

LIBERATOR

THE YEAR OF THE
B-24

60th
ANNIVERSARY
1939 - 1999



THE JOURNAL

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Veterans of
WORLD WAR II

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LIBERATOR PERMANENCE

IN AMERICA (left): The Bronze B-24 was dedicated on September 25th, 1998, in the Honor Court of the United States Air Force Academy at Colorado Springs, Colorado.

IN THE U.K. (below): Paul King, Chairman of the Board of Governors of the Memorial Trust (left) poses with Karim Yasamee, the stained glass artist, and David Gregson, the furniture maker who crafted the Light box for this beautiful B-24 panel which will be housed in the 2nd Air Division Memorial Library in Norwich, England.

THE B-24 WILL NEVER BE FORGOTTEN.



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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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KEEPING IN FOCUS

BY EARL WASSOM, 2ADA PRESIDENT (466TH BG)

Six months have passed since our convention in Oak Brook. I urged our membership to refocus and continue to preserve our wartime legacy. The original vision of the Association was to create a Memorial honoring our comrades who fell in battle. Wisely, a living memorial concept was chosen. It emerged as an idea housed in a room associated with a library. Since its inception it has become a legend-preserving place . . . a center where memories and friendships have been renewed. Veterans from the various bomber and fighter group and headquarters personnel collectively share experiences.

But, the concept has expanded. Families of the veterans became involved, then appreciative English friends became caring team members. Amateurs tried their hands at writing, then professional historians stepped in using the resources of our library to assist them in recording and preserving the story of the 1942-45 war years. Small memorials and then larger ones, both in England and in the U.S., sprang up. Powerful ties with our English friends were strengthened and liaisons with other groups are emerging.

Our organization has a firm grip on its vision. A visionary believes goals can be attained and is convinced that they must be. And, a critical sense of urgency dominates them. This fact is evidenced in the activities which have occurred since our Oak Brook convention.

Relationships between the veteran groups of the wartime Eighth Air Force organizations have been initiated. We were honored to have Norm C. Grant, President of the Eighth Air Force Historical Society, and his charming wife, Margaret, as our guests at our convention in Oak Brook. He stressed the importance of active involvement among the members of the Eighth AF Historical Society in their convention in Cherry Hill. I was introduced and spoke to an attentive and responsive group. This will be an ongoing endeavor to foster better coordination between these two large associations of the Mighty Eighth Air Force.

In July, I was in Savannah meeting with the leaders of the Mighty Eighth Heritage Museum. It was gratifying to observe the tremendous progress being made by this young but great military museum and to feel the enthusiasm of the staff and the visitors. You will recall that I initiated a plan for getting Second Air Division veterans and their families more involved in this great work. My purpose was to encourage membership in the organization, financial support, the donation of memorabilia, and to strengthen the volunteer and docent program. I did my "tour" there for a few days, and the personal satisfaction I received in playing a small part in telling "our story" was overwhelming. The visitors were most receptive in hearing from the veterans who were part of the action in 1942-45. The response to the volunteer program has been tremendous. A number of husband and wife teams have been there, and more are scheduled throughout the year.

In September, about 600 people of all ages descended on Colorado Springs and the Air Force Academy for the B-24 Liberator memorial dedication ceremony. This bronze replica, with a 20-foot wingspan, was a gift of the B-24 Groups Memorial, Inc. of the Army Air Forces to the United States Air Force Academy. The official dedication states in part . . . "to honor the brave airmen we lost, the valiant ones who survived, and to all who designed, produced, maintained and flew this stalwart aircraft." This was a once-in-a-lifetime experience, a fitting and permanent tribute and a wonderful prelude to our theme for the 1998-99 convention, The Year of the B-24.

The first nine days of November, members, children, and friends of the Second Air Division Association Executive Committee made the trip to Norwich and Norfolk once again. Those of us who were privileged to attend will attest that this was a time of remembrance, renewal, and rejuvenation. Each day was filled with meaningful and emotional experiences. In the space allocated, it is impossible for me to go into much detail on all of the things we did.

Tuesday morning was an ideal time to visit the Memorial Library in its temporary quarters on Ber Street. The facility was spotless, the exhibits were excellent, and the staff and library friends were most cordial, a wonderful time to see and enjoy "our Memorial Library." Our new Fulbright Fellow, Judith Jerome, was present and was a joy to all of us. The afternoon was spent at the Royal Air Force Station Coltishall, a famous Battle of Britain airfield. Early in the war effort, their fighters escorted the B-24s on missions to the mainland. This was a most memorable occasion.

Wednesday was busy with a trip to Madingley, the American Cemetery located near Cambridge. A memorial service was conducted . . . we had a large number of our children present who were able, for the first time, to realize the tremendous price paid in human lives for the freedom we often take for granted. Then we visited the Imperial War Museum at Duxford, where the new American Air Museum is located and many American war birds are on exhibit. Our last stop for the day was Wymondham College, on the grounds of which, during the war years, was a major base hospital for the USAAF. With a few remaining buildings of the war and many new facilities, this is a leading educational school. We had "tea" and enjoyed a fantastic short program performed by the student concert band. They even played the 2ADA Fanfare for us. This was an unforgettable moment of sharing with the 11-18 year old youth who are enthusiastic about the 2AD

(continued on page 11)



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 January, April, July, or October.

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. ■

ATTENTION SNOWBIRDS

It is not necessary to send us your change of address twice each year.

Journals are mailed 3rd class to each address.

This is the cheapest way, since 3rd class mail is not forwarded; furthermore, not all snowbirds come and go at the same time.

EVELYN COHEN
2ADA VP Membership

Executive Vice President's Message

BY F.C. "HAP" CHANDLER (491ST)

RETURN TO EAST ANGLIA

After a visit to Birmingham with relatives, I boarded the train to Norwich. My thoughts flashed back to my first train ride through the same landscape, 54 years ago. From Stone (the replacement depot at Stoke-on-Trent) we proceeded south with airfields alongside and in the distance. Evidence of the "Round the Clock" air offensive was everywhere — RAF and 8th Air Force bombers and fighters of every description. What a sight. How lethal — how many!

That era is now history. The East Anglia covered with airfields and stone fences enclosing fields is no more. With the fences removed, the area is as flat and productive as our own midwest. Truly the "bread basket of England."

In the distance I glimpsed the spire of Ely Cathedral, a scant six miles from Madingley Cemetery. In three days I would return with our Second Air Division Association Executive Committee for a memorial service for those "who gave their tomorrows for our todays."

My musings ended as we arrived in Norwich — when surrounded by fourteen B-24 bases during World War II, it became "Little America."

RAF COLTISHALL REVISITED

During combat days we looked forward to diversion to RAF bases. For combat crew members there were always fresh eggs and plentiful scotch. Not so on our recent visit to Coltishall, an active and historic RAF base a few miles from Norwich.

After a half-hour bus ride through the outskirts of Norwich, we arrived at Coltishall where we were greeted by the station commander and BBC. How young he was! But, then, our squadron commanders were mostly 23, weren't they? One of his predecessors was Douglas Bader, the legendary "legless pilot." Having lost both legs at the knees in a test crash, he was retired from the RAF prior to WWII. Nevertheless, he recovered to play golf and enter employment at Shell Oil Company, where he developed the 100 octane program so critical to aircraft performance.

At the outbreak of the war he returned to the RAF and flew in the Battle of Britain while commanding Coltishall. Shot down, his artificial legs were flown to him by an RAF bomber through a special bombing mission. Such was the tradition of this famous RAF base.

We were briefed by one of two highly qualified and articulate RAF lady fighter pilots. We were shown current briefing techniques using computers and satellites. Col. Al Shower, WWII commander of the 467th Bomb Group, was delighted when the satellite displayed his old base.

The pilots were busily engaged in flight planning for the Persian Gulf as we toured the briefing room. How different from our packed and smoky briefings of WWII.



F.C. "HAP" CHANDLER in April, 1944, the same week he received his commission and navigator wings.

WE MET THE BOARD OF GOVERNORS

The Governors of the Memorial Trust of the 2nd Air Division, custodians of the funds deposited in 1945 by 2AD members (£21,000), met with our Executive Committee, their purpose to cover the final plans for the Millennium Complex which will replace the Norwich Central Library destroyed by fire in 1994. The 2nd Air Division Memorial Library will be an integral part of the complex. This promises to be the finest and most modern library in the UK, if not in all Europe. Their plans are expansive, visionary, and imaginative, with our Memorial Library to occupy a prominent place on the first floor of the plan. The complex is scheduled for completion in December 2000, in time for a 2nd Air Division return to Norwich in 2001.

The Governors' stewardship of our funds has been remarkable — at last accounting the trust had grown to over £750,000 (\$1,275,000 at current exchange rates).

Paul King, Chairman of the Board of Governors, is a dynamic and knowledgeable leader. Roger Freeman, historian of the 8th Air Force, and Ted Inman, Director of Duxford Airfield, are active members of the Governors. They are typical of the individuals who have served as Governors of the Memorial Trust of the Second Air Division.

EXECUTIVE COMMITTEE NOTES

Ablly conducted by our president, the 2ADA Executive Committee meeting was one of the most productive of my experience. Jordan Uttal, appeal patron of the Millennium Development Appeal, briefed us regarding the £125,000 goal. Subsequently, at a meeting with city and county dignitaries, a check for \$40,000 from Second Air Division Association donors was presented to the Chairman of the Board of Governors. With this and of course the UK commitments, the fund drive is well underway.

Our American Fulbright Librarian, Judy Jerome, and Derek Hills, Trust Librarian, attended our meeting. Later they gave us a tour of the temporary Memorial Room at the Ber Street location. Despite the fire, the Memorial Room continues to attract not only American visitors, but many interested British patrons.

MEMORIAL SERVICES

Nobody equals the British when it comes to memorial services. Held in the medieval parish church of St. Peter Mancroft, it was a solemn and dignified occasion. Early in the week on Wednesday we held our own memorial service at Madingley Cemetery.

DUXFORD AND WYMONDHAM COLLEGE

Duxford Director Ted Inman and his staff welcomed us to the American Air Museum, where we were pleased to note the B-24D nose section. We understand a B-24J is enroute from Lackland Air Force Base. It is to be restored in Duxford's shops and become a permanent exhibit in the museum. Could be it might even fly again.

Our hectic day concluded with a visit to Wymondham College, erected on the site of a USAAF hospital. Their award-winning student band, ranging in age from 11 to 17, greeted us with "Off we go . . ." We were entertained and enthralled by their talent.

BACK OVER GREENLAND

Our busy schedule concluded with a 4 AM call on Monday for a bus to Gatwick. Enroute, a break in the weather afforded a spectacular view of Greenland. "We could almost see to the North Pole." As we dined on steak and watched a movie, I reflected on a greenhorn navigator trying to ascertain windshifts at a much lower altitude 54 years ago. *Tempus fugit!*

HERITAGE MUSEUM VOLUNTEERS

Our volunteer program has been well received by the Mighty 8th Heritage Museum in Savannah, Georgia. In fact they are eager for more of you to spend a week with them. Volunteers from the 392nd, 453rd, 466th, 491st, and 492nd are already scheduled. Bill Eagleson plans to bring his crew with him when he and Dottie arrive for duty in February. Savannah and the Golden Isles are a great place for joint museum volunteering/vacation. Contact me or your group vice president.

