESTAL.** Your grandchildren can then see the plane that you flew in World War II. A \$450 donation will place your name on the B-24 bronze sculpture planned for the Air Force Academy. A B-17 in bronze is already there!

E-mail from Belgium: Luc Dewez is a young man from Belgium whose parents met in the Resistance, married after the war, and were both awarded the Croix de Guerre. He describes his mission: "... to pay a tribute to preservation and remembrance of air crews who won my present freedom." With that mission he is working on veterans' recollections and has sent questionnaires to more than 150 persons. His results, "Kassel Mission, September 27, 1944" will be presented at the 2nd Air Division Association convention in Oak Brook, Illinois in May '98. He seeks only copies of diaries, anecdotes, photos, anything you can provide to further his mission. Let us help if we can. The questionnaire may be obtained by mail: 8 Paul Pastur Street, 5190 Ham-sur-Sambre, Belgium, or WORD DOC e-mail: Luc.Dewez@Skynet.be. Further questions? Call me.

Are you a member? If you are not a member of the 446th BG, a note to Marvin Speidel, group president, 708 Diane Ct., Rahway, NJ 07065, will get you an application form by return mail. Or call or send e-mail to me.

Have you made your travel plans for spring??? We look forward to Savannah, GA, for the 446th reunion April 30 — May 3 at the Marriott. More details are in the Beachbell Echo. Later in May we will gather at the 50th Anniversary Convention of the 2nd Air Division Association at Oak Brook Hills Hotel and Resort, May 23-26.

Finally . . . the same old pitch for news. Send it to me. We have stories to tell and folks who have not yet heard them.

E-mail: rocklandraptors@msn.com ■

Castle, Sal Chiarenza, Bill & Jane Dowden, Bud Doyle, Roland & Doris Driscoll, Lewis Eubanks, Bill Failing, Al & Jo Falko, Jack & Mary Fanelli, Bill & Doris Graff, Neal & Kay Head, Paul & Bonnie Hedges, Bruce & Ruth Helmer, James Holcombe, Jim & Mary Valla, Mary D. Wenick, and Earl & June Zimmerman.

Regulars: David Borland, John Brooks, Mary Detweiler, Barney & Emme Driscoll, Geb & Betty Gebhard, Allan & Jean Hallett, Gene & Nancy Hartley, Leonard & Myrtis Howell, Don & Shirley Kinard, Vince & Carroll Lozowicki, John Morgan, Pete Rice, Bob Seigh, Ray & Dianne Shannon, Bill & Margaret Sills, Ken Smith, Louis Smith, Bob & Jeannie Stout, and Bob & Dolores Woofter have a way of being there that adds continuity to the group.

The family and guest list is most important as it indicated an interest in our activities. It was good to see Phyllis DuBois, who has done so much for us over the years at the Norwich 2ADA Memorial Library Room; Mary Beth Barnard of the Heritage Museum at Savannah is in a similar situation. Jim and Barbara Makin represented George well. Bob Seigh brought his sister Margie and daughter Debra Martin and family; Ed Teevan had daughters Karen Buck and Sandy Gomez; the Browns' Sam & Susan Perkins came in for the banquet only; it was good to see Stephen and Diana Sills again; Hubert Whitlock brought his son Steven; the Hartleys brought their daughter Cathy; Penny Van Horn was with the Kisslings; and Ann Sanderlin came with Bill and Doris Graff.

I enjoyed Bill Graff's report on the Bill and Doris romance and the relationship to the "Delectable Doris" B-24. The Perry Sessoms crew had the largest delegation with six members (DeGraff, Levine, Pease, Robinson, Sessoms, and Mary D. Wenick, George Wenick's widow). The Sills bunch weren't too far behind, with four. The Ploesti representatives were out in force; I liked Earl Zimmerman's chart showing the plan of attack versus the actual run.

Our visit to the Mighty Eighth Air Force Heritage Museum was fascinating. General "Buck" Shuler and his able staff are doing a great job. His description of museum progress and plans was inspiring. The 467th BG's B-24 scale model, which is in progress, will do wonders for the place!!! ■



BY WALTER J. MUNDY

STATUS REPORT ON THE WOODEN MODEL OF THE B-24 "WITCHCRAFT" FOR THE 8TH AIR FORCE MUSEUM AND THE BRONZE B-24 FOR THE AIR FORCE ACADEMY

This early photo shows the progress of the B-24 model under construction at Robert Henderson's studio in Canon City, Colorado, in October, 1997. Mr. Henderson informed me that the wooden model for making the bronze mold would be completed in December, 1997, and a representative of the 467th was to inspect the model at the studio in January, 1998.



The installation of "Witchcraft" at the 8th Air Force Heritage Museum in Savannah is tentatively scheduled for July, 1998, at which time Robert Henderson will supervise the installation of the B-24 and the B-17 in the Rotunda. Again a representative of the 467th will inspect and accept the completed model prior to its donation to the Heritage Museum.

The bronze B-24 project for the U.S. Air Force Academy at Colorado Springs is also progressing on schedule. The membership of the 2nd Air Division groups must now get behind the fund-raising effort and bring it to a successful completion.

OTHER GROUP ACTIVITIES

The 467th Bomb Group now has its own web page which was put together by our *Poop from Group* editor Bob Davis and publisher Ralph Davis. The web page address is: www.siscom.net/~467thbg.

This web page will be linked with the web page at the Heritage Museum in Savannah, GA and the Memorial Library in Norwich, England. We are mighty proud of the great job that Ralph and Bob have done in getting our story on the Internet.

The Board of Directors of the 467th have approved a project to provide a copy of the group records, documentation, and mission photographs to the Heritage Museum and the Memorial Library. We are evaluating the cost of reproduction of three mission photo albums vs providing the photo albums on a CD. We will be in contact with both the Heritage Museum and the Memorial Library to determine which of these two methods will be most useful in the future.

1998 is shaping up to be a very busy year for conventions and meetings. The 2nd Air Division Association Southern California regional dinner meeting will be on the 28th of February at El Toro, followed by the 2ADA annual convention in Oak Brook Hills, Illinois, May 22-26. Then the 467th Bomb Group (H) Association convention will be held September 22-26 at St. Louis, Missouri, followed by the 2ADA Executive Committee's mid-year meeting in late October in Norwich.

HIGHLIGHTS FROM THE 467TH CONVENTION, SEPTEMBER 1997 IN ELLENVILLE, NEW YORK

In the last issue I reported on the details of our 1997 convention, the highlight of which was a ceremony at the U.S. Military Academy at West Point honoring Col. Shower, Col. Herzberg and Col. Holdredge, who are all graduates of the U.S.M.A. The photograph shows Col. Shower, Col. Holdredge, Lt. Gen. Christman and myself at the Flight Memorial after placing the wreath at the memorial service. ■



L-R: Walter Mundy, Lt. Gen. Christman, Col. Shower, and Col. Holdredge at memorial service.



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

44TH NEWS (continued from page 15)

to form many strong friendships.

"The camaraderie which sustained the men through many desperate situations, which survived all these years and keeps them coming back to the reunions is unique. Thanks again for giving so many meaningful and delightful trips to look forward to!

"Sincerely, Phyllis Venuti."

The Coluccis (unaware of their daughter's letter to me) were, in fact, able to make it to the Salt Lake City reunion and were their usual active and jovial selves.

The other occurrence took place the evening before we were to depart for Salt Lake City. I received a phone call from a man who

asked if I was going to attend the reunion. When I replied that I was, he asked if I thought it would be all right if he dropped by the event and talked to some of the people. I assured him he would be welcome to do so and for him to find me and I would show him around. He then said that his father had been in the 44th and was killed on the 1 October 1943 raid on Wiener Neustadt, Austria. I asked him to repeat his name, which he said was Terry Olson. I gasped and said, "Your father was Stanley F. Olson, a close personal friend of mine." He was amazed that I knew his father so well and remembered so much about him. Terry never knew his father and had not ever talked to anyone who had served with him. Yet he had actively been

endeavoring to learn more about his father for many years. Terry did come to see us at the reunion, and I managed to introduce him to Bill Newbold and Loy "Potsy" Neeper, both of whom had known Stan Olson well. In fact, "Potsy" and Stan had played together on the 506th softball team. I was also pleased to introduce Terry to Ed Dobson, Secretary of the 44th BGVA, as they share so much in common that neither of them ever knew their fathers, who were both killed while serving in the 44th. Terry's full name is Terrance D. Olson, Ph.D. He is Chair of the Department of Family Sciences at Brigham Young University. We intend to stay in touch and hopefully we can get him to another reunion. ■

2nd Air Division 1998 Reunion Schedule

REPORT ALL REUNIONS TO: J. FRED THOMAS (392ND BG), SCHEDULE COORDINATOR

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

B-24 Groups Memorial Inc., Bronze B-24 Installation, September 25

U.S. Air Force Academy, Colorado Springs, Colorado

Contact: Neal Sorensen, 132 Peninsula Road, Minneapolis, MN 55441-4112, Phone: 612-545-2698

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:

Southern California Region - Second Air Division Association - February 28

El Toro, California (near Los Angeles)

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

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

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

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

Contact: Fred K. McConnell, P.O. Box 482, Cape Coral, 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, 5831 E. Poinsettia Drive, Scottsdale, AZ 85254-4716, Phone: 602-951-0343

801-492 Bomb Group - "The Carpathians" - October 14-18, Savannah, Georgia

Contact: Sebastian H. Corriere, 4939 N. 89th Street, Milwaukee, WI 53225, Phone: 414-414-8264

My Shortest "Mission"

BY JOHN F. FAY (466TH)

Standing behind the pilot and copilot, I looked out the window and saw the No. 2 engine and part of the wing on fire. I tapped the pilot on the shoulder and pointed to the flame. He immediately turned towards land and I started to crawl through the tunnel to the nose to get my chute. I was the navigator, and my chest pack chute was at the navigator's position in the nose.

My position during takeoff was standing between the pilot and copilot, calling out the airspeeds. After takeoff, I remained on the flight deck as we were heading out over the North Sea. It was only about ten to fifteen minutes later after takeoff that the fire was first noticed.

It was February 17, 1945, and we set out on a mission to Magdeburg loaded with RDX bombs. I recall that before takeoff, the crew chief was working on the No. 2 engine until just before we started the engines, but no one envisioned the problems we would soon encounter.

Robinson, the nose gunner, met me head on in the tunnel, dragging his chest pack. I prevailed upon him to back up so I could get my chute, and we then started toward the waist because the camera hatch was a better bail-out opportunity than the nose wheel hatch. Going past the flight deck we saw Eclov (radio operator) and Curly (engineer) attempting to buckle on their chute straps.

By this time, the situation was getting desperate because the wing was fully enveloped in flames and it was loaded with gasoline. Upon reaching the waist, three of the gunners waved goodbye and bailed out, although we were still over the North Sea and the bail-out signal had not been given.

Robinson and I positioned ourselves at the camera hatch and waited for the bail-out signal as the plane started down. As we crossed the shoreline, the pilot gave the signal and Robinson and I bailed out at less than 1,000 feet. The bail-out was witnessed by personnel at the British Air-Sea Rescue field at Langham, where we landed. The plane crashed at the other side of the field, killing the pilot, copilot, engineer, radio operator, and an Italian POW on the ground. British planes and rescue boats immediately attempted to rescue the men in the water, but it was too late. Unfortunately, the three gunners who bailed out over the North Sea perished due to the temperature of the water, although they were equipped with Mae Wests. Robinson and I were the only survivors. The whole trip lasted no more than an hour — a short mission indeed!



William C. Lindhe Crew Members. Standing (L-R): Wm. C. Lindhe, pilot; John F. Fay, navigator; Robert H. Brennan, copilot. Kneeling (L-R): Robert D. Gautreau, engineer; Robert C. Short, waist gunner; Edwin D. Toms, top gunner; Archie W. Patterson, tail gunner; Robert M. Robinson, nose gunner; Claire W. Eclov, radio operator. (Toms was wounded on a December 1944 mission and was unable to fly on February 17, 1945. His replacement [unknown] died after parachuting into the North Sea.)

466th Major H.E. Sargent drove over to the site later and picked up Robinson and myself. As a crash survivor I was duly inducted into the Caterpillar Club, and my membership certificate along with my crew photograph still hangs on the wall in my den. After the crash and until the end of the war I was assigned to Dwight Auman's crew as a lead navigator.

When I visited Willy's grave at Madingley American Cemetery at Cambridge during the VE Day reunion in May 1995, it was a moment to reflect upon the fact that fifty years had passed since that fateful day — a half century of life that had been denied Willy and the others.

In retrospect, I really do not know why the four men on the flight deck didn't get out, although I believe it had something to do with the automatic pilot system not functioning. Even so, three of them should have been able to escape. That part of it remains a mystery to this day.

I look at the crew photograph with great sadness today. My pilot, Willy Lindhe, was a particularly fine man. In the highest tradition of the Air Force, he stayed at his post under the most trying of conditions. He maintained a steady platform and gave the bail-out signal at the proper time, enabling Robinson and me to escape with our lives, but sacrificing his own. I will never forget his heroism.

During the VE Day reunion in May, 1995, I visited Willy's grave at Madingley American Cemetery at Cambridge. It was a moment to reflect upon the fact that fifty years had passed since that fateful day — a half-century of life that had been denied Willy and the others. I remembered that Willy was a graduate of the University of Akron and had married a super

girl just before we went overseas. She had attended a crew party in Topeka shortly before we departed for England, and we all became well acquainted with her. It was very difficult to write to her describing the circumstances of Willy's death, but I made certain she knew that he had died with valor.

On a lighter note, Willy affected me in another way. He was an inveterate cigar smoker and smoked cigars on the way up and on the way down. Only the oxygen mask deterred him! Each week I gave him my ration of cigars, although later on, I started holding one out on him and smoked it myself. Today, I am a seasoned cigar smoker. ■



Military History Specialist in Charge of 2nd Air Division Archive

FROM NORFOLK COUNTY RECORD OFFICE

Norfolk's new County Archivist, Dr. John Alban, is a former military historian with a well-developed interest in aviation during the Second World War. Dr. Alban, who took up his post in the Norfolk Record Office on April 1, 1997, had previously been the City Archivist of Swansea, an industrial city in Wales which had suffered extensively at the hands of the German Luftwaffe during the war.

Dr. Alban explained, "My doctoral research was on the national defense of England during the fourteenth century. When I went to Swansea, I became very interested in the defensive measures of a later period and, in my spare time, began researching into how the authorities in Wales coped with the threat of air raids during the Second World War. This then developed into an investigation into the German units which actually carried out the attacks." Dr. Alban's research led him to the *Bundesarchiv Militärarchiv* in Freiburg, Germany, and even to the National Archives and Records Administration in Washington, DC. "I first became interested in the *Kampfgruppen* or bomber groups of the 2nd and 3rd *Luftflotten*, but then soon realized that reconnaissance units or *Aufklärungsgruppen* also played a vital role," he added. "It was fascinating to discover that many of the surviving German aerial reconnaissance photographs were held in the NARA as captured enemy material."

While at Swansea, Dr. Alban also established a strong link between his archives office and the City Archives in Mannheim, a German town which was heavily bombed by Allied

units, including the 2nd Air Division. He stated, "My former counterpart in Mannheim, Dr. Schadt, himself has a great interest in the American air raids of the Second World War, and the *Stadtarchiv Mannheim* has published several important studies on this subject."

Dr. Alban's own research resulted in two books, *Air Raids on Swansea* and *The "Three Nights Blitz"* (a study, based on British and German sources, about Swansea's most severe air raid of the war), plus a score of articles in learned journals. He says that on arriving in Norwich, he was delighted to discover that the Norfolk Record Office held the memorial archive of the 2nd Air Division. "As an archivist, I should exhibit a certain professional detachment towards records, but I could not help feeling excited about what is a rich and truly remarkable collection."

The collection contains documents which veterans, local people, and researchers have deposited in order to preserve the history of the 2nd Air Division's presence in East Anglia between 1942 and 1945. There is a wide range of material, including contemporary wartime diaries, memoirs of veterans written at later dates, photographs, badges, mission flight formations, Red Cross registers, some official USAAF 2nd Air Division publications, press cuttings, unit histories, and material on the establishment of the Memorial Library and on veterans' reunions. Much of the material is "personal" and this is one of the great strengths of the collection. The bulk of the material was originally held in the 2nd Air Division Memo-

rial Library in Norwich, but by an agreement made in July 1992 between the Memorial Trust and the then County Archivist, Miss Jean Kennedy, the Norfolk Record Office became the custodian of the 2nd Air Division Archive and the archival collections were transferred there. The non-archival material still remains in the Memorial Library itself.

Since the initial deposit in July 1992, 400 further accessions of material have been received via the Memorial Library, and the former Trust Librarian, Phyllis DuBois, has been working on a catalogue which was completed in October 1997 and which is now available in the Norfolk Record Office.

As is well known, the former Norwich Central Library was destroyed in the disastrous fire of August 1994. However, the collections of the Norfolk Record Office, which was housed in the basement of the library building, mercifully survived in their entirety. All the collections, including the 2nd Air Division Archive, have now been rehoused in the Record Office's current premises, Gildengate House, Norwich.

Further deposits keep coming, and Dr. Alban says that he is keen to take in any additional material. "If any veterans or their families have archival material which relates to the 2nd Air Division and which should be kept for posterity as a memorial to the important wartime presence of the division in East Anglia, we would be delighted to receive it."

Deposits of archival material should be sent direct to the Norfolk Record Office, Gildengate House, Anglia Square, Upper Green Lane, Norwich, NR3 1AX, England (tel. +1603-761349; fax: +1603-761885; e-mail: norfrec.nro@norfolk.gov.uk). There is also a Norwich Record Office web site, accessible via <http://www.norfolk.gov.uk>, which is the Norfolk County Council home page. ■

ATTENTION NAVIGATORS: NOW WE KNOW!

FROM "SCIENCE NEWS," VOL. 152, SEPTEMBER 27, 1997

A good taxicab driver listens to a passenger's request and, often before hitting the gas pedal, mentally delineates the best route to the desired destination. In the teeming neutral metropolis of the brain, the road to navigational recall of this kind passes through a critical checkpoint known as the right hippocampus, a new study finds.

In familiar real-world settings, where many paths may lead to a particular destination, the right hippocampus integrates memories of spatial information so that individuals can get from point A to point B, contend neuroscientist Eleanor A. Maguire of the Institute of Neurology in London and her coworkers. "A network of brain regions may support the construction of a mental map of space, but only the right hippocampus is specifically involved in relating the elements of a route together into a framework for navigation," Maguire holds.

The researcher examined the brains of 11 London taxi drivers, all men between 38 and

52 years old. Participants' tenure as licensed London cabbies, a status attained through strict testing, ranged from 3 to 26 years. A positron emission tomography (PET) scanner measured changes in cerebral blood flow, an indirect sign of rises or drops in neural activity.

Blood flow in the right hippocampus, which is located near the center of the brain, increased sharply when the taxi drivers described the shortest legal route between assigned starting and destination points in London, Maguire's group reports in the September 15 *Journal of Neuroscience*.

That jump in activity failed to occur when drivers recalled and described world-famous landmarks that they had never visited, such as the Statue of Liberty. Hippocampal activity also remained unchanged as drivers recounted the plots of familiar, famous movies, a task that involved memory for a sequence of events similar to the recall of routes.

Both the route and landmark memory tasks

also activated interconnected regions toward the back of the brain. These areas may respond to relevant features of physical space and surroundings, the researchers propose. The right hippocampus helps this flexible but undiscriminating "topographic representation system" to compose a plan for navigating through complex environments, they theorize.

The movie recall test stimulated activity in the left frontal lobe of the taxi drivers' brains, indicating that it did not tap into the neural system devoted to memory for spatial layout and landmarks.

"It's been known for some time that the hippocampus is involved in spatial cognition in nonhuman animals," remarks neuroscientist Patricia E. Sharp of Yale University. "But Maguire's work is exciting because it's the first to suggest that the hippocampus is important for human route planning."

The brain's memory system for physical space may have ancient evolutionary roots, rendering it largely independent of the frontal regions, which have assumed prominence in humans, Maguire's group suggests. ■



491st BOMB GROUP

POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY JOHN D. LEPPERT

The 491st Bombardment Group Association Inc. held its 1997 reunion in October at St. Louis. The St. Louis Marriott did a super job of taking care of the over 200 in attendance. Bill & Mary Koon, Ross & Vel Houston, Ed & Betty Watson, and Bill O'Shaughnessy did a great job in arranging the reunion.

A memorial service for our fallen comrades with the candle lighting ceremony was held at Chapel #1, Scott Air Force Base.

At the banquet, entertainment was by the Scott Air Force Base Band and the St. Louis Strutters.

491ST PLACES MONUMENT AT 8TH AF HERITAGE MUSEUM

The 491st BG has placed a monument at the 8th Air Force Heritage Museum in Savannah, Georgia. This is not the last of many memorials that the group has placed since 1990, which include:

1990: A group memorial at the Air Force Museum at Wright Patterson AFB consists of two marble benches and a marble pedestal with a bronze tablet. There was also a marble memorial placed at the entrance to the North Pickenham air base in honor of both the 491st and the 492nd Bomb Groups.

1992: We placed a bench at the town entrance to North Pickenham. An American flag that was flown over our nation's capitol went to St. Andrew's Church in North Pickenham. We placed a bronze tablet on the Memorial Wall at the Air Force Academy in Colorado Springs.

1993: A marble pedestal with bronze tablet appreciation monument to Major General Frederic H. Miller at the Air Force Museum in Dayton, Ohio.

1995: A bronze memorial tablet placed on the Memorial Wall at the Air Force Museum at Dayton to General Jack Merrill, our wartime deputy commander.

When you visit the 8th Air Force Museum in Savannah, take a good look at the many stained glass items that were crafted by Jerry Ivice of the 491st BG.

At the October meeting, the 491st Board of Directors announced that the next reunion would be in Tucson, Arizona, November 2-4, 1998. The 491st was stationed in Tucson at Davis-Monthan during December and January, 1943-44. ■



THE "LAMSY DIVEY" • SUBMITTED BY LOUIS BUR

A picture is worth a thousand words, but this picture would not mean much without an explanation. This photo was taken from Harold Fritzler's plane on the bombing mission to Misberg, Germany, on September 12, 1944. Right after this picture was taken, the plane, "LAMSY DIVEY," was hit by flak. The "LAMSY DIVEY" almost crashed into Harold's plane, but the pilot, Robert Sparrow, tipped the plane under Harold's plane and it blew up shortly after. It looked like there were no survivors. We of the 491st are happy to say that there *were* at least two survivors: William Ducey, the ball turret gunner, found that his ball turret was inoperative and as a result he did not go on the mission; and Henry Morris, another gunner on the plane, was blown free and parachuted, only to be almost killed by German civilians before the German army reached him. He was a prisoner of war until the Russians captured the POW camp and released him. Upon being released, he remained with the Russians and fought with them until they met with the American ground forces. The members of the crew killed were: Robert Sparrow, pilot; Fletcher Barnes, copilot; Alvin Weiss, navigator; Wayne Evans, bombardier; Lendeth Noon, flight engineer; Daniel Kingsbury, radio operator; Chester McCarrick, gunner; and Merrill Jenkins, gunner. For further details, refer to page 79 of the Ringmasters history book. ■

PX

FLOATING B-24 PENS

\$3.00 each or 2 for \$5.00, PPD

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Mail to: Harold W. Fritzler, 1130 SW Chestnut Drive, Portland, OR 97219-2169

In World War II, There Were No Unimportant Jobs!