SAVANNAH CONVENTION

The Executive Committee voted to hold our Year 2000 convention in Savannah. With its proximity to the 8th Air Force Heritage Museum we will celebrate "The Year of the Museum." Meantime, in 1999, it's on to Austin, Texas and "The Year of the B-24."

Caroline joins me in New Year's greetings to our far-flung friends in the Second Air Division. May 1999 be your best year ever, and may God bless and keep you. ■

THE EDITOR'S COMMENTS

BY RAY PYTEL (445TH)

THANKS FROM THE EDITORIAL STAFF!

Twyla wishes to thank all of you for the Christmas cards and good wishes on her chemo treatments for her ovarian cancer. She is coming along quite well (as you can see by her picture on page 28). We hope to see all of you in Austin, Texas next Memorial Day weekend.

EDITORIAL CHOICES

Every so often we get a letter from someone asking why their "prized" story has not appeared in the then immediate "next" *Journal*. Others ask why their group is not represented in a particular issue. Some want us to acknowledge their submission. The general practice is not to acknowledge or return unaccepted articles. With the usual 10 to 15 letters a day, Twyla and I just don't have the time for that. We try to return "precious" photographs if they are properly identified on the back, including the return address, and if return is requested at the time of submission.

In choosing stories and articles, we don't try to represent each group. Some stories are chosen because they haven't been widely reported, others because they offer a characteristic or unfamiliar viewpoint or source. In any given month we may not find an ideal mix from the articles submitted, and so we look to other publications or sources to round out the magazine.

Many articles are way too long, and we just don't have the time to cut and paste every story, although we do shorten many overly long submissions if they offer a new angle or different viewpoint. We usually ask the writer to OK any rewritten story if it required major surgery or omissions.

In the end there is one overriding imperative: Whatever is printed must inform us, surprise us, engage us, amuse us — somehow pique our interest. Our aim is to be serious, but not ponderous; entertaining but not fluffy; informative but never dull. We are not doing our job if we bore you. We are also cognizant of writers and "armchair editors" who can always do it better . . . but somehow fail to take time to submit their qualifications to the *Journal Stand-By Committee*. They always make our day!

WHAT'S AVAILABLE

Three different views of the Academy Bronze B-24 are available from PLANE PAPER PRODUCTS, 914 Ussid Avenue, Canon City, CO 81212. The price is \$10.00 per 8 x 10 color copy plus \$2.50 postage and handling. Make checks out to Barbara Miller.

A complete VCR record of the September 25th ceremony at the Air Force Academy is available from ASTEC MEDIA CO., 2931 N. Prospect Street, Colorado Springs, CO 80907, phone (719) 442-2333. The price is \$25.00 plus \$4.95 postage and handling. Visa Accepted.

A 148-page guide to over 900 aircraft museums in the U.S. and Canada has just been



Editor RAY PYTEL speaks beneath the wings of the Mighty Liberator at its September 25th dedication at the Air Force Academy, Colorado Springs.

released by Michael Blaugher, 124 E. Foster Parkway, Ft. Wayne, IN 46806-1730. The price is \$7.00 per copy + \$1.50 postage and handling.

ANSWERS TO FALL QUESTIONS

(1) German operation "Fall Weiss" started at 0445 A.M. September 1, 1939 against Poland on the pretext that Polish troops attacked a German radio station at Gliwicz at 2000 hours, August 31, 1939.

(2) Poland was invaded without a declaration of war.

(3) After completing the takeover of the former Czechoslovakia on March 15, 1939, and getting concessions from Lithuania and Romania including oil, Hitler demanded the return of Danzig to Germany late in April 1939, and that Poland give ground for a road or a "corridor" linking Danzig and East Prussia with Germany.

(4) After 17 days of war, on September 17, 1939 the Soviets invaded Poland from the east, as an ally of Germany in accordance with their secret agreement on August 23, 1939. Having their hands full already, the Allies ignored the Soviet action.

(5) Britain announced they were at war at 1115 September 3, 1939; France followed at 1700 hours. Australia and New Zealand declared war immediately.

(6) The B-24 picture: John E. Stevens says, "We had been an original 467th crew sent to the 15th to exchange 8th and 15th experience . . . We were coming back from a mission to Udine, Italy, and when we were off oxygen the top turret gunner went back to the waist for some reason. He looked out and saw a 1st Combat Camera Unit (1st CCU) photographer in

the waist of the plane on our left and tried to get him to take his picture. But, after being in the Near East, North Africa, and Italy for two years, the 1st CCU had lots of shots of B-24s in the air, including guys in waist windows. So, the gunner did "his thing" and — click — the photographer took the shot. The photo lab went all out on it, enlarged it, and mounted it in the squadron enlisted mess . . . He was easily recognizable in that one!" The picture was entitled, most appropriately, "A Moon Over Italy."

WINTER QUIZ

Most of these statements, but not all, were made about the conditions in WWII. Name the person or group of persons who made or were attributed to have made these war statements:

(1) Who said, "The B-17 did more than any other airplane to win the war . . . What it was, was almost indestructible . . . If airplanes had human qualities, the B-17s would be called valiant . . . The B-24 was never the bomber the B-17 was . . . If you had to go to Berlin or Schweinfurt, take a B-17 and your chances of getting home were vastly improved."

(2) When asked "How did you become a World War II hero?" who replied, "It was perfectly involuntary; they sank my boat."

(3) Who said, "He did it to them, he'll do it to us!"

(4) Who said, "So they got us surrounded. Well, I feel sorry for them!"

(5) Who said, "Such eloquence must be rewarded — let's go, men!"

(6) Who said, "We liberated the hell out of them!"

(7) Bonus Question: Who said, "It isn't the winning that's everything, it's the money!" ■

scottish
pride



Me get a haircut?
Want a Highland Fling?

489TH NOTES

BY
JAMES M. DAVIS

When I was young it seemed Christmas came every two years, and now it seems like we have two Christmases a year. Time goes fast when you are having a good time.

If for some reason you have not advised Neal Sorensen, Charles Freudenthal or Bud Chamberlain about your preference for an annual 489th Bomb Group reunion, please do so as soon as possible.

For the last six years I have helped with the Confederate Air Force annual air show. Each year after the show is over and the dust has settled, I always wonder why did I get involved with the show, and I make a vow that I will never ever get involved again. The air show took place October 3 and 4, and I am in the never-ever stage again. As the weeks and months pass my memory sort of dulls, and somehow I forget all the long hours and effort it takes and end up getting involved again in the next show. There is little doubt that I will end up getting involved again. Many, many times I ask myself, "Why go through all the long hours and effort," like an old man talking to himself. I know the answer — I love all the old World War II airplanes and the people who flew them. I guess you could call it an addiction. I also love all the thousands of other people who come and also are fascinated with all the old planes and the people who flew them.

Each year I have the pleasure of meeting and visiting with many of the air war's great heroes. Last year the Confederate Air Force inducted into their Hall of Fame the six top fighter pilots of World War II and General Paul Tibbets, the pilot of the "Enola Gay" which dropped the first atom bomb. What a thrill it was to meet and visit with them. This year the Confederate Air Force inducted into the Hall of Fame the thirty surviving members of the famed "Flying Tigers." Paul Tibbets also returned this year. To meet and visit with that group was most enjoyable. All of those people were dedicated, brave, and laid it all on the line to win the war. They accomplished much and deserve all the publicity they have received.

No less brave, dedicated, and deserving are the members of the 489th Bomb Group as well as all the other bomber groups and fighter groups that made up the Second Air Division of the Eighth Air Force. You are a great group of people. It is a privilege and an honor to be a member of such an outstanding group.

Each year there seems to be an unusual experience during the air show. This year was no exception. During the show I usually patrol the crowd to see if someone needs help. Older people tend to try to cover too much ground,

and often women with small children need help. During the show on Saturday, I became aware of a young man pushing a wheelchair with an older man whom I thought was about my age. They slowly worked their way through the crowd, and finally stopped at the end of a large trailer that provided a little shade. I worked my way over to see if I could help. I introduced myself and asked if they needed any assistance. The older gentleman in the wheelchair indicated they were fine. He could not speak English. His son was about thirty years old and could speak some English, with an accent that I assumed to be German.

He told me they were from Hanover, Germany. They had come to the United States to tour the country for thirty days. They had visited some relatives in the Texas hill country and read in the paper about the Confederate Air Force annual show on October 3rd and 4th. They were interested in WWII war planes and decided to drive up and see the show. During the conversation they asked me if I flew during the war, and I told them yes, I was a pilot. They asked what I flew, and I told them I flew B-24s. They asked me if I

flew over Europe. I didn't really know how to answer. After some hesitation I told them yes, I flew with the Eighth Air Force over Europe, and many missions over Germany. The young man told me that his father was born in July, 1944. It was a strange feeling to realize that fifty-four years ago I had dropped bombs on Hanover where this man was a two-month-old baby. I took the young man out to visit the planes, and he was most grateful to see the German planes which he had never seen before. We visited all of the U.S. planes and the HE-111, ME-109, FW-190, and three other German planes. They told me that they did not have air shows in Germany, and that they had enjoyed the show so much that they would bring a group of people back next year to see the show. The young man told me he did inspection and work on jet engines for the airlines.

About six weeks ago I had a call from Gary Evans, Senior Producer, Military Channel, Inc., 300 Distillery Commons, Suite 300, Louisville, KY 40206, telephone (502) 412-8640. He said he would be in Midland for the Confederate Air Show, filming interviews with the thirty

(continued on page 12)

Second Air Division Association Annual Financial Statement

BEGINNING BALANCE, JULY 1, 1997		\$252,488.33
Income		
Membership Dues	\$97,169.00	
Interest	\$6,191.18	
Other	\$884.77	
Total Operating Income		\$104,244.95
Expenses (excluding donations)		
JOURNAL & Related Expenses	\$51,360.33	
Operating & Administrative Exp.	\$73,684.01	
Total Operating Expenses		\$125,044.34
Net Income (after expenses)		(\$20,799.39)
Donation Receipts		
Memorial Library	\$20,435.00	
8th AF Heritage Museum	\$7,144.00	
Total Donations Received		\$27,579.00
Donations Disbursed		
Memorial Library	\$18,835.00	
8th AF Heritage Museum	\$7,000.00	
Academy B-24	\$25,000.00	
Other	\$100.00	
Total Donations Disbursed		\$50,935.00
Net Donations		(\$23,356.00)
ENDING BALANCE, JUNE 30, 1998		\$208,332.94

Elwood W. Nothstein, Treasurer

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

Memorial Trust Board of Governors: 1998 Meeting Reports

BY CHARLES WALKER, 2ADA REPRESENTATIVE

GOVERNORS MEETING OF 9 JULY 1998

I attended my first Governors meeting as your representative on 9 July 1998 and can best describe it as a "phenomenal experience."

The welcome I received was overwhelming. Every current Governor was in attendance for the first time in recent memory. (Probably to see first hand what the fellow looks like who presumed to fill the oversized shoes left by Jordan Uttal and Bud Koorndyk.) I was totally impressed with the caliber of the men and women who have been and are now Governors of our Memorial Trust. Their enthusiasm and dedication to the Memorial are inspirational and should cause all of us to take great pride in the friendship they hold for the Second Air Division Association.