BY F.D. "DUSTY" WORTHEN (93RD)

I read the letter on page 42 of the Summer 1997 *Journal* from Edward M. Rubich that was in answer to Martin Schreck's letter to the editor on page 38 of the Spring 1997 *Journal*. Rubich's letter was a fine response, and I am sure Martin greatly appreciated it.

On March 11, 1997 I also wrote directly to Martin, telling him about our near-death experience that was prevented by having a C-1 auto-pilot that worked properly. On March 20th I received a letter from him telling me how much he appreciated reading of our crew's experience right from the source.

"Martin, don't you think for one minute that your military job was not important. Someone like you saved our lives!"

It must be, that with some deep thought, many more air crews have stories to tell that involved the ground crewmen who really did a good job keeping our planes flying. It would be nice to read these stories. Expressing our story to Martin and reading his reply gave me a good feeling. Here is what I wrote:

"I have read your letter on page 38 of the Spring 1997 issue of the 2ADA *Journal*, along with Ray Pytel's comment. I was a bombardier in the 93rd Bomb Group from August 1944 until January 28, 1945—the day we went down on our 24th mission.

"First I want to say that there were two groups in the Army Air Force that bomber crews felt were 'our heroes' during World War II. Group No. 1 were the ground personnel who were responsible for keeping the airplanes and their equipment in proper working order so the plane and crew could safely do their jobs. This included the automatic pilot system, which our crew can vouch for (read on). The second group were the fighter planes that so often helped us complete a mission and got us home without German fighter attacks.

"In our case, on a mission to Dortmund, Germany, we lost engine #1 and #2 on the left and neither propeller would feather, causing extreme drag on the plane, because of the wind-milling props. We continued on while losing altitude and flying at a rakish angle with the left wing down. Both pilots were flying the plane, and each one was pushing hard with both of them having two feet on the right rudder. This was keeping us from spinning in.

"We were heading for Canadian-held territory in Holland, and were just off the coastline when we received some flak. Number 4 engine began to fail—we headed for Schouwen Island, Holland, and started bailing out.

"There is hardly any way the last of us could bail out without the pilot setting up the

auto-pilot, which he did. Without this, as soon as the pilot left his seat the left wing would drop and the plane would be completely out of control, and the last three of us would have been pinned in the plane. The pilot, the engineer, and I were the last out; we left within seconds of each other. The auto-pilot did hold for those few minutes, and then went on to crash. By this time three engines were out.

"So the auto-pilot did save the three of our lives by giving each of us the few seconds we needed to reach the bomb bay or the escape hatch. We jumped out over a German army

camp, but all landed safely.

"Our story is written up in the book *Against All Odds—Surviving World War II*, which nine of our ten-man crew wrote. It was published in September of 1996.

"Martin, don't you think for one minute that your military job was not important. Someone like you saved our lives, and a condition like ours could very well have occurred in the 389th on a plane that you worked on.

"Thank you for what you did, and we salute you for doing it with the good attitude you had. Hope to see you at a 2ADA reunion some day."

Here is Martin Schreck's reply of March 20, 1997:

"It's taken a few days for the awe created by your wonderful letter to subside enough to send this message of sincere thanks.

"Certainly, I knew that things such as you and your crew suffered happened, but your letter was the first time ever that I got it straight from the source. And I do intend to get your book, as I'm sure it's a winner, especially to those of us who worked with you magnificent fellows.

"I was fortunate to be in a group that was auto-pilot-conscious, and we had a training schedule for those pilots who had never been taught to use it. We even had a C-1 set up in a Link Trainer. In retrospect, it's too bad that we auto-pilot techs knew nothing about the dynamics of flight, or else we might have been able to do an even better job.

"I got my private aero license on my 54th birthday, and still manage to stay current enough to frighten myself whenever. I was 77 last month.

"Once again, fellow American veteran, thanks for sharing your experience with me as well as the added knowledge that our work meant something besides 'straight and level!'" ■

GEN. JOHNSON (continued from page 9)
beyond the call of duty."

At the Medal of Honor presentation ceremony in front of the Shipdham airfield control tower with all the members of the 44th Bomb Group in attendance on 22 November 1943, he said: "I cannot consider this a personal award. I consider this a citation for the leader of the group in acknowledgement of a job well done by the group." He was to repeat that phrase countless times over for the rest of his life.

General Johnson served as commander of the 14th Combat Wing at Shipdham until VE Day, and on Sunday, May 13, 1945 he shared the reviewing platform outside a flag-bedecked Norwich City Hall with Field Marshal Lord Ironside as the Grand Victory Parade passed by.

After the war, he returned to Headquarters Army Air Force, Washington, D.C. as Chief of Personnel Services and Assistant Chief of Staff for Personnel. In April 1947, he took command of the 15th Air Force at Colorado Springs, and in October received his second star. Returning to Europe in August 1948, he commanded the 3rd Air Division and in February 1950 was given additional duty as Chief of the Military Assistance Advisory Group for the United Kingdom. In January, General Johnson became C.O. of the Continental Air Command at Mitchell AFB, New York, with promotion to lieutenant general that July. A year later, he had the additional duty as Senior AF Member on the Military Staff Committee of the United Nations. By April 1956, he was back in Washington as U.S. Representative to NATO's Military Committee and Standing Group. He was promoted to four-star general on August 31, 1957, and then served under Gen. Lauris Norstad as Deputy Commander (for air) at NATO, Paris, and HQ SHAPE until his retirement on July 31, 1961. He returned to active duty on January 12, 1962 as Director of Staff for the Net Evaluation Subcommittee of the National Security Council, retiring again in 1965.

In addition to his Medal of Honor, his military decorations included a Distinguished Service Medal with two Oak Leaf Clusters, a Silver Star, a Legion of Merit, a Distinguished Flying Cross with one Oak Leaf Cluster, and an Air Medal with three Oak Leaf Clusters.

In retirement General Johnson lived in McLean, Virginia and did consulting work and as an avocation was president of the National Capitol Dahlia Society. He was laid to rest next to his wife of fifty-four years, Lucille Taylor Johnson, who died in 1983. His survivors include two daughters, Sue Vandenberg of Tucson, Arizona, and Sarah Abbott of Pensacola, Florida. ■

Attlebridge Tales



by Jim Lorenz

MAIL CALL

I received several calls and letters in October informing me of the sudden death of Barkev A. Hovsepian. He was very active in the 8th Air Force Historical Society and a founding member of the Mass chapter, as well as a founding member of the American Air Museum at Duxford, England. Barky was a life member of the 2nd Air Division Association and was a director or officer of the 466th Bomb Group Association for as long as I can remember. We will miss him.

We also received a letter, forwarded by John Horan, from Art Peterson (466th AM member), that his dad, Albert Seraydar, had died in April, 1997. Seraydar, known as Seraydarian on WWII service records, was the last survivor of the last American bomber shot down over Europe in WWII. Part of the 466th BG formation, Richard Farrington's plane, "Black Cat," was hit by flak and crashed near Kelheim, Germany. A waist gunner, Staff Sgt. Seraydar, was one of the two survivors who were taken prisoner. Author Tom Childers memorialized the "Black Cat" in his book, *Wings of Morning*. Our sympathy to Art's wife, Grace, and family.

We can thank Jordan Uttal for a new 466th associate member, James J. Regan, whose brother, 1st Lt. John Regan, died in the "Black Cat" crash. The two met at a New York meeting and James asked Jordan where he could get information on this mission. Jordan notified me of his request. We determined that his brother was on Farrington's "Black Cat" crew on that April 21, 1945 mission and provided data from our *Attlebridge Diaries*. James is also aware of the book *Wings of Morning* about this mission. I recently had a call from Hoytt Childress on another matter, and in our conversation he asked if I had been informed of Seraydar's death. Hoytt mentioned that his crew was on that flight and witnessed the whole "Black Cat" event. I have given James Art Peterson's and Hoytt Childress' addresses. Anyone with further information on this mission, please contact James Regan, 65 Knollwood Road, Rockville Centre, NY 11570-2710. Thanks, Jordan, for helping us provide this service to James.

"WWII FLIERS NOT FORGOTTEN"

That was the headline of an article in *The Arizona Republic* newspaper on November 10, 1997. And guess what? They are not referring



Tony Lovett with his parents Harry and Olivia at their home, Elsing, Dereham, England, on May 11, 1995 when we visited to celebrate VE Day + 50. PHOTO BY MARY LORENZ

to us. The article, with color photographs, reports on a ceremony at the Mesa City (AZ) Cemetery with a Scottish band, 100 dignitaries and onlookers. There, Sir Anghus Ogilvy, husband of HRH Princess Alexandra, a cousin of Queen Elizabeth, laid a wreath of red, blue and yellow flowers near the graves of one American and 23 British pilots who died while training at Mesa's Falcon Field during World War II. An illness kept the Princess, who is visiting here, from attending this annual service for the pilots. British Consul General Merrick Baker Bates stated, "It is good that we remember these men who endured tremendous personal sacrifice to come to the U.S. to fight for their country." Gertrude Geldarski, who founded this memorial 32 years ago, stated: "If my brothers who were in the Royal Air Force were killed in another country, I would like to think somebody cared enough to honor them." Dan Wheeldon, of the War Graves Commission in Ottawa, Canada said: "It is important that we keep in our collective conscience the tremendous sacrifice of the war dead." Relatives of the dead are sent photos and a program from the event every year.

I was really pleased to see this article and thought you would all appreciate that these Mesa, Arizona residents return, in a small way, what we all feel when we visit Norwich.

A NOTE FROM A YOUNG BRIT

Those of us who have had the privilege of visiting Norwich with the 2ADA and/or other unit associations know of the personal friendships we have established with the men and women of Norwich city, Norfolk County and

the churches. Most of these were young lads 54 years ago when we all were there and thus can understand our relationship then with them. We also feel that the total population of the area know their history — evidenced by the intense interest in all our meetings and events when we are over there. In our visit to Norwich with the 2ADA trip in July 1990, we were fortunate to meet Tony Lovett, a young man of 20 something years. Tony had determined when the 466th vets would be at Attlebridge Base and managed to get on the same truck with us for the base area tour. He introduced himself as working for an insurance company and as a real 8th Air Force buff. He took many photos and asked questions as we pilots debated the actual length of our main runway and the major historical events, such as which pilot really took out the windmill at the far end of the runway with a low takeoff (I still think it was our ex-Group VP Wassom.) Tony later sent his photos to us and commented on how thrilled he was to meet the Yanks who were at Attlebridge. We continued exchanging letters, and when we advised him of our May 1995 visit, he asked if he could show us around the area. He "collected" us at the Nelson Hotel and we met his parents, Harry and Olivia, at their home in Dereham. Of course, we were served tea. Tony then stated that he had just bought a Norfolk apple tree and that he would appreciate my planting of this tree on their property as a memorial to the 8th Air Force and the 466th BG. Of course we agreed. Tony and his parents then treated us to a great pub lunch at

(continued on page 27)



BY FRED DALE

The following books have been purchased on behalf of the 445th BG through the Memorial Trust of the 2nd Air Division USAAF Endowment Fund contributions of 1996-97: *Norman Rockwell's Chronicles of America*, by Margaret Rockwell; *The Legend of Colin Kelly: America's First War Hero of World War II*, by Dennis E. McClendon; *The Great American Wolf*, by Bruce Hampton; and *Hubble's Universe: A New Picture of Space*, by Simon Goodwin. Thanks to all of you who contributed to this fund.