Chairman Paul King opened the meeting with this statement: "I am pleased to report on a year in which further progress has been made by our Trust and despite more demands made upon our physical and financial resources, a surplus of 4,984 pounds was produced compared to 3,130 a year ago, which I regard as a very satisfactory outcome."

The Charity Commission has approved the Trust's new Scheme of Charity.

Nicholas Cooper, a chartered accountant and Bursar of the Norwich School, joined the board as nominee of Lord Lieutenant, Sir Timothy Colman. John Whitehouse, a prominent Norwich businessman and accomplished pilot with an office in Chicago, also accepted an invitation to become a Governor.

Governor Fran Davies is producing, in conjunction with Peter Foulsham, taped interviews of local people's reminiscences of life during the 2nd Air Division time in Norfolk. It was asked that 2ADA persons who may have any kind of movie film (good or bad) taken during their stay in Norfolk during the war, be shared with the Trust. Copies will be made and originals returned. If you have any such film, please contact me. Interestingly, Mrs. Davies has been in contact with Richard Clements, a local fire officer who is collecting memories of old fire fighters within Norwich. He is appealing for contributions from ex-USAAF service personnel formerly based here. Richard has agreed to make any relevant material he receives available to the Memorial Library.

Chairman King praised Bud Koorndyk's dedication and commitment to the Trust during his term of office and extended best wishes to Bud and his family. Mr. King also announced that founding Governor Lady Mayhew was back in Norwich and had celebrated her 100th birthday. (It is sad to report that Lady Mayhew passed away in September. She was a loyal and generous friend of the 2nd Air Division Memorial Library).

Vice Chairman David Hastings has been instrumental in having a Memorial Garden laid out at Wymondham College to commem-

PERMANENT ENDOWMENTS AS OF 5 APRIL 1998

Capital Fund	£583,608
Special Endowment Fund	£166,768
	£750,376

The Capital Fund is represented by fixed asset investments. The income from the fund is available for general purposes.

The Special Endowment Fund is represented by fixed asset investments. The income from the fund is used to purchase books.

RESTRICTED FUNDS AS OF 5 APRIL 1998

Restoration Fund	£15,522
Deficit Fund	£ 9,750
Special Endowment Fund	£ 2,560
	£27,832

Restoration Fund: Following the fire at the Central Library in August 1994, a fund has been set up by the Governors in order to provide additional funds for the restoration of the 2AD Memorial Room.

Deficit Fund: During the year ended 5 April 1998 a contribution of £9,750 was made by the 2ADA and will be used to cover any shortfall in income over expenditure in future years.

TOTAL NET ASSETS approximately
£800,000

orate those of the 2nd Air Division who died at what was then a 2nd Air Division hospital. David also persuaded the Bure Valley Railway to name a narrow gauge locomotive "2nd Air Division USAAF."

A Finance Committee has been established to oversee all matters covering the financial affairs of the Trust and its investments. Newly appointed Governor Nick Cooper agreed to chair this important committee. Members will include David Hastings, David Gurney, and Paul King.

At the behest of Matthew Martin, Trust Clerk, the Trustees have carried out a thorough review of Trust investments. Members of the Finance Committee had interviewed two prospective firms of investment managers as well as the existing advisers, Carr Sheppard. It was decided, based on performance, to renew Carr Sheppard. It is a pleasure to note that our permanent endowment investments have increased in the past year and now stand at £750,000.

Trust Librarian Derek Hills informed the Governors that the book stock is satisfactory but periodical purchases have been cut back somewhat, in view of lack of reader demand as well as budget considerations.

An Appeal Committee has been established with Mr. King as chairman, to raise £125,000 toward the cost of the new Millennium Memorial Library. An attractive Appeal brochure

has been produced and an all-out fund raising appeal was to be launched at the time of the 2ADA Executive Committee meeting in Norwich in November 1998. The committee aimed to have over half the target £125,000 pledged or raised by that date. An initial approach for a grant by the Town Close Estate Charity in Norwich has met with the most generous of responses. The Charity will make a grant of some £50,000 once building work gets underway. I suggested they could also expect the 2ADA members to be more generous once "dirt is flying."

All but one group have now made a \$1,000 contribution to the Book Endowment Fund. Hopefully that one group will make its contribution as a compliment to my appointment as our new representative on the Board of Governors.

Notwithstanding my appeal to "that group" to get their name on the list of contributors, the more pressing need is for contributions to the capital fund. We must meet the minimum set by the County Council if we are to receive their maximum contribution. Once the dirt starts flying on the magnificent new building, won't you please dig a little deeper in support of our cherished Memorial?

Trust Clerk Matthew Martin and Hilary Hammond, Honorary Chief Executive, negotiated satisfactory terms for the license enabling the Trust to occupy space within the new library complex. The license authorizes the use and occupancy of the premises for a period of 124 years and 363 days from the date of the license. A difficult job well done.

Miss Linda Berube attended the meeting and was praised for her excellent work in developing a World Wide Web site which is receiving ever-increasing "hits." She was commended for strengthening links between universities, colleges and schools, and has been a wonderful ambassador for her country. The Trust expressed sadness in losing Linda, who has so enhanced the reputation of the Memorial Library. The concept of having a 2ADA/Fulbright scholar on post each year is proving to be even more valuable than the Trust could have imagined. It was announced that Judith Jerome will follow on as our 2ADA/Fulbright scholar. David Hastings reported having met Judith at the Oak Brook Hills convention and having been impressed with her enthusiasm for the job. The Governors were looking forward to her arrival in mid-September.

Mr. Alfred Jenner retired in June as Governor of the Trust after giving stalwart service for over a quarter of a century. His wise counsel and good humor will be missed. Mr. Jenner has been a long and true friend of our Memorial Room.

Hilary Hammond, who has been an outstanding Honorary Chief Executive of the Trust

(continued on page 8)

THE HERITAGE LEAGUE OF THE 2ND AIR DIVISION (USAAF)

Membership Application

I wish to become a member of The Heritage League of the Second Air Division (USAAF) and to support its purposes. I certify that I am eligible for membership under one of the categories indicated.

Name: _____ Spouse: _____

Street Address: _____ Home Phone: _____

City: _____ State: _____ Zip: _____ Work Phone: _____

2ADA Member (Sponsor): _____ Bomb Group or Unit No.: _____

Relationship to 2ADA Member (Sponsor): _____

Membership Category (please check): Regular Associate New Renewal

Annual Dues: Regular \$6.00, Associate \$4.00 SIGNATURE: _____

Send remittance to: The Heritage League of the 2nd Air Division, Ruth Anderson, PO Box 7931, Boise, Idaho 83707

Regular Members: Spouses, brothers, sisters, children, grandchildren of former personnel, military and civilian, American and British, who at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division, or 2nd Air Division during WWII and any person who served with any bomb group or any other unit of the 2nd Air Division, USAAF, either assigned or attached. These shall be voting members.

Associate Members: Friends or associates of regular members who by their demonstrated interest in the League and who make literary, artistic, historical or other valuable contributions to the Second Air Division Association, The Heritage League of the 2nd Air Division (USAAF) and/or The Memorial Trust of the 2nd Air Division. These shall be non-voting members.

Visit our Web Site: <http://www.primenet.com/~hl-2ada>

GOVERNORS MEETINGS (continued)

and who has made a tremendous contribution by developing a close understanding between the County Council and the Trust, delightfully accepted the invitation to become a Governor.

As you can tell, I am very pleased to be your new representative on the Board of Governors, and I can hardly wait for the November Governors meeting. It's an honor and privilege to serve this fine organization.

MEMORIAL TRUST GOVERNORS MEETING OF 6 NOVEMBER, 1998

I attended my second Governors meeting on November 6, 1998 which was conducted as a joint meeting the the 2ADA Executive Committee. Again, Mr. Paul King chaired the meeting with his usual enthusiasm and efficiency.

I had compiled a list of subjects to present to the Governors from among the questions uppermost in the minds of most 2ADA members; i.e. construction schedules, Memorial Library design and furnishings, computerization plans, staffing, finances, etc. Virtually all questions were addressed by Mr. Robin Hall, Chief Executive, Norfolk & Norwich Millennium Company Limited for the Memorial Library Project in his presentation to the assembled groups. He gave an extraordinary presentation which clearly outlined where the project is and definitive plans and schedules for completion of the new Norwich Central Library, including our Memorial Library.

Construction Schedules: Archaeological digs are taking place now through May 1999. Construction: May 1999 - July 2000. Fitting Out: July 2000 - December 2000. Library Opening: Early 2001. Total Completion (landscaping, etc.) - June 2001.

Library Design & Furnishing: Premature, however this will be closely followed by your representative. (I provided each Governor with a copy of "Our feelings for the future, 12th June 1996" presented to the Governors in June 1996 which addressed several of our interior design wishes.)

Computer Program: Present planning is for six (6) stations plus one (1) staff position.

Staffing: Although the new Memorial Library will occupy twice the space allotted in the old library, that in itself will not affect staffing. Staffing will be dictated by usage of the Memorial Library, which cannot be determined until the new library opens. It is, however, assumed that present staffing will not be sufficient once the new library opens.

Financing: Total cost estimate for the new Norwich Central Library is approximately \$100,000,000. There are sufficient monies presently for the purchase of books. Capital Fund Endowments, income from which is used for operation of the library, are barely sufficient to meet present needs and only because the County Council is providing £12,500 annual. It is hoped that Hilary Hammond's efforts in this regard will continue. His replacement, John Creber, is enthusiastic about the Memorial Library and expressed his thoughts on continuing links between the Governors and the Library Service and the running of the future library.

2ADA/Fulbright Scholar: John Creber presented proposals for the 2000-2001 appointment process. Selection of Judith Jerome's replacement is in the final stages. Both he and Robin Berrington, Cultural Attaché, U.S. Em-

bassy, applauded the excellent manner in which the 2ADA/Fulbright agreement is working.

Chairman King: Recommended and the Governors approved the appointment of Alfred Jenner as an Honorary Life Governor of the Trust (a most deserving tribute). Mr. King also briefed on the Service of Thanksgiving to be held at the Church of St. Peter Mancroft on Saturday, 7 November 1998, followed by the launch of the Millennium Library Appeal at the Assembly House. He gave a very strong and emotional appeal to the assembled Governors and Executive Committee members. He reported on the commemorative stained glass window executed by Karim Yasamee, which will be dedicated at the St. Peter Mancroft services. Chairman King provided the lovely framing for the window.

Vice Chairman Hastings: Discussed future links with the Wymondham College Memorial Garden and links with the Heritage League. He also updated us on progress on the 2nd Air Division B-24 Liberator for the flight simulator program.

Derek Hills, Trust Librarian: Reported book purchases in 1997/1998 of 540 volumes at a cost of £10,298 and a 1998/1999 budget of 560 volumes at a cost of £11,100.

One of the true joys of this meeting was the attendance of Anne Barne. She appeared well and happy and took an active interest in the proceedings. She is indeed a grand lady and true friend of the Second Air Division.

It was also a pleasure to see Tom and Robin Eaton again.