It has been reported that the following members of the 445th have folded their wings: **James O. Hodshire**, a pilot in the 703rd Squadron; **William J. Mumms, Jr.**, a crew engineer in the 702nd Squadron on Al Querbach's crew; **Leroy H. Tucker**, a former member of the Harry Bussing crew; and **William J. Trudell**, former member of the Steinbacher crew in the 702nd Squadron. Bill was the person who drew the B-24 sketches and printed the crew names by their station each time a

plane was lost. **Mary Beth Barnard** had a set of the sketches in the 445th history collection she put together. **Martha E. Miner**, who was in the Army Nursing Corps, passed away on November 4, 1996. She was the wife of **Reginald Miner**, pilot in the 702nd Squadron, who was shot down on the Kassel raid and became a POW.

Bill Dewey was working on a Southeast and Midwest reunion to be held in Savannah, GA in the fall of 1998, but has run into difficulty in booking space, etc. and will try for 1999. When the date and site are set, information will be posted.

Jim Withey, navigator, originally on Pelton's crew, later on a lead crew, has moved from Kittery, Maine to 4555 S. Mission Road, Lot 548, Tucson, AZ 85746. Jim was a guest of the Luftwaffe, being shot down on the Kassel mission, September 27, 1944.

On December 22, 1997 two separate "biographies" appeared on television of **Jimmy Stewart**, 445th comrade-in-arms, and the 2nd

Air Division's most popular member. On the "Arts and Entertainment" cable network, the new version did include brief shots of WWII B-24s from actual combat as background, a big improvement over the past version showing B-26s. The new biography did not mention any group or the B-24, but it talked of Stewart being "drafted" into the Army in October 1940 and having problems meeting weight requirements to utilize his civilian pilot experience. The rest of the hour dwelled on his movie achievements.

The CBS biography dwelled more on his military record, briefly described by the 445th's Harold Robinson (author of *A Reason To Live*). This short version had several shots of planes in general, a flight of pre-WWII B-17As still without the most identifiable feature, the dorsal fin, but with the rudder painted in U.S. flag stripes typical of the mid-thirties. In this biography Stewart "enlisted" into the "Army Air Corps" without any further mention of any army unit, such as the 8th Air Force, Second Air Division or the 445th Bomb Group, or the B-24. Most CBS viewers would jump to the conclusion that he flew in B-17s.

It is clear that most Stewart biographies do not pay much attention to detail beyond his "It's a Wonderful Life" movie, which, ironically, achieved only modest success at first, but which continues to grow as time goes on. ■



NEWS OF THE 453RD FROM FLAME LEAP

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

Last October, approximately 142 of us were in Washington, D.C. involved in our fifth stand-alone group reunion. Everything came off as in the flight plan filed by **Ralph McClure**. Included were things ranging from dinner in a restaurant overlooking the yacht basin to a luncheon in the non-com facility on the premises of Ft. Myer. We were very pleased to see and hear from **General Andy Low** and **General Ramsay Potts**. Their presence was truly appreciated by those of us in attendance who were fully aware of the effort expended by both Andy and Ramsay to reach and be with us. We hope they enjoyed the experience as much as we did, and that they will each want to be with us again at future gatherings.

Our thanks once again to the folks other than Mac McClure who helped with the D.C. reunion: **Doug Leavenworth** for providing much needed assistance in creating and getting out the publicity for the event; **Agnes McClure** for getting the packets ready and distributing them to arriving participants; **Roger "Buzzy" Hahn** for assisting at the reception counter and overseeing the collection of contributions for our Old Buckenham Elementary School project; **Lloyd Prang** for help-

ing Ralph get the "goodies" for our hospitality room; **Barbara Mello** for taking notes at our business meeting for our official record; **Linda Wittig** for doing a variety of things that helped make things go smoothly, **Oliver "Mo" Morris** for serving as a "host" in greeting arrivals and steering them to the proper spot at the reception committee's table; and **Jeane Stites**, who came alone to cover the reunion, leaving her hubby, **Wilbur**, at home to recover from a bug.

If you find your name has been omitted from the foregoing, we assure you it was not intentional; it is just plainly my fault (JKW)!

At our business meeting, we reviewed the option of discontinuing our group reunions, and decided to continue, one reunion at a time, evaluating as we go. We decided to go with the proposal submitted by **Francis Kyle** to hold the 1998 453rd BG Association reunion during the second week of October, in the Boston/Lexington, Massachusetts area. At the meeting we were able to round out a committee to assist Francis in planning this next reunion. Volunteering were **Ernie Bolduc**, **Robert Dever**, **Peter Fleming**, and **Donald Nell**. Once again, the willingness of the great guys of the 453rd to help out in projects for

the good of the whole has been demonstrated! We look forward to hearing more about the Fall '98 reunion as the plans are released to us from the committee.

Since seeing **Pat Ramm** and wife **Agnes** in D.C., Pat has called and forwarded a request from **Ralph Cross**. Ralph is the headmaster of the Old Buckenham Elementary School. It was hoped by them that we might be able to assist in procuring some music stands and related furniture to assist their music program. To this end, we have sent them \$1,000.00 from our treasury earmarked for such projects in England. We have also written to **Julian Goodey** of Old Buckenham, hoping to enlist his aid in acquiring one additional name plate to be added to our Memorial Wall listing. This is for the memory of **Walter M. Chambers**, whose name was inadvertently omitted from the listing of KIAs back in the mid-eighties when the Memorial Wing was added as another of our projects. We requested that Julian Goodey consult with Pat Ramm on this name addition.

Finally, we urge all our members to heed the call of 2ADA President Oak Mackey, 93rd VP Alfred Asch, and B-24 Groups Memorial Inc. Treasurer Neal Sorensen, and bring the bronze B-24 project over the top!

As we have entered another calendar year, please don't forget to renew your association membership dues. Remember, it's \$15.00 to Evelyn, and \$10.00 to Frank. Keep those cards, letters, and phone calls coming! See you next in Oak Brook! ■

The 448th Speaks



Pictured here are two officers who came to England in December, 1943 with the original 448th Bomb Group of the 20th Combat Wing base at the small village of Seething.

Cater Lee was a bombardier/navigator on Tom Apple's crew in the 713th Squadron.

Leroy Engdahl started as copilot on Edmond L. Chapman's crew in the 713th Squadron and was promoted to first pilot. After about twenty missions Engdahl volunteered to fly *all* the groups' missions and flew his last and thirtieth mission on 11 May 1944, being the *first* of the original combat crewmen to complete his tour. Cater Lee also flew extra missions with other crews and completed his thirtieth mission along with Bruce Winter on the 22nd of May, 1944. It is believed Cater was No. 2 to complete his 30-mission tour.

Leroy Engdahl was elected vice president of the 448th Bomb Group Association in 1983, serving seven years until 1990. Cater Lee was elected group president at the 448th group reunion last April in San Antonio, TX for the year 1998, making seven years he has served as group VP and current title as 448th Bomb Group Association President. The group made this change in its organizational structure in 1994 with George DuPont, Charles McBride, and Leroy Engdahl all serving as vice presidents.

Cater Lee and Leroy Engdahl have both had a little mechanical work done on their bodies, as many of us have at our age, but both are active and enjoy the camaraderie and fellowship with the great bunch of veterans and wives. They both feel highly honored and flattered to have represented their group in this capacity.

Editor's Note: So who's the girl? ■



CATER LEE, 1944



LEROY ENGDahl, 1944



LEROY ENGDahl (LEFT) AND CATER LEE (RIGHT) AT SAN DIEGO REUNION, 1995

ATTLEBRIDGE TALES (continued)

the "Cat & Fiddle." We then toured Sandringham Estate, where the Queen and the royal families often spend Christmas time. It was an enjoyable day as we learned more about the English traditions. All of the above so I could report that Tony's latest letter noted that the tree had ten apples this year! We have also helped him establish several U.S. "pen pals." Tony recently wrote that he had visited

our temporary Memorial Library: "I think the temporary library is very good . . . I was there the other day and I thought to myself what a great place to do any studying on anything American. There is stuff on every state in the U.S. and the newspapers from the day before!"

We'll take Tony's comments as a nice testimonial for Derek Hills, Linda Berube, and the Memorial Trust Board of Governors!

MEMBERSHIP

As of December 1, 1997 the 466th BG roster showed 381 members plus 29 associate members. I'm sure you all noticed the 2ADA membership data on page 18 of the *Winter Journal*, which is looking more like a bell shape grading curve as deaths reduce our rolls. We are not getting any younger, so please encourage your spouse and children to sign on as associate members and/or join the Heritage League. ■

HIGH CHOLESTEROL. WHO NEEDS IT? MAYBE YOU WILL!

SICK AND TIRED OF ALL THOSE "HEALTH SCARE" STUDIES? WELL, TRY THESE TWO ON FOR SIZE!

BY TONY KORNHEISER

MILWAUKEE JOURNAL SENTINEL

Boy, oh boy, do I feel good this morning. I'm sitting down to breakfast with a big smile on my face.

No more guilt.

And no more oat bran.

Praise the Harvard researchers, and pass the butter.

I need a good breakfast today. I have some heavy lifting to do. I've got to go through my pantry and gather up the boxes of oat bran cereal we've bought in the last few years. Gonna gather them all up. And dump them down the toidy.

And then I'm gonna go after Wilfred Brimley. Because it's the right thing to do. Read the *New England Journal of Medicine*, oat breath.

I hate that guy.

Can we be honest about the taste of oat bran?

It was like chewing on a carpet.

OK, toasted carpet.

"It was like eating a Brillo pad," my friend Jim said. They were the biggest, driest muffins I've ever seen. The first time I saw one, I thought it was a bowling ball for a midget.

The Harvard study group was fed five oat bran muffins a day with their usual diets. Five oat bran muffins a day for six weeks! They didn't even eat that many on "thirtysomething."

And so another cure for high cholesterol bites the dust. Truthfully, I hadn't heard about cholesterol until a few years ago. Nobody ever told me bacon and eggs were death. Stupid me, I actually liked eating steak. Of course, as soon as I learned cholesterol was lethal, I immediately started eating foods low in cholesterol, like soybeans and polyester blends.

It's a whole new world since cholesterol. I went to a dinner party a couple of months ago where the hostess served nothing but whole-grain breads and water.

"What happens after we eat, does the gov-

ernor pardon us?" I asked.

"This will reduce your cholesterol," she said.

"And I'll live longer?"

"At least five years," she smiled.

"Which five? I'd like to do 19 over a few times, but if you're giving me 101 through 106, save the bread and slap some pork chops on the grill."

Oat bran will fall off the face of the earth now. Within hours of the news that oat bran was no better at reducing cholesterol than snake meat, my pal John at Bethesda's Chesapeake Bagel Bakery reported that while business was brisk in rye, onion, and plain, there was hardly a dent in his bin of oat bran bagels.

"They're not moving," he said.

"How do they taste?" I asked.

"I put some molasses in them to give them flavor. Otherwise, you know, they'd taste like carpet."