May I wish each and every one of you a very happy and healthy 1999. ■

A PERSPECTIVE ON THE 2ND AIR DIVISION MEMORIAL

BY C.N. "BUD" CHAMBERLAIN (489TH)

Editor's Note: As reported elsewhere in these pages, a 2ADA delegation visited Norwich from November 1-9, 1998 to kick off a fund-raiser for the new Memorial Room and to dedicate a stained glass panel to be installed in the new Memorial. At the closing Friends Banquet on Remembrance Sunday evening, master of ceremonies C.N. "Bud" Chamberlain delivered the following remarks.

I would like to turn serious for just a few moments to share a personal viewpoint on our beloved Memorial — particularly with this very special audience which includes Governors of the Trust, members of the Friends of the 2nd Air Division Memorial USAAF, members of the Second Air Division Association Executive Committee, members of the Heritage League, and special friends who have shown support for the Memorial in numerous generous ways. Some of it is "old hat," but in the end, I believe you will see a new dimension.

To begin with, I view support to the Second Air Division Memorial as the single most important Second Air Division Association func-

tion. To illustrate, I offer four key points:

First: We are all aware of Sir Winston Churchill's insightful observation; to wit, "England and America are two great nations separated by a common language." We have, from time to time, seen examples of that in the relationships between the Trust Governors and our Executive Committee. This underscores and justifies a constant need for a Second Air Division Association Trust Governor who can not only present the 2ADA viewpoint on various issues arising, but who can, at all times, interpret the Second Air Division Association to the Governors and, just as importantly, interpret the Governors to our Association, all in the best interest of the Memorial.

Second: We must, at all times, keep in mind the basic purpose of the Memorial as expressed by the founders in the declaration of trust. That is, "... creation of a Memorial to the officers and men of the Bombardment Units of the 2nd Air Division, United States Army Air Forces, who have lost their lives in combat or who have

died in the line of duty." (This was later broadened to include the fighter units which became a part of the 2nd Air Division.)

Third: We must at all times keep in mind that a memorial in "perpetuity" involves risks — risks due to changing times, risks due to changing attitudes, and risks due to changing people. Any or all of these three could have an adverse impact on the Memorial.

Fourth: We must keep in mind that future generations of leaders, some present in this room, must benefit from the knowledge and will of the Memorial founders to assure maintaining the right course. Their expressed purpose, as quoted in the second point above, is timeless.

So, nothing much new here, so far. However, the following might be, and that is, on a personal level, I want to remember not only those whose lives were sacrificed, but to know and to remember the COST of that sacrifice that we might avoid it in the future. For exam-

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1999 REUNIONS OF THE GROUPS OF THE 2ND AIR DIVISION ASSOCIATION

466th Bomb Group – April 14-18 – Savannah, Georgia
Contact: LOUIS LOEVSKY, 16 Hamilton Dr. East, North Caldwell, NJ 07006-4626, phone (973) 226-4624

446th Bomb Group – May 19-23 – Tucson, Arizona
Contact: WM. F. DAVENPORT, 13382 Wheeler Place, Santa Ana, CA 92705-1934, phone (714) 832-2829

392nd Bomb Group – Indefinite – probably in May, in conjunction with the 2ADA convention, Austin, Texas
Contact: TEDDY EGAN, 2619 LaFayette Avenue, Winter Park, FL 32789, phone (407) 644-5439

448th Bomb Group – June 30 through July 3 – Wright Patterson, Dayton, Ohio
Contact: CATER LEE, P.O. Box 1850, Foley, AL 36536-1850, phone (800) 633-6845

44th Bomb Group – September 3-6 – New Orleans, LA
Contact: MIKE YUSPEH, 7214 Sardonyx Street, New Orleans, LA 70124, phone (504) 283-3424

467th Bomb Group – October 1-4 – Tucson, Arizona
Contact: VINCE LARUSSA, 8570 Mulberry Drive, Tucson, AZ 85704-3351, phone (520) 742-3609

453rd Bomb Group – Indefinite
Contact: JULIAN WILSON, 18951 Castlebay Lane, Northridge, CA 91326, phone (818) 360-4046

REPORT ALL REUNIONS TO: J. FRED THOMAS
8932 Biscayne Court #1318E, Huntington Beach, CA 92646
Telephone: (714) 536-2294

1999 REUNIONS OF THE 2ADA AND RELATED ASSOCIATIONS

Second Air Division Association Annual Convention – May 28-31 – Austin, Texas

Contact: EVELYN COHEN, 6410 Delaire Landing Road, Philadelphia, PA 19114-4157, phone (215) 632-3992

EAA-WWII Warbirds Fly-In & Convention – July 28 – August 3, Wittman Field, Oshkosh, Wisconsin

Contact: EAA, P.O. Box 3086, Oshkosh, WI 54903, phone (920) 426-4800

Eighth Air Force Historical Society Convention – October 26-31 – Savannah, Georgia

Contact: JAMES LORENZ, 5331 East Poinsettia Drive, Scottsdale, AZ 85254-4716, phone (602) 951-0343

2ADA Florida Regional Reunion – January 23-24, Orlando, Florida

Contact: TEDDY EGAN, 2619 LaFayette Avenue, Winter Park, FL 32789-1372, phone (407) 644-5439

2ADA Southern California Regional Reunion – February 27 – El Toro Mas, California

Contact: RICHARD BAYNES, 71 Night Hawk, Irvine, CA 92604, phone (949) 552-3889

2ADA Southwest Regional Reunion – Dallas, Texas – WILL NOT BE HELD IN 1999. Please attend the 2nd Air Division Association convention in Austin, Texas, May 28-31.

2ADA Midwest & Southeast Regional Reunion – September 30 – October 3, Savannah, Georgia

Contact: BILL DEWEY, KMMA, Box 413, Birmingham, MI 48012, phone (248) 644-1492.

Attlebridge Tales



by Jim Lorenz

MAIL CALL

At the Oak Brooks Hills meeting, we authorized a contribution of \$1,000 for the Memorial Room book endowment fund. I received the following in a June 30, 1998 letter from Paul King, Chairman of the Memorial Trust Board of Governors: "It was a most pleasant surprise to receive a cheque from Bud Koorndyk to establish a Special Endowment Fund for the 466th BG to fund book purchases. This is extremely generous of all your members. On behalf of the Governors and Libraries, we do thank you most warmly."

We were extremely pleased to get a note in July from Cathy Thomson that Donald's cancer seems to be in remission after his most recent treatments. Then in October, Donald had some problems and started a series of tests. They did meet with us during our November Executive Committee meeting in Norwich and spent the day with us on our "Visit the Bases" day. Donald's test results were not available at that time. More on this, our Norwich meeting, with photos in the next issue.

Also had an e-mail from Luc Dewez of Belgium (details in the Fall *Journal*) in which he reported that his Hodgkin disease treatments are continuing with chemotherapy, to be followed by radiation for at least three more months. He hopes to attend our 1999 Texas meeting. A further letter from him in late October stated that Luc and Sophie had a baby girl, Marie, on September 12. Marie had a heart problem and has had successful surgery to close the canal connecting the aorta and pulmonary artery. She will need further surgery in six months. Luc had trouble eating after his radiation, but he is doing better now. He needs our prayers.

I recently received a note and package from Wally Wallace (458th) forwarded from Earl Wassom. Wally manages the PX at the History & Tradition Museum at Lackland (Texas) Air Force Base. He had sent samples of golf type caps he will stock, if we are interested. The caps are white cotton, with a blue beak, with a 3 x 5 inch silk screening on the front: the words "B-24" at the top, then a 5-inch long silver B-24, with mountain background and the 466th red/white tail marking, the words "LIBERATOR" and "466th BOMBARDMENT GROUP" at the bottom. He also sent a metal money clip with the 8th AF logo and a key ring with a 1.5 inch diameter metal with a B-24 plane on it. I advised him that some of us might be interested in these caps; he will stock 100 to be available in January 1999. You may order

directly from the museum, with check made out to "History and Tradition Museum" and send the order to: History and Tradition Museum, 2051 George Ave., Bldg. 5206, Lackland AFB, TX 78236-5218. The B-24 466th caps, one size with adjustable plastic grips, are \$9.50 for one; \$15.75 for two; \$22.10 for three, shipped prepaid to one address. The money clips or the key rings, with either the B-24 plane or 8th AF logo, are \$4.25 for the money clip and \$4.80 for the key ring. Postage is all prepaid IF these are ordered with a cap; if only the ring or clip are ordered (no cap order) please enclose \$1.25 postage. Be sure to specify "466th BG caps." I will have samples at our Austin meeting.

COLLINGS B-24

As a follow-up on their "Bomberville" article on the B-24 "All American" and the Collings Foundation tour, the Smithsonian Air & Space magazine did a supplement article on their web site in August. (We hope you all noted a letter to the editor in the Fall 1998 issue of the *Journal* by Roger Freeman, in which he details how Collings got the B-24). The two Collings bombers made an unscheduled maintenance stop at Falcon Field, Mesa, AZ, in late July. Larry Lowe, an Air & Space reporter, recently moved to Mesa, and on seeing and hearing the bombers fly in, assigned himself to do an article called "Bomberville (West)" with photos. He did an excellent 13-page article with nine photos. You can see this on the Smithsonian web site: <http://www.airspacemag.com/asm/supp/as98/bomberville>. Some excerpts from his article: "...as the low resonant rumble...caused me to rush outside. Suddenly, a pair of slab-sided vertical fins rise above the rooftops, followed by the singularly awkward profile of a B-24. A Liberator. This can mean only one thing — Collings Foundation . . . The next morning, I headed out to the airport . . . the calm clear weather is the wrong context for this working antique. Its days of glory were shrouded in English fog, heavy bomber jackets, flak and blood . . . A group of visitors was led by a middle-aged fellow who explains something to his attentive friends in German. One cannot help but wonder what these folks think about the bombers that once reduced their cities to rubble . . . the B-24 is the prime attraction (*Author's note — compared to the other bomber*). With much squealing of brakes, rattling from the R-1830s and a huff from the outboard engine, the four-engine beast squeals to a halt . . . the Liberator doesn't look any less awkward up close than in the grainy old black and white pictures and film clips . . . It's hard to imagine fighting a war in these machines . . . they look like big, fat targets . . . A grizzled desert rat with a ZZ Top beard and a cane, rants in my direction, 'God damn. Look at that! Boy, I bet they kicked ass. No wonder we won the war!' . . . I don't know if it was that easy . . . the hulking aluminum time travelers seem excruciatingly slow, easy to hit . . . I can't believe any of it was as glamorous as it might now seem . . . Providing a clear understanding of the Mighty Eighth for the future generations may ultimately prove more diffi-

cult than serving in it ever was. You can't explain a war with two airplanes. You need the old men with that look in their eyes and those memories to share. Still, if an airframe can be said to have feeling, I sensed that the old bomber was proud to be carrying on, operational, still working. Lonely, perhaps, but proud!" (*Author's Note — I plan to give Larry a call and chat.*)

466TH MEMORIAL AT SAVANNAH

At their recent October meeting in Cherry Hill, NJ, the 466th BGA Director voted to proceed with the funding of a 466th Bomb Group monument to be placed in the Memorial Gardens at the 8th AF Heritage Museum in Savannah, GA. This will be similar to, but smaller than, our 466th memorial in England off the end of Attlebridge Base's main runway. A quote for a cost of \$10,937.66 has been obtained from a Savannah area monument builder. Work has been started and the monument is promised to be ready to be dedicated on April 15, 1999 during the 466th BGA reunion there that week. Thus, money is needed quickly. Contributions, payable to "466th BG Heritage Memorial Fund for Savannah," may be sent to: Russell D. McNair, 26 Dorset Drive, Kenilworth, NJ 07033. His phone is (908) 272-69201. Contributions may be dedicated to any person or persons you choose.

TRIVIA

Thousands have enjoyed the various USO activities — ever know how it started? *Air Force Magazine*, June, 1998, notes: "In 1941, President Roosevelt challenged six private agencies — the YMCA, YWCA, National Catholic Community Service, National Jewish Welfare Board, Traveler's Aid Association and Salvation Army — to handle on-leave recreational needs of the U.S. armed forces' members. These six organizations quickly combined resources and became known as the USO. Even the most famous stars waived compensation to bring first-class entertainment to the U.S.-based troops. These 'Camp Shows' then expanded to Europe and the Pacific. Bob Hope's legendary USO affiliation began that first year and continued for more five decades. He and countless other 'soldiers in grease-paint' have performed a vital service to the nation's military personnel."

EIGHTH AIR FORCE HERITAGE MUSEUM VOLUNTEERS

You have heard and read about our new program to have veterans (and their wives) volunteer to be at the museum to explain the exhibits to visitors and answer questions. Several 466th members have already participated. Hap Chandler is coordinating the program and asks that you volunteer via your group VP. Our group has been assigned to get volunteers for the month of April, 1999; this is appropriate as the 466th BGA will be meeting in Savannah April 14-18, 1999. Why not plan to arrive early or to stay on for a week to do this? Mary and I (and the Baynes) will be going there a week early, to do our tour. Give me a call if you can help. ■



HARDWICK Open Letter to the 93rd

BY ALFRED ASCH

The dust has settled a bit on the Bronze B-24 Memorial project for the Air Force Academy, and we can get on with other things. I very much appreciate the support I received from 93rd people for raising the money, attending the dedication ceremonies, and urging others to participate. We, the 93rd, made an excellent showing on all counts. It was indeed a pleasure to see so many 93rd members at Colorado Springs for the dedication. I believe a record was set by having more than 500 attendees at the ceremonies.

In the Fall 1998 edition of the "Ball of Fire," we had two announcements. One was about erecting a 93rd memorial at the 8th Air Force Heritage Museum at Savannah, Georgia. Fred Strombom, your president, agreed to be the project manager. We wanted your views and recommendations for costs, design, etc. sub-

mitted to Fred. He has heard absolutely nothing from any member. This is most disappointing for a very worthwhile project. Come on, fellows, we are not getting so old that we can't do this! Get your views in to Fred so that he can have the project organized by our next 2ADA convention this coming May. Fred's address is: P.O. Box 646, Ogema, WI 54459, phone (715) 767-5461.

The other possible project is to work with the SAC museum officials at Offut Air Force Base, Omaha to determine if the 93rd could have a small display at their museum. I had asked for your support in the Fall BOF, but have heard nothing. Ray Rhoades visited the museum and informs me that nothing is planned for the B-24, but a restored B-17 will be there. This needs to be corrected, so let me hear from you of your interest and items you have that could be used for a display. My

address: 6205 Meadow Court, Rockville, MD 20852, phone (301) 881-1376.

Earl Wassom, President of the Second Air Division Association, has declared this as The Year of the B-24 to commemorate its 60th anniversary. One thing he has asked is for members and their wives to do volunteer work at the 8th Air Force Heritage Museum in Savannah, Georgia. In this connection, F.C. "Hap" Chandler, 2ADA Executive Vice President, has asked the 93rd to provide coverage at the museum during the month of February, 1999. The person to contact at the museum is Jack Prescott, Director of Volunteers, 8th Air Force Heritage Museum, P.O. Box 1992, Savannah, GA 31402-1992, phone (912) 748-8888. Perhaps those of you who travel along the East Coast going to Florida could stop for a day or two and provide museum support. Also, members who live close to the museum should consider helping out. Please let me know about any participation you can do so that I can coordinate the efforts with Hap Chandler and provide you with information about hotel and motel accommodations.

Best wishes for the New Year! ■

PRESIDENT'S MESSAGE (continued)

Memorial Gardens on campus which they are helping develop.

In Britain, their Veteran's Day is known as Remembrance Day and was celebrated on Saturday and Sunday. On Saturday, a special service was conducted at the Church of St. Peter Mancroft. There, a stained glass panel, a gift of the 2ADA, was presented to Mr. Paul King, Chairman of the Board of Governors of the Memorial Trust. The stained glass art was done by Karim Yasamee, and the light box which contains it was made by David Gregson (see picture on front cover). This memorial will be placed in the temporary quarters of the Memorial Library and then transferred to the new library upon its completion. The dignitaries, Governors, friends and visitors then walked across the square to the Assembly House for the official public launch of the Rebuilding Appeal. We passed the square, the site of the former library. Walls cordoned curious people from approaching the site, but the sound of heavy earth-moving equipment gave evidence that the construction of the new library is underway! The Rebuilding Appeal was launched with a large portion of the established goal already pledged. The Second Air Division Association added to the fund by giving an additional \$40,000.00.

Members of the 2ADA took a bus trip to the unique Bure Valley Railway station at Aylsham. This is a venture of the Broadland District Council and the Private Sector and is an appealing tourist attraction. The narrow gauge railway extends nine miles through beautiful countryside to Wroxham. One of the locomotives had been refurbished and was named "2nd Air Division USAAF." Emblazoned with its new name, the locomotive hauled all of us Americans on a momentous excursion.



It is said that Chairman Paul King and 2ADA President Earl Wassom will do anything to raise the £125,000 for the 2AD Memorial Library supplies. Would you buy a used Jeep from them?

Sunday, Day of Remembrance, was celebrated in different ways. There was a parade through downtown Norwich ending up at the Cathedral. Religious services were held in many of the quaint little medieval churches located near the old bases. Wreath-laying, flags, prayers, tears, all were the order of the day.

The purposes of our visit to Norwich and Norfolk were: (1) to meet and conduct our mid-term Executive Committee meeting; and (2) to have the Executive Committee present to meet privately with the Board of Governors

of the Memorial Trust. Briefings were presented by members of the Board of Governors. The Memorial Trust, overseen by an impressive and talented group of men and women, is doing a fine job in helping to speed the completion of our Memorial Room and in managing the Trust funds.

All the activities of the past few months indicated that we are keeping in focus. Someone has said, "The only thing worse than being blind is having sight without vision." And at this point in our lives, we certainly are not without vision! ■

NEW MEMBERS

Henry Hester of Troy, NC is one of our new members. He joined the 445th BG in December 1943 and flew his first mission on December 22nd, 1943 to Osnabruck, Germany. The 445th put up 28 planes and 24 attacked the target. Two planes were lost on the mission. He flew 34 missions which started with the group's mission #4 and his last was #113 to Buc A/F, France, on June 25, 1944. The 445th had 12 planes on the mission and 11 made it to the target; all planes returned. About half-way through these missions his crew was switched from the B-24H to the B-24J. Also near the end of the missions, he flew with different crews and crew members. Henry was a copilot on the John Steinbacker (pilot) crew with Robert Benson, navigator; Eugene Dennis, bombardier; Eugene Clever, flight engineer; Jerry Richardson, radio operator; William Trudell, waist gunner; Herbert Buckner, waist gunner; Kenneth Cunningham, belly turret; and Fauntley Jones, tail gunner.

Another new member, Mack Shumate of Lincolnwood, IL was a navigator in the 702nd Bomb Squadron. He flew seven missions as wing navigator on the Max Taylor crew. He went to radar school at Alconbury, England, and was then placed on the lead crew as radar bombardier and radar engineer for seven missions with the Clayton Conte crew. He completed a total of 14 missions.

New member William Mitchell of Lexington, NC was a lead bombardier in the 701st Bomb Squadron and flew on three different crews — McClelland, Lindamood and Dewey. He completed 26 missions from 9/26/44 to 4/25/45. He was awarded the Air Medal and the Distinguished Flying Cross.

MEMBERSHIP GROWS

Membership in the 445th Bomb Group, 2ADA grew from May 1998 to August 1998 from 529 members to 541, an increase of 12. If you know of anyone who is eligible for membership in the 2nd Air Division Association, encourage them to join, or inform me and I will send them the necessary enrollment form and other material.

SAVANNAH REUNION 1999

The Midwest and Southeast Regional Reunion of the 2nd Air Division Association of the 8th Air Force will be held in Savannah, GA, September 30 - October 3, 1999. Plans to hold it this year were postponed when it was found out that the facilities at the Mighty 8th Air Force Museum and hotel space in Savannah were not available this year. Bill Dewey and the Kassel Mission Memorial Association are making arrangements, and this should be an event everyone should plan to attend. Bill stated, "Let me tell you who have not visited the Savannah 8th AF Museum — it is AWE-SOME! I thought that nothing could top the AF Museum at Wright-Patterson, but for WWII history and sheer emotion about the Eighth



BY FRED A. DALE

Air Force combat experience — well, you have to be there to believe it. Yes, I cried just like the other veterans who went through the short and moving film presentation. Jody McIntyre of the Marriott told me how 8th AF veterans can spend days there, and now I am a believer."

More on this reunion will be upcoming, and a registration form will be available at a later date. Register early; space may be a premium.

GOING BACK TO NORWICH AND TIBENHAM

I have received letters from members saying they were going back to England and would like to visit Norwich and go back to the air base at Tibenham — could anyone help them? Thanks to Jordan Uttal in a recent letter I received from him, there is help. Through the Memorial Trust of the 2ADA, a list of volunteers who are either members of The Friends of the 2nd Air Division Memorial or are from a corps of volunteers working with the Memorial Trust to help those who need to arrange a visit to their air base. You are asked to give the Base Contacts (listed below) as much advance notice as possible of your intended visit, as many of them have work commitments during the day. The 2ADA strongly suggests that a great way to start or conclude your visit is to spend some time at the 2nd Air Division Memorial Library in Norwich.

BASE CONTACTS FOR TIBENHAM

Evan Harris

3 Mackenzie Road
Thetford, Norfolk IP24 3NQ
Tel: (01842) 753886

Mike Bean

26 Sheffield Road
Wymondham, Norfolk NR18 0LZ
Tel: (01953) 604512

Paul Thrower

12 St. Davids Close
Long Stratton, Norfolk NR12 2PP
Tel: (01508) 531405

Note: Should you have difficulty in obtaining transportation to the old base (Tibenham), the 2nd Air Division Memorial Trust does have a small pool of car drivers who may be available to help you at reasonable notice (see page 31 of the Fall 1998 *Journal*).