On the same day we learned oat bran was a fraud, a wine columnist wrote that heart attacks could be avoided by drinking two to five glasses of wine daily — not exactly hard-ship therapy. One day later, we're told that if we drink a lot of coffee, our sex life will improve after 80. (If I drink twice as much, can it start now?) It's like in "Sleeper," when Woody Allen wakes up 200 years from now and finds out that chocolate and red meat are actually good for you.

Who knew?

"I ate the oat bran to balance the wine that I assumed was killing me," Jim said. "I was hoping to make it to 80. Now I don't have to eat any oat bran, and if I drink enough coffee, 80 will be the start of my good years. I'm elated."

HIGH CHOLESTEROL MAY BENEFIT ELDERLY

From *Science News*, Vol. 152, Oct. 25, 1997

Everyone's heard the litany: High concentrations of cholesterol in the blood raise a

person's risk of dying from heart attacks and stroke. A new study suggests, however, that this assessment may need a qualification — notably, it may not apply to men and women who survive into their late eighties.

For them, a new rule seems to emerge: The higher an individual's cholesterol, the longer he or she will live. In the very senior citizens studied, the risk of dying during a 10-year study fell by 15 percent for each additional 39 milligrams of cholesterol in a deciliter (dl) of blood.

"This finding was a surprise," acknowledges study leader Annelies W.E. Weverling-Rijnsburger of Leiden University Medical Centre in the Netherlands.

As part of an ongoing study of Leiden elders, Weverling-Rijnsburger's team measured total cholesterol in 724 men and women, all of whom were 85 or older in 1986. Some 24 percent had less than 200 mg/dl, an amount usually considered healthy. Another 48 percent had moderately high concentrations (up to 250 mg/dl), and the rest were even higher.

By last year, 88 percent of the participants in the study had died. Contrary to standard wisdom, heart disease, the predominant killer, claimed roughly the same proportion of victims from each cholesterol group, the Dutch researchers report in the October 18 *LANCET*. By way of explanation, Weverling-Rijnsburger speculates that persons especially susceptible to cholesterol's heart risks die at a younger age.

In some people, moreover, low cholesterol may be a result of chronic, life-threatening disease, says Daniel Levy, director of the long-running Framingham (Mass.) Heart Study. In the Framingham population, he says, such disease — especially unrecognized cancer — appears to explain why "above age 50, we find a very poor relationships between cholesterol levels and mortality."

Among the Leiden seniors, the low-cholesterol group experienced the highest rate of death from cancer and infections, while the high-cholesterol group suffered least from such problems — largely explaining that group's generally longer survival.

The infectious disease component of these findings appears to be consistent with that from studies of animals reported last year by Jos W.M. van der Meer and his colleagues at University Hospital in Nijmegen, the Netherlands. Normal mice died when injected with large quantities of pneumonia-causing bacteria. Animals with what would normally be considered highly elevated low-density lipoprotein (LDL) cholesterol — the so-called bad cholesterol — survived the same load of germs. One reason, van der Meer says, is that their LDLs bound the poison produced by the bacteria, facilitating its "detoxification."

Editor's Note: With that good news, I can't wait to hit 80! ■

Attention Golfers

The 17th Annual ZADA Golf Tournament will be held Saturday, 23 May 1998 at the Golf Club at Oak Brook Hills, our hotel for the convention. The course is a championship quality course with many traps and water on 12 holes.

The charge will be \$80.00 and will include greens fees, half a cart, souvenir golf balls, tee gift, and golf prizes for men's and women's low gross and net, closest to the pin, and the most accurate drive.

If interested in playing, please advise the undersigned enclosing a check for \$80.00 (refundable if unable to attend) and advise your handicap or average score. Please give us your bomb group and the names of those you would especially like to play with. For more information or to register for the tournament, contact:

Vicki and Kurt Warning

2736A N. Dayton Street, Chicago, IL 60614-1410

Telephone: (773) 549-3546

Nazi General Caught in 44th BG Bombing Raid

BY FORREST S. CLARK (44TH)

Little known to many historians of WWII is an incident that happened during a bombing mission by 8th Air Force B-24 Liberators that nearly killed one of the highest ranking German generals in Norway.

This incident is well-documented and still recalled by many in Norway fifty years later, but is little known in the United States.

It happened on 18 November 1943 at the major Luftwaffe air base 18 miles to the east of Oslo, Norway.

About 1100 hours on that date a force of nearly 100 U.S. 8th AF bombers approached the air base at Kjeller from formations over the Oslo Fjord. These planes had flown about 700 miles from bases in England loaded with 500 lb. bombs. Bombing visibility was perfect.

The target that day was the strategic base where the Luftwaffe was outfitting and repairing enemy fighters for the Russian front and also was a major German-held base in all Scandinavia.

As the bombers approached the target area the Germans were holding a defense exercise and had dismissed civilian workers from the base.

Gen. Von Falkenhorst, the German commander of forces in Norway, was attending the exercise as a top level observer with his staff. When the American bombers came into view at about 12,000 feet, Gen. Von Falkenhorst asked one or two of his aides who they were. The answer was roughly translated, "My general they must be ours."

A few minutes later the first of 838 500-pounders started blasting the target. The general and his staff in his command car were watching overlooking the air base from a hill. Soon the bombs began dropping closer and closer and the general, his staff and aides had to run for their lives to seek cover. The general survived, but only by a few seconds before the bombs fell.

There were only three Norwegian civilians killed, but the base was 80 percent destroyed. Sixty-two Second Air Division men were killed on the raid.

It so happened that a bunker nearby filled with German soldiers was hit and several bomb craters dotted the hillside. But the general escaped.

To this day Norwegians and historians speculate what would have been the fate of the war and occupation in Norway if the general had been killed.

Incidentally, there were only three Norwegian civilians killed, but the base was 80 percent destroyed. Sixty-two Second Air Division men were killed on the raid.

The American 8th Air Force survivors of that raid have erected a memorial at the site of the former German base to honor the 62 Americans killed in action on that mission. It is at Kjeller Airbase of the Royal Norwegian Air Force near Lillestrom, Norway, about 25 minutes by train from Oslo. The bodies of the 62 Americans were never found after their planes crashed into the sea off Norway. Nothing of them or their bombers was recovered.

The author learned recently from an RAF Beaufighter squadron commander that his aircraft and others were shot down by what appears to be the same staffels of the Luftwaffe that attacked the 8th Air Force formations in 1943. The RAF attacks were a few months earlier in 1943. The Beaufighters were after a German warship in harbor near or at Stavanger, Norway. The commander survived and was taken prisoner of war.

The Luftwaffe was challenged by both the Americans and the British within a few months in the hotly contested Skaggerak between Norway, Denmark and the North Sea. The RAF attack was in May of 1943. Some of the Luftwaffe's best squadrons were within striking distance of the American and British formations. But that's not the end of the story.

The author corresponded with the British commander and both agreed that indeed it was entirely possible that both had been attacked by some of the same Luftwaffe fighter pilots. Thus was born 50 years after the events of WWII a bond between the two men that crosses time and thousands of miles, a bond of war, a bond of survival.

In this strange way a British air commander, an American aircrew gunner, and a Nazi general all play parts in this story. ■

A Different Kind of Pilot: This Was a "Sky Pilot" Extraordinaire

BY JOHN W. ARCHER, 2ADA HONORARY MEMBER

Father Murphy volunteered for the Armed Forces chaplaincy, and was commissioned in August 1941, entering active duty with the 56th Fighter Group at Charlotte, North Carolina. He went overseas with the 56th FG in January 1943, the group becoming operational in April 1943 at Horsham St. Faith.

Shortly thereafter he was assigned to the 93rd Bomb Group at Hardwick. Father Murphy took part in the memorial and anniversary service on Easter Sunday, April 25, 1943 on the Athletic Field at 06:30 AM. A similar service was conducted at the same venue on September 6, 1943 at 09:30 AM, before an anniversary party.

When the 446th Bomb Group arrived at Flixton in November 1943, Father Murphy again packed his bags and moved over the Suffolk border to Flixton and served with Protestant Chaplain John E. Gannon until April



1945. After the war, physical examinations showed a severe loss of hearing incurred while in the service. Father Murphy spent three months in an Army Air Force hospital and was retired with the rank of Major. Two operations in civilian life brought partial restoration of his hearing.

In recent years Father Murphy had attended many 446th BG reunions. Unfortunately,

in 1993 at the Denver get-together he endured a bad fall shortly after finishing the memorial service with John Gannon. Recovery from broken ribs was long, including a hip operation.

Father Murphy passed away on January 12, 1997. He was in his ninetieth year. He was laid to rest in the cemetery next to the church in Hemet, California. Many men of the Catholic faith will recall Father Murphy as a very caring and understanding man.

Seven years before his death, I had the honor and pleasure to meet Father Murphy in Tucson at the reunion in 1990, where I attended Mass which he officiated at the Viscount Suite Hotel. I will never forget this gentle and kind-hearted man.

He had finished his address at the Davis-Monthan base chapel with these words: "May we all meet again some day in a perfect world at a reunion that will last forever." ■



Open Letter To the 93rd

BY ALFRED ASCH

Our Living Memorial consisting of an American holly tree and bronze plaque was dedicated at the Arlington National Cemetery on October 10, 1997. The ceremonies went well and we received excellent support from the Air Force with a color team, bugler and chaplain. The six-main color team was made up of our finest young men. On my way to the cemetery, there were rain showers which caused me a great deal of anxiety. Shortly after arriving at the cemetery, the showers stopped and the sun peeked through the clouds. However, the chairs were wet and our guests were expected soon. The Air Force color team used paper towels left by the workers of the cemetery and dried the chairs. They voluntarily did this although they had preparatory work themselves for the ceremonies, they nevertheless rushed to get everything accomplished, and the ceremony started on time with dry chairs. The bugler and chaplain were also out-

standing; both paid a great deal of respect to the WWII veterans and guests and performed well. I sent a letter to Colonel Nancy F.P. Davis, Commander, 11th Operations Group, expressing our appreciation for their great support.

Dave Thompson did extremely well in getting our fifty people fed at the hotel and getting the bus to the cemetery on time for the ceremonies to start promptly at 10:00 AM. Our dedication speakers, John Roche, K.O. Dessert, and Ramsay Potts, did exceptionally well. The unveiling of the plaque by Dave Thompson and Cal Davidson was an emotional moment. They gave the cloth cover to a Mrs. Mary Schaller. She had never seen her father, Captain William J. Williams, who was killed on October 29, 1942 while on submarine patrol over the Bay of Biscay. The ceremonies were ended by Cal Stewart and Paul Steichen presenting our history book, *Ted's Travelling Circus*, to Mr. Thomas Sherlock, historian, for the cemetery library.

There are now four B-24 plaques with live trees at the corner of Grant and Roosevelt Drives, just a short distance from the Kennedy grave site; three by the 15th Air Force, and ours. There is not a B-17 in sight.

The group then enjoyed a short tour of the

cemetery and we were joined at lunch by staff members of the Air National Guard (ANG) for the unveiling of a painting of "Hell's Wench." Hell's Wench, flown by Lt. Col. Addison Baker and Major John Jerstad, was the group's lead B-24 over Ploesti on August 1, 1943, that most memorable and historic low altitude raid against oil refineries. Both Colonel Baker and Major Jerstad received the Medal of Honor, posthumously, for valor. A full account of the unveiling ceremonies begins on page 31.

Don't forget the 2ADA's 50th Anniversary Convention in the Chicago area, May 23-26. We will have a hospitality room, a very short business meeting, and, of course, a group dinner. Floyd Mabree called a few nights ago and told me that he and Dorothy will attend. Floyd sounded great over the telephone after having health problems. Looking forward to seeing everyone at the convention.

I am getting favorable comments about our display case at the Mighty 8th Air Force Heritage Museum. Lou Cox sent me good photographs of it from his recent visit. I noted that the curator made good use of captions for our pictures and articles on display. This should tell the history of our great group, Ted's Travelling Circus. This is what we set out to do. ■

Pearson Airfield & Air Museum, Vancouver, Washington

BY JOHN L. STEWART (467TH BG)

Pearson Airfield in Vancouver, Washington is the oldest operating airfield in the United States, dating to a dirigible landing in 1905. Lincoln Beachey piloted the dirigible, *Gelatine*, on this flight which was also the first aerial crossing of the Columbia River. The first airplane flight was in 1911 at what was then known as the "polo grounds" of Vancouver Barracks. Through ensuing years the site continued to be a favorite of experimental aviators in the Northwest.

The army built and operated a cut-up mill on the field to produce airplane lumber for Allied plane-building efforts during World War One. Flying by the Army Air Service began in 1921 when a forest patrol base was established here. Reserve flyers from the region trained with the 321st Observation Squadron from 1923 until 1941 when the unit was put on active duty. Lt. Oakley Kelly who, along with Lt. John Macready, made the first non-stop transcontinental flight (1923) commanded the 321st from 1924-28. Kelly was instrumental in the establishment of an adjacent commercial field (1925). The military and commercial fields were later joined to form Pearson Airfield. The commercial portion of Pearson Field was a stop on the original west coast airmail route. Pacific Air Transport and Varney Airlines both used the field. The companies later joined with two other companies to form United Airlines.

Lt. Alexander Pearson attended high school in Vancouver. Among his accomplishments

One of the displays in the museum honors WWII airmen of Clark County who flew in B-24s or their Navy counterparts. A locally printed book was written by Bruce Barker, the person responsible for the B-24 exhibit. It contains stories and pictures of local people who were involved with B-24s (including yours truly).

were winning the speed contest in the first cross-country flying race. Pearson bested 73 other pilots in the 1919 event, which stretched from New York to San Francisco and back, in 48 hours, 14 minutes, and 8 seconds of flying time. In recognition of his flying skills, the Department of the Interior commissioned him to make the first aerial survey of the Grand Canyon. He was one of three army pilots selected for the 1924 Pulitzer Races. Pearson was killed when the wings of his plane collapsed during a practice run. The army recommended that the field be named for Pearson, "one of the best known and finest pilots in the Air Service." The army honored him in 1925 by naming the field for him.

Pearson Field was used and visited by a number of leading aviators. Tex Rankin had a flying operation on the field at various times. Charles Lindbergh, Jimmy Doolittle, Eddie Rickenbacker, T. Claude Ryan, and others visited the field. Pearson was the last stopover of the army's epochal Round-the-World flight of 1924. Five years later, the "Land of the Soviets" touched down. On June 20, 1937 the entire world focused on Pearson Field when the first non-stop transpolar flight landed there. The huge ANT-25 monoplane had flown from

Moscow, USSR in 63 hours, 16 minutes.

Pearson Airfield continues to serve southwest Washington and northwest Oregon as an important general aviation center. The Pearson Air Museum is dedicated to preserving the field and its rich aviation heritage. The museum carries the name of the airfield. An additional name is the "Jack Murdock Aviation Center," which is named after a major benefactor who was one of the founders of Tektronics. The city has come up with another large sum. The museum is housed in two hangars, an old one dating from WWI days, and a new and larger one. Facilities for restoration along with a large display area and a gift shop are included. Many of the old aircraft are in flyable condition and are used in air shows. They have nothing as big as a B-24, because the runway is not long enough.

Directions: Drive north on I-5 over the Columbia River. Immediately after the bridge is a sharp turn to the right. *Do not take this.* Take the next one and go east on Mill Plain Blvd. The first turning to the right takes you south to a "roundabout." Go around this but in the same southerly direction to the end of the street. Turn left and just before the next turning to the right you see the museum and parking lot. ■

Tribute to Honored Aviator and Ploesti Veterans

BY ALFRED ASCH (93RD)

The following article has been published in the November "On-Guard" newspaper published by the USAF Air National Guard (ANG) and has also been sent to *Soldier's Magazine* for publication. The ANG commissioned an aviation artist to do a heritage painting of the 93rd Bomb Group lead airplane, "Hell's Wench," leaving Ploesti on that famous low altitude raid on 1 August 1943. Although the painting and the unveiling ceremonies on 10 October 1997 were a tribute to Medal of Honor recipient Lt. Col. Addison E. Baker from the Ohio ANG, we all felt it included all airmen who flew the famous low level attack against the oil refineries of Ploesti. That attack by five B-24 bomb groups, three from the 2nd Air Division, may be viewed as the "bloodiest" air/ground battle in the history of aviation. One might compare it to the ferocious Battle of Gettysburg during the Civil War.

There were eight Ploesti veterans of the 93rd present for the unveiling ceremonies: M/Gen. Ramsay Potts, flight leader, Distinguished Service Cross; Col. John E. Roche, flight leader, Distinguished Service Cross; William F. Doerner, tail gunner for Col. Roche, Distinguished Flying Cross; Col. Kenneth O. Dessert, pilot, Silver Star; Col. Charles P. Merrill, pilot, Silver Star; Col. Miles R. League, pilot, Distinguished Flying Cross; Captain Richard L. Wilkinson, pilot, Distinguished Flying Cross; Major Edwin Baker, command pilot, Distinguished Flying Cross. Wilkinson and Baker flew together on Col. Dessert's wing. These veterans' signatures may appear on a print of the painting.

The painting is the best of its kind I have ever seen. It now hangs in a conspicuous place in the Pentagon in the ANG area. I shall always remember one comment B/Gen. Paul Weaver made during the ceremonies: "These awards do nothing for what we owe you. You brought honor to these wings that we wear. This country owes you more than you can ever receive." General Weaver has been selected by the Secretary of the Air Force to become the next Director of the Air National Guard.

52nd National Guard Painting Unveiled at Tribute to Ploesti Hero

BY M/SGT. BOB HASKELL
NATIONAL GUARD BUREAU

The National Guard and a brotherhood of aging World War II aviators honored one of their own in quiet dignity among Arlington National Cemetery's host of heroes on a sultry Friday in October.

Lt. Col. Addison Baker, posthumously awarded the Medal of Honor after crashing his blazing bomber into a heavily defended enemy oil refinery in 1943, was the focus of a tribute to the 93rd Bombardment Group that Baker led during the low-level raid at Ploesti, Rumania.



LT. COL. ADDISON E. BAKER



MAJOR JOHN L. JERSTAD



Eight 93rd BG Ploesti veterans admire the painting of HELL'S WENCH, the lead B-24 over the target. From left to right: Richard Wilkinson, Edwin Baker, Charles Merrill, Kenneth Dessert, Ramsay Potts, John Roche, William Doerner, and Miles League.

Baker was an Ohio National Guardsman. His twin-tailed B-24, "Hell's Wench," flying over the burning oil field is depicted in the 52nd National Guard Heritage Painting unveiled on October 10, more than 54 years after the daring and costly raid.

Eight veterans of that raid, Air National Guard leaders from the Pentagon and Ohio, and 100 others attended the full day of tributes.

Among them were Brig. Gen. John Smith, Ohio's Air Guard commander, and Col. Harry "A.J." Feucht, commander of the state's 180th Fighter Wing that includes Baker's former squadron in its lineage.

A living memorial of a bronze plaque and a six-foot American holly tree honoring the 93rd Bomb Group's sacrifices during the deadly air war over Europe was dedicated that morning at Arlington.

The painting by Arizona artist Roy Grinnell was unveiled at the neighboring Fort Myers

officers club by Brig. Gen. Paul Weaver Jr., deputy director of the Air National Guard, during a midday ceremony.

"These awards do nothing for what we owe you. You brought honor to these wings that we wear. This country owes you more than you can ever receive," Weaver told the decorated Army Air Forces veterans who recalled details of the Ploesti raid on August 1, 1943 as vividly as if they had flown it last August.

"The smoke stacks were 125 feet high. I was flying so low I had to look up to see the tops of them," said retired Col. John Roche.

"There were high tension power lines at the end of the refinery," Roche continued. "One of my engines was on fire over the target. I didn't have time to climb above those wires, so I flew the plane under them."

Retired Maj. Gen. Ramsay Potts made no bones about how he survived that raid. "Both

(continued on page 32)



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

1997 was a successful year for the 492nd Bomb Group. New members continue to be located and become old friends. With the help of the Veterans Administration in St. Louis and the help of our members, our records are slowly becoming more complete. Networking by 492nd BG members with their e-mail and America On Line have helped tremendously. William Berger, radio operator on Wyman Bridges crew, contacted William Garside, engineer/gunner. William Garside sent me the names and addresses of two other crew members: Charles Hammer, tail gunner, and Donald Plunkett, bombardier. Allan Young (Jim), member of Warren Roseborough's crew, made connections with Joseph Domino, the only other crew member whose location was unknown. It turns out that Joseph Domino has been residing in Puerto Rico since 1950, and not having applied for benefits from the VA, had no record there. Allan Blue put David DeGregorio in touch with me. David is the son of Bernard DeGregorio. We look forward to May, 1998 with the hope of getting to meet many more of you in Oak Brook, Illinois.

A stroke of good luck came in the form of a letter from Ingemar Melin of Trelleborg,

Sweden, with the entire story surrounding the 20 June 1944 mission to Politz and subsequent landing of Nicholas Kehoe of the 856th BS in Sweden. Ingemar writes that the 20th of June 1944 was truly a very busy day for the personnel at the Bulltofta Airfield in Malmo and for the Swedish Air Force Wing F10. Not less than sixteen Liberators were landed or crashed at the airfield that day. It was literally a queue of heavy bombers in the air space over Malmo waiting for landing. People living in the northeast part of Malmo were warned to local authorities not to go out due to the risk of parts falling down from the heavily damaged bombers. A total of twenty-four B-17s and B-24s landed at Bulltofta on the 20th and 21st of June. Between 9:27 and 10:30 a.m. the morning of 20 June, sixteen damaged Liberators landed.

I sent a copy of Ingemar Melin's letter to Lt. General Nicholas Kehoe III, son of Nicholas Kehoe of the 856th BS, 492nd BG. Of great interest is that when the farmer Oscar met Nick when he crash-landed, neither could speak the other's language. Nick raised his hands and said "New York." The farmer said "Sweden." Nick was invited to Oscar's home for nourish-

ment, and Oscar has remains of Nick's parachute to this day. General Kehoe writes that as long as he can remember he has moved about today's Air Force, hanging up his father's rip cord handle/wire, along with a small round tag with the date, aircraft number and place, on a wall in his office. Next to it, he has always included a picture of his dad next to his plane in pilot training and a letter he wrote to him while he was in the 492nd Bomb Group, dated 20 May 1944 just before his first birthday, asking him to take care of his mother and new baby brother.

BRONZE B-24 AT THE ACADEMY

I urge all 492nd BG members to lend their support to this project. We certainly don't want anyone to think there was only that other bomber (B-17) flying missions, do we? All contributions are welcome and tax deductible. Send to: B-24 Groups Memorial, in care of Neal Sorensen, Treasurer, 132 Peninsula Road, Medicine Lake, MN 55441-4112.