FROM THE INTERNET

B-24 BOMBER VETERANS GROUP

The following was taken from the Internet and written by Bill Kraham of Stevensville, MD, a former member of the 445th Bomb Group. When Bill arrived in Tibenham in 1944, he was assigned to the 700th Bomb Squadron. Bill was a pilot and flew his first mission on May 15, 1944 to Siracourt, France. A total of 22 aircraft took off from Tibenham — 21 made it to the target, and no planes were lost. He crash-landed his plane after a mission on June 12, 1944 to Conche, France, at the 385th BG.

"Good morning . . . It's June 6, 1998. Fifty-four years ago at around 5:00 am, I jammed the throttles forward on our B-24, as part of the 700th Squadron, 445th Bomb Group, out of Tibenham, East Anglia, England . . . and proceeded to Land's End, our assembly point for mission one on D-Day. It was cloudy . . . some icing . . . aircraft from several groups gathered on our wing . . . many were separated from their leaders . . . nonetheless, a formidable assembly of bomb and leaflet-laden B-24s continued on course over the invasion beaches near Normandy. Along the way, we passed C-47s filled with paratroopers . . . others were towing gliders. At the time it occurred to me that theirs was a rougher mission, by far. Most of you may agree that our first and second missions that day over the invasion beaches of France were relatively easy . . . yet we had an incredible view of the greatest invasion armada ever assembled . . . and we shared that day with hundreds of thousands of combined allied forces. Let's remember it today with pride, and awe at the memory, but mostly . . . with prayers for those who made the supreme sacrifice during all missions in the ETO."

— Bill Kraham, Stevensville, MD
<wrklaw@crosslink.net> ■

489TH NOTES (continued from page 6)

members of the Flying Tigers, Paul Tibbets, and other WWII veterans. I don't know how he got my name. I assured him that I did not belong in the same company of the Tigers and Tibbets, I was just a common old "Lib" pilot who did all he could just to survive. He said he would take the chance. On a Friday afternoon he filmed an interview with me for almost three hours and had to cut it short to film an interview with one of the Tigers. He said he would call me at a later date to do some more interviewing. I told him I had a lot of friends who would be much better to film. He said he would love to film all who are interested. So if you would like to be interviewed by television's Military Channel, please contact him at the above telephone number or address.

Please get your suggestions in for an annual group reunion, and please make plans to attend the 2ADA reunion to be held in Austin, Texas this Memorial Day weekend. ■



NEWS

BY R.D. "DICK" BUTLER

This past summer Ardith and I put our motor home in a very nice campground at Twin Lakes in the high Sierras of California. Twin Lakes is just above the town of Bridgeport and is where Will and Irene Lundy have their summer place. We managed to spend about half our summer up there, and in so doing got to spend quite a bit of time with Will and Irene. I always knew that Will spent a great deal of time on matters pertaining to the history of our 44th Bomb Group and its people, but I was amazed to learn this summer just how much time he does devote to this work. Almost every day he is involved with some aspect of our history. He maintains voluminous files which enable him to answer numerous questions he receives from people seeking information about men who served in the 44th. And it seems that recently there has been an increasing amount of interest from descendants and relatives of men who perished while serving in the 44th. They are seeking information about their relatives' service and what happened to them. Will is usually able to answer their questions and provide substantial information. He always does this willingly, promptly, and tactfully, as typified by the following example.

I received a letter from a Lu Brown Jacobsen of Grand Prairie, Texas seeking information about her brother, Walter I. Brown, who was a waist gunner on Reginald Carpenter's crew and was killed when the plane they were flying was ditched in the Mediterranean after being severely damaged on the Ploesti mission. She wrote that she was only fifteen years old when her brother was killed and knew very little of the details. She knew that most of the crew had survived the ditching and asked me if I could put her in touch with any of those survivors so she could learn more about what had happened. I knew those survivors were all deceased, so I asked Will if he could provide Lu with some information about her brother. Shortly I received a very nice letter from Lu thanking me for asking Will to get in touch with her. I quote from her letter: "Will Lundy sent me so much information . . . he sent me a copy of the photograph of Carpenter's crew which is also in *Black Sunday, Ploesti* . . . he had the picture but no negative so he took it to be copied. (You sent me a copy of the page from *Black Sunday* and also a description of the pink ship which was on loan from the 376th which Carpenter piloted.) Mr. Lundy also sent me a copy of the War Diary, July 2, 1943 and



44thers at the dedication of the Bronze B-24 at the Air Force Academy. Left to right: Bob Vance, Perry & Ruth Morse, Loy Vance, Jerry Folsom, Bill & Betty Seal, Charles Hughes (hand raised), Ardith Butler, Maria Jordan, Roy Owen, Dick Butler. Also attending but not available for the photo were B/Gen. John Gibson, Loy & Arlene Neeper, Mel & Marilyn Murrack, and Mark Morris.

actual copies of all the sorties . . . Walter flew all those except the July 15th sortie. He flew with pilot Cameron (7/5) (7/19), pilot Henderson (7/8), pilot Mitchell (7/13), and pilot Carpenter all the others. He enclosed a copy of the formation for 1 August 1943 showing Carpenter on the left, Brandon/Johnson in the center, Mitchell on the right . . . which appears to me to be the formation in which they were to fly to their target.

"But I guess the information which touched me the most was that Will personally knew Walter and described him as being of medium build, blond hair and an easy smile, which is the way I remember him. They were on the Queen Mary headed for England and he told me of their 'playing poker or whatever and using matches for money as they were all broke.' They worked together as ground crewmen until Walter volunteered for combat in England, May 1943. He flew a sortie on May 17 with Carpenter . . . target submarine pens at Bordeaux, France, and Mr. Lundy believes that he flew another on May 29th to La Pallice, France, but had no proof of it. That was the last mission flown out of North Africa until July 2nd." Lu obviously misunderstood something because the La Pallice mission was flown out of England. She has since joined the 2ADA as an associate member.

Will also does a considerable amount of correspondence with people in Europe concerning the location of aircraft that were shot down and the fate of the crew members of those planes. He has established quite a working relationship with several Europeans who are World War II aviation history buffs. Also,

he is compiling a file of interrogation reports for each mission flown by 44th planes during the war. These are sent to him by Tony Mastradone, who copies them at the national archives to input the information in these interrogation reports into a computer database. He recently sent Arlo a complete set of these reports of the Ploesti mission.

Irene assists Will in all this work. Most of what they do is done at considerable expense to themselves. We are all deeply indebted to the Lundys for all they do to preserve the history of our group and the men who served in it, and are grateful for Will and Irene's willingness to share the information with whomever asks for some of it. Thank you, Will and Irene.

Our 1998 44th Bomb Group Veterans Association reunion was held in Savannah, Georgia from 24 to 29 September. Three hundred fifty members, spouses, relatives, and friends were there, including about forty-nine of us 44th veterans of the 1 August 1943 low level attack on the oil refineries of Ploesti, Romania. A number of men who were in the support element that went to North Africa with us were also present. The reunion was held at Savannah so that we could attend the dedication at the Mighty Eighth Air Force Museum of the diorama which depicts the four aircraft element led by then Colonel Leon Johnson attacking the White V target, the Columbia Aquila Refinery. The diorama which our association had produced and donated to the museum occupies a very prominent position in that fine facility. Mike Yuspeh did an excellent job of arranging and conducting the reunion

(continued on page 14)

That Our Memorial May Endure

BY JORDAN R. UTTAL, 2ADA HONORARY PRESIDENT

It was with great pleasure that your 2ADA Executive Committee, meeting in Norwich with the Memorial Trust Board of Governors, saw and heard evidence that work on the new Norwich and Norfolk Millennium Library had, at last, begun. Specifically, ground-breaking had taken place a week before our arrival on 2 November 1998.

On Friday 6 November, meeting with the Governors, we heard a comprehensive illustrated talk given by Robin Hall, Chief Executive of the Norwich and Norfolk Millennium Company who are building the new library. The report was detailed with specific dates of completion of the various phases. The first step is a six-month archaeological dig.

Barring complications, the new library is to be 80% completed by the end of the year 2000. Full completion is scheduled for Spring 2001. Good news indeed!

At Oak Brook in May 1998, we were exposed to most of these details including the fact that the Trust Governors had requested that the new 2nd Air Division Memorial Library be doubled in size, and that such an expansion would require an additional £125,000 (\$212,500). Before we could exhale from the surprise, we were further startled to learn that the Board of Governors would undertake to raise at least half of that amount locally, in England. Further, a formal appeal for funds would be officially launched in Norwich in November 1998!

Why the need for these additional funds? Very simply, the additional space will:

- (1) Require more books, periodicals and reference materials;
- (2) Require the shelves and other materials to accommodate them;
- (3) Provide space for modern technological aids such as computers, study areas, and the tables and chairs needed.
- (4) Provide space for a teaching area for the 2ADA/Fulbright librarian;

(5) Provide a larger reception area for visitors;

(6) Provide more space and facilities for researchers working on the contributions to history made by the 2nd Air Division; and

(7) Provide audio and video facilities facilities enabling students and researchers and anyone interested to study tapes made by Americans who served in East Anglia.

\$40,000 check. (Our friend Paul King was temporarily speechless.)

Well, dear friends, we have already delivered \$50,000. We further wowed them by telling them that one of our groups, the 467th, had given us another \$5,000 as evidence of their support for our beloved Memorial. We hope that our other groups will follow their example with whatever they can spare.

We respectfully ask for contributions, from individual members, and groups. Please send whatever you can afford. Checks are to be made out to "2nd Air Division Association" and mailed to Jordan Uttal (address and phone number on page 2). Please make the notation "Library Building Appeal" on your check.

Your Executive Committee, last May, was favorably impressed by the tentative plans, especially in light of the determination by the Board of Governors to lead in this fund-raising effort. As a result, from the reserve fund of Memorial Room donations made by members with their dues over the past year or two, a check for \$10,000 was given to Vice Chairman David Hastings as evidence of our interest to participate. Without his knowledge, we also voted another \$40,000 to be presented in November, providing that the appeal would be officially launched then, and further, that the British fund-raising would be undertaken. Of the \$212,500 to be raised, our share was to be approximately \$100,000.

On Saturday, November 7, following the dedication of the stained glass window panel at St. Peter Mancroft (described elsewhere) there was a reception at the Assembly Rooms where the Chairman of the Board of Governors, Paul King, officially launched the Memorial Library Appeal. He then proudly announced that they had already raised £70,000, or approximately \$119,000, which was more than their half!!! Accordingly, our treasurer, Bill Nothstein, stepped to the microphone and laid them in the aisles when he presented our

So, \$50,000 or so to go for our share. What happens if we raise more than our share? We are assured by Chairman Paul King that any overage will be transferred to the Trust Capital Fund, the interest from which pays the expenses every year.

We respectfully ask for contributions, from individual members, and groups. Please send whatever you can afford. Checks are to be mailed to me (address and phone number on page 2). Checks to be made out to "2nd Air Division Association" (contrary to what was erroneously printed in England). A notation on the check "Library Building Appeal" will be appreciated.

The 2nd Air Division Memorial Library that was opened in 1963 began to grow immediately into a respected source of information about the 2nd Air Division. It is unique in U.S. military history. The care and attention given to it over the years by the Board of Governors and the city and county officials have helped it gain stature and respect.