MIDWEST REUNION

We attended the Midwest reunion in Harrisburg, PA the last of September. Hotel accommodations and food were very good all around. The committee had planned excellent trips for everyone... Gettysburg with a very knowledgeable guide, a trip to an Amish home, and the Lancaster Railroad Museum. Carlisle Barracks was very interesting. They are gathering military histories on a grand scale. Hershey, Pennsylvania grounds and school were very interesting. Of course the Chocolate Factory was a must. ■

PLOESTI TRIBUTE (continued)

of my wingmen were shot down. They shielded me from getting shot down," he reflected. "I was just one of the lucky ones."

Many were not so lucky. Fifty-four of the 177 bombers sent to destroy the Ploesti refineries that supplied the German war machine with two-thirds of its gas and oil products were lost during that daylight raid. The operation code-named "Tidal Wave" resulted in 532 dead, missing and captured airmen from the 1,726 who began the 2,100-mile round trip ordeal.

Baker, 36, was a Chicago native who entered the then Army Air Corps in 1929, earned his wings the next year, and joined the National Guard in Michigan in 1936. He moved to Akron, Ohio and transferred to the Buckeye State's 112th Observation Squadron before it was called into federal service in 1940.

He was in the lead plane as his 93rd Bombardment Group, the "Travelling Circus," flew from North Africa to Ploesti on August 1, 1943, under radio silence. An anti-aircraft shell seriously damaged his plane and set it on fire as he approached the target, according to his Medal of Honor citation.

Baker refused to land and jeopardize his group that approached the refinery from the south instead of the west as planned. He led

*"Addison Baker had a total disregard for his own life.
Every one of us would have followed him through hell."*

his formation to the target and dropped his bombs before attempting to climb high enough so his crew members could bail out. It was too late, witnesses reported. The crippled B-24 crashed in flames after avoiding other planes in the formation.

All ten men perished. Major John Jerstad, Baker's copilot, also received the Medal of Honor that is presented to warriors who perish prior to completing the deed that earns them this country's highest military tribute.

"Colonel Baker did not leave the formation to land in the flat fields in front of us, but showing a brand of courage that I have never seen before or since, continued to lead us the last two or three miles to the target," wrote Capt. Raymond Walker.

"Lt. Col. Baker... continued to lead his force on the bombing run after his aircraft had been fatally hit and was, in fact, a raging inferno," reported Lt. Col. George Brown, who lived to become Chairman of the Joint Chiefs of Staff. Otherwise, "the formation would have broken up at the critical point on the bomb run," Brown added.

"Addison Baker had a total disregard for his own life. Every one of us would have followed him through hell," said retired Air Force Col. Alfred Asch, who coordinated the October tribute.

Asch was a young lieutenant fresh out of flight school when he served with Baker before the Ploesti raid. The seasoned pilot once turned on his bomber's blue formation lights so Asch could follow him into a strange airfield in Algeria in the dead of night, Asch explained.

"Any German night fighters would have gone after Baker, because he had his lights on," Asch added.

Therefore, it made perfectly good sense to Asch to honor the National Guard pilot from Ohio who sacrificed his plane, his crew and himself so that others could fly into the hell over Ploesti and complete the mission.

"It was my privilege to fly with two great National Guard officers during that war, Addison Baker was one of them," Asch concluded. "They brought more to the Air Force than the other way around." ■

50TH ANNUAL BUSINESS MEETING

2nd Air Division Association, 8th USAAF

Saturday, May 25, 1997 • Hyatt Regency Hotel, Irvine, California

A. CALL TO ORDER:

The meeting was called to order by President Neal Sorensen at 10:00 AM. There were over 330 members present, constituting a quorum. President Sorensen appointed Mrs. Norma Beasley parliamentarian.

B. REPORT OF THE DELEGATE COMMITTEE:

This is an official business meeting of the 2nd Air Division Association, a not-for-profit veterans organization. F.C. (Hap) Chandler, Group Vice President, 491st Bomb Group and Chairman of the Delegate Committee, moved that members in attendance be named official delegates to this 50th Annual Business Meeting. Motion was seconded and carried.

C. REPORT OF THE SECRETARY:

Secretary David Patterson reviewed the minutes of the General Business Meeting held June 15, 1996 at Milwaukee, Wisconsin, which were published in the Winter 1996 edition of the *Journal*. Mr. Oak Mackey, Executive Vice President, moved that they be approved as presented. Motion was seconded and carried.

D. REPORT OF THE TREASURER AND OF THE AUDIT COMMITTEE:

The Report of the Treasurer, E. (Bill) Nothstein, was presented in the Winter 1997 edition of the Association's *Journal*, and thus will not be repeated here.

The Report of the Audit Committee Chairman, Burt Lenhart:

The audit of the books of the Association's 1996 Annual Convention, Milwaukee, Wisconsin, was performed by Audit Committee members Lenhart and deCani at the home of Convention Chair Evelyn Cohen, in Philadelphia. The accounts were found to be correct and accurately maintained.

The audit of the Association's general books of account for the fiscal year 7/1/95 – 6/30/96 was performed by Audit Committee members Lenhart, Hallett, and Berkeley on September 10, 1996 at Spencerport, New York. The Committee visited the Treasurer and the financial institutions holding the Association's accounts, and the accounts were found to be accurate, well kept, and in excellent order. Motion was made by Mr. Uttal, Honorary President, to accept and approve the reports of the Treasurer and Audit Committee. Motion was seconded and carried.

E. REPORT OF THE VICE PRESIDENT, MEMBERSHIP AND CONVENTIONS (EVELYN COHEN):

Total membership is now approximately 7,000.

Convention 1998 (the Association's 50th year) will be near Chicago, Illinois, where the Association started; it will be at the Oak Brook Hotel and Resort, Oak Brook, Illinois. Time will be the end of May (over Memorial Day weekend, a time of best hotel rates).

Convention 1999: Perhaps Savannah, Georgia. Also looking at North Carolina.

A show of hands indicated an almost unanimous vote to return to Norwich. Ms. Cohen noted the enthusiasm, and mentioned that it takes about two years to complete the arrangements, which includes collaboration with the British. Motion by Mr. Jeffries to accept the report was seconded and carried.

F. REPORT OF THE JOURNAL EDITOR (RAY PYTEL):

The editor explained the options he employs regarding number of *Journal* pages (40-44), the use of color, and choices of types of articles. He asked members to fill out and send in the latest *Journal* questionnaire on what mix of *Journal* content is wanted (combat articles, poems, letters, etc.) Motion by Mr. Patterson to accept the report was seconded and carried.

G. REPORT ON THE REBUILDING OF THE MEMORIAL LIBRARY, NORWICH (Mr. Hilary Hammond, Norfolk [England] County Director of Arts & Libraries, and Honorary Chief Executive, 2nd Air Division Memorial Trust):

After naming other Memorial Trust members from England at this meeting, namely Chairman King, Vice Chair Hastings, Clerk Martin, and Honorary President Eaton, all here because of the importance of this year in the affairs of the Memorial Library and Trust, he proceeded with his report:

The present (temporary) library will be used until the year 2001 (the year the new library is scheduled for completion). Meanwhile, it has a better book stock, with more appropriate and current books than the old (burned down) library. It has a staff of four, and retains the (temporary) Roll of Honor, the Shrine, and other amenities of the prior library.

Expenses of the Memorial Library are paid from income from trust investments, from the Fulbright fund raised by the 2ADA, and from Norfolk County. A balanced budget is expected for the coming year.

By overhead projection, Mr. Hammond showed the newly instigated world wide web pages produced by the 2ADA Fulbright Librarian. He explained that the contents of the Memorial Library can now be available throughout the world. The web pages connect by links with the 8th AF Heritage Museum, Savannah, with the Imperial War Museum, England, and with the University of East Anglia.

Again, by use of overhead projection, Mr. Hammond displayed sketches of the proposed new central public library, of which the Memorial Library is a prominent part. Rather than replace the old one in kind for which the fire insurance moneys were available, Norwich opted to design a new one suitable for 21st century library needs, to be one of the finest in all of Europe. It is designed to be twice the size of the old, and contain computer stations, lecture theater, and other amenities. Moneys in the magnitude of some 30 million pounds sterling for the rebuilding have been applied for from the British Millennium Commission and are likely to be granted. If so granted, Norfolk and Norwich together are committed to provide an equal fund, and the Memorial Trust of the 2nd Air Division, 8th USAAF, is also then committed to raise an additional 125,000 pounds.

H. REPORT OF THE PRESIDENT (NEAL SORENSEN):

1. Mr. Sorensen presented Mr. Hammond a check for \$1,000 from the 2ADA Headquarters group for the Headquarters Special Endowment Fund, and a check for \$25,000 from the Association, for the Association's Special Endowment Fund.
2. A motion was made by Mr. Uttal, seconded, and carried that the "New Scheme for the Memorial Trust," as published in the Summer 1997 *Journal*, be approved.
3. President Sorensen summarized three major projects under consideration for possible Association financial support: (1) Additional funds needed for the above new Memorial Library; (2) a new chapel at the 8th AF Museum (Savannah); and (3) a bronze casting of a B-24 for the "Honor Court" of the AF Academy, Colorado Springs (an offshoot of the latter being a museum-quality B-24 replica in wood, suitable for possible installation at the 8th AF Savannah Museum). He indicated that several bomb groups had made pledges to provide funds for this third project.

I. REPORTS OF GENERAL COMMITTEES:

1. Group Relations Committee (Reeves, Chairman): Revision of the 2nd Air Division Association Bylaws:

At the group business meetings held prior to this General Business Meeting, a proposal to amend the Association Bylaws to include the Honorary President and all Group Vice Presidents attending Executive

(continued on page 34)

NEW MEMBERS OF THE SECOND AIR DIVISION ASSOCIATION

44th
LTC Howard E. Walker (Ret.)
Peter Q. Baumler (AM)
Kaye Fusano (AM)
Alan E. Grimm (AM)
Theresa Murphy McKenney (AM)

93rd
Robert A. Osbahr
Dorothy W. Watson (AM)

389th
Harry L. Giong
Eugene M. Herrmann
Robert L. Hester, Sr.
Thomas A. Joyce
Gerald Kuhlmann
James H. McClain
Don G. Osterhout
LaVern L. Peters
Daniel F. Ruth
John Tanquy
Leonard M. Walcoff

392nd
Gerald B. Jones
George C. Player, Jr.
Henry M. Propper (44th)
Anne F. Mackey (AM)

445th
Nolan Burdette
Rodney G. Erxleben
David F. Martinez
Betty J. Tucker (AM)

446th
Billy J. Massey
Nancy R. Longstreth (AM)

448th
Lawrence E. Anderson
Aldrich A. Drahos
Robert G. Kernohan
Nathan Malkin (489th)
Kent C. Moseley
Robert D. Robinson
Albert B. Sanders
Stanley S. Tabol

Patrick J. Terranova
Bruce A. Carlson (AM)
Katerine P. Gamble (AM)
Michael Haddock (AM)

453rd
Chris Christensen
Peter W. Fleming
Helen L. Joyce (AM)
Jane Leavenworth (AM)
Kathy LeComte Lupton (AM)

458th
Worley E. Buckles (489th)
Walter C. Fifer (93rd)
Samuel McLure
Peter Vander Kamp
Tom Bullard (AM)
Mrs. Charles Burton, Jr. (AM)
Edward F. Von Bergen (AM)

466th
Bert E. Bryant
Daniel Fisher

467th
Vernon O. Mason
Eleanor L. McQuellon (AM)
Jini Mortensen (AM)

489th
R.J. Janssen
Charles I. Weaver
Lester A. Williams
James W. Woods
John J. Predgen (AM)

491st
Byron B. Calomiris

492nd
Lawrence M. Wilson (44th)

SM
Joseph D. Caver
Phyllis DuBois
James R. Hamilton
Cornell Iliescu

Board of Governors
John Whitehouse

50TH ANNUAL BUSINESS MEETING (continued from page 33)

Committee meetings as voting members was presented and carefully reviewed.