Let us show our appreciation by providing the funds that are needed. Please do not hesitate to write or phone me for any information you may require. Meanwhile, I send you all my warmest greetings. May we all thrive in 1999! ■

44TH NEWS (continued)

under very difficult conditions. Many thanks go to Mike from all of us who were there.

After Savannah we proceeded to Norwich, England for the semi-annual meeting of the 2ADA Executive Committee. The meeting with the Governors of the Memorial Trust was most informative, and the plans for the new library and our Memorial within it are most exciting. I donated a limited edition lithograph of artist Robert Taylor's "Ploesti, The Vital Mission" for our new Memorial. Robert Taylor is one of the most eminent aviation artists, and this lithograph depicts "Suzy Q" with Colonel Johnson clearly visible in the copilot position and Bill Cameron's "Buzzin Bear" with number three engine burning coming off the White V target.

The Executive Committee hosted a dinner for members of the Friends of the 2nd Air Division Memorial and a few other Norfolk area people who have been very supportive. We had Andrew Doubleday and his partner, Debbie, as our guests at the dinner. Andrew now owns the former 14th Combat Wing Headquarters property and is endeavoring to repair some of the buildings there as his financial resources will permit. Our great good friends John and Janet Page, who also joined us for the dinner, took us out to Shipdham where we visited with Andrew and saw what he has accomplished so far. John also took us by the so-called 8 Ball Museum at the Aero Air facility, where we were disappointed in its condition and how it has regressed since we saw it in 1995.

Our visit to Norwich coincided with the observance of the British celebration of Remembrance Day Sunday, which is held the last Sunday prior to each 11 November. We were most impressed by the reverent and all-inclusive manner in which this occasion is observed throughout Britain. John and Janet took us to the Shipdham church for the Remembrance Day church service, following which I was most honored to be asked to place the red poppy memorial wreath at our 44th monument which stands in the churchyard.

I suggest you make your plans now to attend the next 2ADA convention in Austin, Texas in May. It will be a great one, celebrating the 60th anniversary of the B-24, and we would like to see a lot of you fellow 44thers there. ■

The 448th Speaks



BY CATER LEE

The 448th Bomb Group Association had its final group reunion in England (Seething) July 29th - August 3rd, 1998.

Stairs are getting harder to climb, walking is more difficult, and long plane rides with time zones and heavy luggage to carry, are just catching up with us. Could we be getting older?

We had one hundred and twenty-six in attendance including wives, family members and relatives, with several assisted by crutches, wheelchairs, etc., reflecting that our age is indeed catching up with us.

We had the following widows attend: Lois DiLorenzo, Marjorie Bollschweiler, and Merle Morris. We always welcome our widows and encourage all who can to attend our reunions; it's always nice to see you.

Counting veterans with the wives, family members and relatives, the state of Alabama had the most attending, with twenty-five. I had thirteen in my family, Murray Sheffield had ten, and Clyde Bush and his wife made twenty-five from Alabama. But if you counted veterans only, California was the winner with nine veterans: Frank Gibson, Larry Keeran, Bob Kernohan, John Rowe, King Schultz, Irv Toler, Ralph Welsh, John Zima, and Joseph Benjamin. Congratulations to California.

We had a few first-timers, but most had been to England previously — some several times, but none had seen the newly added section to the American Air Museum. The floor was so clean you could eat off it. Congratulations to all who had a part in its construction. Many, if not most, were paid members of the Museum Association.

We can't say enough about the welcome and hospitality *always* shown to our 448th vets from our friends of Seething and the Tower Association. It's too bad we have to get old! We always enjoy our visits tremendously. We of course invite our British friends to join us at our next group reunion, June 30th through July 3rd, 1999, in Dayton, Ohio, home of Wright Patterson Air Force Museum where we held our second group reunion in 1986.

Paul Homan, now deceased, helped tremendously with the details, as he was then living in Ohio. Part of the program was to dedicate a bronze plaque and a memorial oak tree planted in memory of our deceased veterans. Weather prevented the program from being held outside as planned, and it was moved inside to the auditorium.

We did have a "fly-by with a missing man formation" which was very touching and was seen by many in attendance.

On stage with Leroy Engdahl, the VP of the 448th Bomb Group Association, was an officer with the American Air Museum and Charles McBride. Charles was one of a few who managed to escape capture when five aircraft of the 448th were either shot down or ran out of fuel on the 1 April 1944 raid. Col. James Thomson, base commander, leading the mission and unable to bomb the primary target, made no less than three passes exposing the crews to the enemy and using precious fuel, causing the loss of five 448th aircraft.

Lt. Jack Black's plane was forced to ditch in the Channel. The plane ditched successfully, but had so many flak holes that it was sinking fast. The copilot couldn't swim, and drowned before he could reach the dinghy which crewman Eugene Dworaczyk finally managed to get released after his third dive attempt. The wing had been sprung due to

the heavy landing. Dworaczyk was responsible for the saving of eight of Lt. Black's crew. One crewman died on the dinghy and was buried at sea. They were later rescued by British fishermen after 44 hours in the cold weather.

Charles related this mission, his successfully evading capture and his stay with a French family who lived just across the street from German soldiers' headquarters. Charles then remarked, "Why did it have to be Col. Thomson who lost his life, why couldn't it have been me?" Charles was later returned to the 448th after allied armies had freed the area where he was hiding with the French family.

Please plan right now to attend our fifteenth group reunion at Wright-Patterson in Dayton, Ohio.

Several have indicated that for a future reunion they would like to return to Barksdale AFB, Shreveport, Louisiana, where we held our first group reunion in 1985. Barksdale is headquarters of the 8th Air Force, and the

(continued on page 19)

NEW MEMBERS OF THE SECOND AIR DIVISION ASSOCIATION

44th

Perry A. Morse
Alex Warnigus
Estelle R. Voelker (AM)

56th

Charles J. Raymond

93rd

Amos B. Dolliver (491st)
James E. Goodgion
George R. Manley
Steven Caplan (AM)

389th

Abe Abramowitz
Charles S. Bell
George Goehring
Alan L. Green
Arthur H. Johnson
Walter O'Connor
Terrence J. O'Neill
Francis J. Raab
Lorraine Corrington (AM)
Betty L. Howard (AM)
Ruth A. Miller (AM)

392nd

Patrick S. McEvoy
Eino J. Ranta
Wilbur S. Stanford, Jr.
Ruby K. Bassett (AM)
Charles Dye (AM)

445th

Sam Mastrogiacomo
Jack A. Williams
Juanita W. Salisbury (AM)

448th

Joseph A. Benjamin
James E. Berry
Sigmund Borowicz
Lawrence A. Calvert
Leo M. Conner
Alfred C. Dupuis
Walter Farmer
Carl E. Himes
Marshall L. Kisch
F. Hugh McKinney
Robert S. Messner
Thomas X. Murphy
Bernard Stelzer
Stanley Swiencki
George J. Swift
Thomas P. Taylor, Jr.
John P. Zima
Dorothy J. Graf (AM)
Merle C. Morris (AM)

453rd

John M. Elliott
Charles J. Giano
Walter S. Rash, Sr.
Starr Smith
Bob Lofton (AM)
Eileen D. Lorenzo (AM)

458th

Americo D. Ferrier
William Gorman
Charles F. Sewell
James H. Turner
Joann Shaffer (AM)

466th

John A. Jakab
Edward F. O'Brien
Robert LeFebve (AM)

467th

Mervyn Levin
George W. Reed
Constance K. Fligg (AM)

489th

Witt W. Hadley, Jr.
Ruth A. Bishop (AM)

491st

George W. Adams
Robert G. Bennett
Walter E. Boggs
Roger J. Braff
James O. Christian
John W. Figal
Alvin H. Furrow
R. James Hancock
Dean L. Lloyd
Richard H. Love
John E. Miller
Steve Clarke (AM)

492nd

Vernie Honberger

SM

Carl V. Batzkall
Robert J. Johnson
David & Pearl Neale
John C. Schwartz

"GENEVIEVE" MADE OUR EVASION A SUCCESS

BY LOUIS E. DELGUIDICE (93RD)

On January 7, 1944, coming back from our 10th mission to Ludwigshafen/Mannheim, we were attacked by ME-109s. Our #2 engine was hit and caught fire. It was about 1:30 pm when I checked the waist section and found that gunners Vincent Sweet, Elmer Kudej, and John Stinker had been killed. The navigator, Harmon Smith, Jr., and bombardier, Jack George, had parachuted from the nose section. Engineer Carl Hite, pilot Charles W. Walters, copilot T.J. Bickley, and I (the radio operator) bailed out too.

We all landed in Brou, France. I parachuted onto a farm where children were working. As they approached me they seemed friendly. They hid me in their farmhouse until the French underground arrived. I was told that two of my crew members, Smith and George, were captured and that they were looking for the rest of us. At about 4:30 PM members of the French underground arrived with civilian clothes and took me by bicycle to the home of Lucienne and Maurice Vouglment. I was taken to a potato warehouse and hidden in a room with sacks of potatoes stacked around me.

At around 10:30 PM the sacks were removed and I was taken to a safe house where I met my pilot and copilot. We traveled from house to house with the underground for two days. At that point engineer Hite and I sepa-

rated. I stayed with the Milleroux family in Juvisy et Siene. Mr. Milleroux was a chemist. Hite proceeded to Paris to stay with a French doctor. My pilot and copilot stayed about two blocks away from me with a family named Levres. We were told we would be escaping over the Pyrenees mountains. The underground gathered the four of us together, and we traveled for fourteen hours on a German troop train to our destination, which was Toulouse, France. There we were turned over to the French Resistance and a group known as the French Maquis. This group was known for sabotaging railway passages that carried German troops. The Resistance told us we had to wait until they had fourteen escapees, because the German ski patrols were in groups of six, so it would be safer if we had a 2 to 1 advantage. We then were armed with hand grenades, pistols, and machine guns. Besides the four of us, there was a Belgian officer, an actress, an elderly English spy, and seven Jews from various countries. It took us four days and three nights to go over the Pyrenees. We were told that when we reached Pau, Spain, we would be picked up by the Spanish patrol. In Pau, Hite and I were picked up and taken to an isolated prison for the criminally insane. Walters and Bickley were kept with the Spanish military police for two weeks. After two

days in Pau, Hite and I were handcuffed and walked seven miles to the railroad station. During the walk, we had stones thrown at us and were cursed by the adults. By train we were taken to Zaragossa, Spain, where we were put in solitary confinement. We slept on the floor since there were no beds and no windows, and we were given one meal a day which consisted of soup and bread.

Because of the ill feelings between Spain and the United States over relief supplies, Spain would not voluntarily let the U.S. or the English know that they were holding English or U.S. airmen as prisoners. American and English military attachés made rounds of all the prisons asking for Allied airmen and requesting their release. We were turned over to the British military attaché, who brought us to Madrid, where we were turned over to the American military attaché, Colonel Vousland. We were brought back to England by way of the Rock of Gibraltar and taken to London to be debriefed and identified.

General Eisenhower, General Patton, and General Montgomery (who were in London for a joint staff meeting) personally congratulated all of us for escaping. This entire episode took about a month and a half.