A motion by Mr. Patterson was seconded and carried to waive the normal procedure of providing a 30-day notice in advance of votes on such proposals. This was followed by a motion by Mr. Reeves, seconded, and carried by well over 2/3 of the voting members present, to make the proposed bylaws amendment effective immediately.

2. Awards Committee (Walker, Chairman):

The Distinguished Service Award is presented to:

- Vincent Re, 467th Bomb Group, who has been a supporter of the 2ADA for many years. Vince continues to donate his professional services as the Association's official photographer. He is an outstanding photographer of national reputation.
- Earl Wassom, 466th Bomb Group, for his notable contributions to the Association in terms of his leadership skills and organizational abilities.
- Neal Sorensen: The Dedicated Service Award was presented to Neal Sorensen for the excellent work he has done for the Association during his term as President.
- Mr. Thomas Eaton: The President's Award was presented to retiring Chairman of the 2nd Air Division Memorial Trust, Mr. Thomas C. Eaton. Only four have ever received this award, and Mr. Eaton is the first non-American recipient. A brave and wounded veteran of World War II, he served as community leader including as Mayor of Norwich, a town in which his family has a 200-year history of dedicated service. He has been a governor of the Memorial Trust for 40 years, and Chairman of the Governors for 22 years. He has cemented close relationships between the people of Norwich and U.S. 2nd Air Division veterans, and has inspired individuals and organizations to participate in the affairs of the Memorial Room. During his tenure, the assets of the Memorial Trust increased substantially, from an original 20,000 to over 500,000 pounds (sterling). He has assured through his time, energy, and monetary contributions that the Memorial will endure into perpetuity.

3. Nominating Committee (Walker, Acting Chairman for the absent Gregory):

Mr. Walker placed the following names in nomination, and moved that these nominees be approved for the year 1997-98:

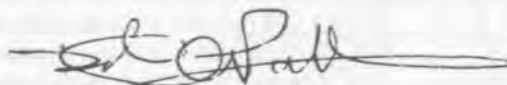
President: Oak Mackey (392nd BG)
Executive Vice President: Earl Wassom (466th BG)
Vice President, Membership: Evelyn Cohen (Headquarters)
Vice President, Communications: Gene Hartley (389th BG)
Treasurer: E. (Bill) Nothstein (466th BG)
Secretary: David Patterson (445th BG)
Journal Editor: Ray Pytel (445th BG)

The President asked for nominations from the floor. None were forthcoming, and a motion by H.C. (Pete) Henry was seconded and carried to close the nominations and accept the slate unanimously.

- Mr. Carroll Cheek, 392nd Bomb Group, suggested that members consider willing funds (in a trust in which they retain income until death) to the Association to help fund the three projects named earlier; i.e. the new Memorial Library (Norwich), a chapel at the 8th AF Museum (Savannah), and a bronze B-24 for the AF Academy.

J. ADJOURNMENT:

President Sorensen handed the gavel to incoming President Mackey, and announced the adjournment of the meeting at 11:35 AM on the motion by Patterson seconded and carried.



David G. Patterson
Secretary, 2nd Air Division Association ■

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 36 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 36 

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:

Please consider this to be *another* letter of protest (and dismay) relative to the omission of the B-24 bomber from the "Classic Aircraft" stamps.

How any person or persons can completely ignore 18,188 B-24s, and the thousands of men who died in them, is beyond my comprehension. What a travesty!

William E. Hendrix, Jr. (466th)
2467 N. Vinegate Circle
Wichita, KS 67226-3649



To Postmaster General Marion Runyon:

As you may ascertain, this letter is a protest against insensitivity and non-remembrance of a great bomber of WWII.

Henry Ford helped to build over 19,000 of these giant birds, the unmatched heavy that brought down Hitler's Nazi regime. Not only in Europe did this bird leave its mark, but all over the world, the South Pacific included.

The B-24 flew faster than the '17 and carried a larger bomb load. Overall this great plane brought many of us home after completing a tour of missions in the 2nd Air Division, 453rd Bomb Group at Old Buckenham, England.

Included in our 453rd were some illustrious persons, including Jimmy Stewart who flew many missions, and funnyman Walter Matthau.

Skipping mention by U.S. stamp of the B-24 is an egregious error not unnoticed by WWII 8th Air Force members. Could we have a B-24 stamp? If only for the heroes who went down?

Robert C. Jacobs (453rd)
3412 Hillside Avenue
Cincinnati, OH 45204

Ed. Note: For my view, please see "The Editor's Comments" on page 5.



To the editor:

Thank you for publishing my letter in the Summer issue of the *Journal* with regard to details of assembly ships of the 2nd Air Division.

The response has been wonderful, both from veterans and UK associations, and has provided many answers to my queries, but still some remain!

During late August my wife and I took a short vacation to Norfolk, staying in Wymondham, next door to the Green Dragon public

NOTICE

**If you have not paid
your 1998 dues,
this will be the last
copy of the JOURNAL
you will receive.**

**EVELYN COHEN
2ADA VP Membership
6410 Delaire Landing Rd.
Philadelphia, PA 19114**

house, and of course not far from Hethel, home of the 389th BG.

Visits were made to the 2AD Memorial Library in Norwich, and albeit temporary, it is still very impressive and the staff most helpful.

Visits were also made to Horsham St. Faith (458th BG), Bungay (Flixton) (446th BG), Rackheath (467th BG), Seething (448th BG), and Old Buckenham (453rd BG) where memorials were seen and photographed.

The visit to Seething was made all the more pleasurable when Jim Turner met us on very short notice and provided a conducted tour of the restored control tower.

We also had the pleasure of meeting Mike Bailey, an aviation artist who has provided me with many photographs of B-24s to aid my project and is always ready to answer yet another question.

This leads me into a further request for the following:

392nd BG: Colour details of assembly ship — i.e., was it olive drab and grey with white silhouettes and white top surfaces, or something else?

466th BG: I would appreciate a photograph or diagram of red zig-zags on top of wings.

492nd BG: Colour scheme with regard to stripes.

I trust that everyone who provided information has received my "thank you," and once again I would like to place on record my sincere thanks to all those veterans who responded.

Lastly, I trust that I have caused no upset to David Hayes when I stated in my letter that his father, Russell Hayes, served with the 491st BG, when it should have been the 389th BG.

George F. Wright
7 Cambridge Avenue
Wylde Green
Sutton Coldfield
West Midlands B73 5NA
ENGLAND



To the editor:

Little is known of the Rest Homes (Flak Houses) and the Red Cross girls who staffed them. I am now writing a series of articles on each Rest Home that the 2nd Air Division used over the period 1943-1945.

I particularly require wartime photographs of these Rest Homes, plus any comments from personnel who stayed at this type of accommodation. All photos will be copied and returned.

You can help by responding to questions such as: What did you do during your R&R? What towns did you visit? How about the pubs you regularly visited? Did you meet any local English people? I look forward to hearing from you.

Keith Thomas
Friends of the 2AD Memorial
Cannells Farm
Bow Street
Great Ellingham
Attleborough
Norfolk NR17 1JA
ENGLAND



To the editor:

Do any of you who serviced Air Base #1 in Burton Wood remember the British air cadets to whom you showed considerable friendship? You impressed them very much at the time. They are now in our age group, as we're in our 70s+ and they're in their 60s+. You should be proud to know they kept a wonderful memory alive.

I was a flight engineer with the 93rd Bomb Group. This past summer I flew to England with my wife, visiting her cousins the Wilsons in Warwickshire. They had us meet a friend of theirs, and he was one of those air cadets. They are now called the Re-enactment Group. I knew of them and that they dressed in American Army Air Force uniforms. I was expecting to see a movie type character officer's cap and medals down to the floor, someone that the war can do without.

That evening was just as real as the weather that I remembered 50+ years ago. The Wilsons' home is located next to a large hay farm, cut the past week, and a light breeze was blowing as Mr. Gordon Brooks entered through the door in a perfect Major U.S. Army Air Force uniform with hat — no medals — just as if he was one of my officers entering the barracks 50+ years ago. Time just stood still, and such a nice warm feeling came over me! Everyone should be proud having the British people keeping such a wonderful memory alive.

They also have their own private museum at a former RAF operational WWII bomber base in Strubby Lincolnshire, England.

Frank A. Fragnito (93rd)
11 Holmes Avenue
N. Babylon, NY 11703



ROOKIE TOO GREEN TO KNOW FEAR

BY JOE F. TARPLEY (489TH)

It was early September 1944, and we were newly arrived rookies in the 8th Air Force. More curious than eager. And not afraid. Not yet, anyway.

Our B-24 Liberator crew was on our first mission. Our target: Magdeburg, about 70-80 miles southwest of Berlin. A long mission from Halesworth, our base in East Anglia, England.

We'd had an early breakfast at about 1:30 a.m. and then the briefings at Base Operations.

We took off in a severely controlled manner, climbed to altitude, and took our position first in our flight, then in our squadron, then in our group. Our group then took our assigned place in the 1,000-plane formation.

The talk had been interesting the previous night in our Quonset hut.

"As long as you just see black, the flak won't hit you. When you see red, look out!"

And now we were flying in tight formation just off the Frisian Islands near the north coast of the Netherlands.

I was standing at my navigator's desk in the nose of the plane with my back to the gun turret in the nose.

A waist gunner's voice on intercom: "Flak! Three o'clock."

I glanced out the small window at my left elbow and saw my first bursts of flak off our right wing. Several bursts. All at our altitude. And all black!

I returned to my work but glanced out the window every few seconds to note any changes. Still black puffs!

About two minutes later, I watched the black bursts of smoke — at our level — slowly come closer to our flight path.

Our plane, our flight, our squadron, our group made no effort to alter course. We flew straight ahead.



Kneeling (left to right): Crawford, Kouns, Tarpley, Messer. Standing (left to right): Way, Thayer, Xenos, Clement, Burns, Powers.

And I watched the flak bursts get closer and closer.

Then I saw a small red spot in the center of the bursts. At the same time, I could detect that the bursts were falling behind us.

We were getting out of the German gunners' range just as they were zeroing in on our flight.

I remember thinking to myself, "Boy, those pretty black and red bursts you're so fascinated with could kill you. You ought to be afraid."

But I wasn't afraid.

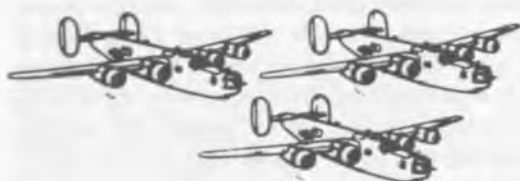
Not that first time.

Later it would be different! Very different!

Editor's Note: It was Joe Tarpley's "2-Engine B-25" picture that appeared on page 9 of the Fall 1997 Journal. As Wally Portouw challenged on page 43 of the Winter 1997 Journal, the plane is indeed a B-24J. Joe Tarpley explains:

"No, it wasn't a 'put on.' Not by me. It was an honest mistake. I sent the photo to the San Antonio Express News to accompany my article about my introduction to flak. I looked at the plane in the background, remembered how low-hung the B-24s I'd flown in were, and without further thought listed it as a 'two-engine B-25.' A couple of the 'colonel-sounding' telephone callers complimented me on the article after saying something like, 'Now about that picture . . . it's clearly a B-24J.'" ■

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



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