Oh yes, the code name of our French underground was "Genevieve." ■

THE LUCK OF "PARACHUTE PETE"

BY CLARENCE F. "SKIP" PEASE (389TH)

On a November, 1944 morning, I was outside the propeller shop at Hethel having a cigarette, when I saw a B-24 come spinning down out of the bottom of the clouds, one of two aircraft in a mid-air collision.

Within a month I had transferred to the 565th Bomb Squadron as an engineer, and billed with Pete Ferdinand, one of the two survivors of the Rhine aircraft, one of the two planes involved. Pete had just returned from the "flak home," a rest and recuperation facility.

Pete was an open and friendly guy, and we hit it off immediately, shooting the breeze at the Red Cross Club and going on liberty to London. In recounting the accident, he recalled the moment he saw the other aircraft hit on the right side of their airplane. The B-24 entered a spin immediately, and Pete's first thought was to help the engineer put on his parachute and get out through the upper escape hatch. Pete was wearing a back pack, and he felt that it saved his life. Unfortunately, the violent spin caused the engineer to fly out of Pete's grasp and up to the front of the cockpit. Realizing that he did not have much time, Pete opened the top hatch and pulled him-

self out. However, his flying boot was trapped as the hatch closed, and with his head a few inches away from the runaway No. 2 engine, he managed to unzip his boot and cleared the aircraft. He landed on the ground split seconds after the aircraft hit. A school teacher saw him land and ran to help. I met her on my ZADA trip to England. She was 80 and lived in Norwich.

Then on Christmas Eve, just two or three weeks after returning from the "flak home," Pete was assigned to fly with the Price crew on what was to be a milk run to Luxembourg and the Bulge. They were attacked by FW-190s, and once again Pete was riding down on a doomed airplane. He told me that he jumped up and down on the bomb bay doors but they did not break away. He then fought his way up to the cockpit and heard the pilot telling the copilot to bail out! The copilot gave Price the finger and shook his head. Pete scrambled up to the nose and saw the navigator putting on the nose turret gunner Ball's chute and shoving him out the nose wheel well. Pete followed.

On his way down, Pete could see what appeared to be both German and American troops moving about. Also he heard a "snicking sound"

and realized that the Germans were shooting at him. He started swinging his parachute to foul up their aim.

When he landed, he scrambled in the snow under a tree. He heard a vehicle scream to a stop, and suddenly a rifle barrel poked into his hiding place. An obvious Yank voice told him to come out. Pete wisely handed out his 45 and crawled out from under the tree to see two infantry soldiers. For identification they asked him where he was from and the name of the state capital. Then they hauled him back to a barn to spend the night until they could arrange transportation for him. The barn contained stacked bodies of dead soldiers.

Given the cold and its impact on the ground troops, Pete gave them his flying gloves, boots, and a large knitted scarf he had borrowed from me for the mission.

This past April 11th, Pete died of cardiac arrest while recuperating from knee replacement surgery. This happened just minutes after his wife and daughter had arrived to visit him.

This "third jump" I am sure was the lucky one — for I am confident that he is with his Lord in heaven. ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



A fall weekend in Colorado Springs is a special event. But when it is combined with a B-24 dedication it is one memorable occasion. September 25 was the beginning of such a weekend, when more than 500 2ADA members and friends gathered to dedicated the Bronze B-24 made possible by their donations and those of hundreds of friends.

Included in that group were three of the four 446ers whose names appear on the large bronze plaque mounted on the pedestal which holds the bronze replica. In all, the 446th is represented by nine donors: Ernest W. Bruce, Irving M. Day Jr., Bert Engstrom, Charles Hay, James J. Lindstrom, Arthur Livingston Jr., John E. Moreland, J. Audley Risley, and Marvin Speidel.

More details of this unforgettable occasion appear elsewhere in this *Journal*. But no one denies that the remarks by guests were a fitting tribute to a beautiful memorial which sits in a most prominent place in the U.S. Air Force Academy's Honor Court.

Yours truly and spouse joined Charles Hay and his friend Shirley Wagner, both of Prescott, AZ, and John & Dolores Moreland of Paducah, KY for the celebration dinner and the luncheon at the Academy Officers Club, which was attended by more than 500 proud members and guests of 2ADA.



Guests at the Bronze B-24 sculpture dedication banquet in September at the Air Force Academy are, from left to right, John & Dolores Moreland of Paducah, KY, and Shirley Wagner and Charles "Andy" Hay of Prescott, AZ. As benefactors, their names appear on the sculpture donor recognition plaque.

Be sure to make a trip to Colorado to see this B-24 memorial. It is truly spectacular.

Eric Sherman, "ace" golfer of the 446th, sent a note about the Savannah reunion and his conversation with a man seeking information about the disappearance of his older brother, who was, coincidentally, a member of Eric's group. The mission was December 31, 1943, to an airfield near the Spanish border. As it turned out, Frank Bigos (now our president) and Eric were on the same mission, and in talking with this man in Savannah, each remarked about seeing the B-24 in the group ahead disappear in a "ball of fire with dripping flames." Eric called attention to the article on page 16 of the recent *Journal* which also verifies the same incident. He noted, "I never saw a total, instantaneous disintegration of a whole plane before or after. It was eerie."

Word was received recently from Chuck Walker of the 445th BG of the death of 446er Robert Glen Furgeson, a copilot stationed in Bungay in 1943-46. He was a native of Dallas, Texas.

A recent communique from F.C. "Hap" Chandler, Executive VP of the 2ADA, asks for assistance with the Heritage Museum in Savannah, GA. Volunteers are needed! He says plans are to secure volunteers who will offer a week as a tour guide at the museum. A briefing on Tuesday, assignment on Wednesday, and duty until the following Monday is the schedule. He says that wives are encouraged to participate. With two shifts each day, there is plenty of time to make it a real vacation and enjoy one of the "jewels of the East Coast," as Hap calls Savannah.

Groups are being solicited to help fill a month. Please call me, Aud Risley, at (847) 741-7757 if you can help for a week or a few days. Or contact Jack Prescott, director of volunteers, 8th AF Heritage Museum, P.O. Box 1992, Savannah, GA 31402, phone (912) 748-4699.

446 Roster Report: There are currently 950 paid members and associate members, plus 85 gratis members, widows and courtesy members.

If a trip to Norwich and Bungay is in your plans, there are three persons who may help you with your visit. They are members of the "Friends of the 2AD Memorial" or volunteers. The Bungay volunteers are: John Archer, 29 Station Rd., Earsham, Bungay, Suffolk NR35 2TS, Tel. (01986)892089; Alan Hague, 29 Water Lane, Lowestoft, Suffolk, NR32 2NH, Tel. (01502)574119; and Mr. & Mrs. Robert Smith, Briars, Triple Plea Road, Bedlingham, Bungay, Suffolk, Tel. (01508)482293.

Be sure to take time to visit the Memorial Library in Norwich. There you can view the plans for the soon-to-be-built new library. A library update is included in this *Journal*.

Yours truly was in attendance in Norwich for the November dedication of the stained glass window panel for the library and many other special events. A visit to the old haunts is always a treasured experience.

From Fred Breuninger, Muskegon, MI, comes his report of a meeting at Hill Aerospace Museum, adjacent to Hill Air Force Base at Ogden, Utah. According to Fred, Hill AFB was the last command of 446er Col. William D. Kyle, who retired in 1975. At Bungay, Bill Kyle was 706th operations officer, squadron commander, and ultimately group operations officer for the 446th.

Fred met with Bill; Nathan Mazer, museum official; and Vic DeCaria, former flight engineer with Lee Stratton's lead crew in the 706th. He said that a B-24 which crash-landed in the Aleutian Islands in 1943 is being rebuilt and restored and will become part of the new Hill Museum. It is reported that the 8th AF Historical Society will hold their reunion at Salt Lake City in October, 2000. Fred says, "No doubt on their menu will be a visit to Hill Aerospace Museum nearby in Ogden to see the world's 'newest' B-24." More news to follow.

But meanwhile — put TUCSON, May 20-23, 1999 on your calendars for the 446th reunion. The meeting will again be at the Viscount Suites. Also enter May on your calendar as the month for the 2ADA convention in Austin, Texas. You will find details elsewhere in this issue.

Good to hear from several of you with news for the BULL. Keep the news coming. See you in Tucson. ■

Attention All 2ADA Members: The Bomber War in Europe, 1942-45

If you flew missions over Germany in the Second World War, or were at USAAF HQ, High Wycombe, or on one of the bomber bases in England, North Africa or Italy, British military historian Rob Neillands needs to hear from you for a big book he is writing on the Combined Bomber Offensive. If you have a tale to tell or a memory to share, get in touch with Rob today — don't leave it to the other guy. Write, e-mail or fax to Rob Neillands, 5 Silbury Court, Beckhampton, Marlborough, Wiltshire, England SN8 1QJ

Tel. 44-1672 539656 • Fax 44-1672 539672

E-mail: rob@neillands.demon.co.uk



392nd B.G.

BY J. FRED THOMAS

Back in September when I wrote a report to meet what was then a 9-15-98 deadline for the Winter issue, our scene was one of snafu with a capital SNAF. Since the deadline was changed to late November because of the meeting that month of the 2ADA Executive Committee with the British Board of Governors, we hope to be able to make a more presentable report. I will compact some of subjects written earlier so as to be able to address the scene which has become more substantial.

Briefly, back in September nothing much had happened since we met at the Oak Brook convention. I had worked with Jay Jeffries of the 453rd BG and others who were active with the Bronze B-24 project. Jay became ill last February but had all hopes of attending the dedication of the Bronze B-24 at the Air Force Academy in September. Sad to report that Jay passed away July 10. He was a neighbor and a great friend. We miss him.

Further, we were in touch with Arnold Dovey, who was a Mickey operator with the group. His greatest hope was to have a Mickey exhibition at some museum, preferably Duxford. He had been in a nursing home near Newport News, VA, but in our last conversation he was optimistic that he would be able to meet with us at Cherry Hills in October. That, too, wasn't to be. Arnold flew West in September.

While on the subject of losses, I had told you about writing nineteen letters to those who failed to pay their dues to the 2ADA. Several re-upped, but we had word that Harry Oaks had died last winter. That was two of the nineteen lost.

We have given some attention to the Bill McGinley material. One article sent by Bill had pictures with the remarks in French. I got a lady who knows French to translate it for me. The remarks told of the Americans looking up at the bomber formations overhead. Like I said, they identified Bill's plane "Sally Ann" as "une forteresse volante americaine B-17." Hollywood had the French brainwashed, too. One of Bill's concerns was the fate of the crew's copilot, John Moffat. While the enlisted men were saved by the Belgians, the officers were taken by the Germans. Later on, the Germans allowed Moffat to make a short-wave broadcast to his wife, one of the few allowed by the Germans. I sent a copy of the article to the editor of the *Journal*, and it will be printed in a future issue. The poser for Bill is the fate of Moffat thereafter. Bill shows him as killed. By whom, we wonder? Moffat's name is not on the Roll of Honor of the 392nd BG and 2AD. Seems Moffat's wife now lives here in the Southern California area, but we don't know what her name might be as of now. If anyone has any information about the above, Bill and I will certainly be happy to receive it.

We have exchanged e-mail with our Belgian friend Luc Dewez. He and Sophie were blessed with Marie, a baby girl, ahead of schedule. It was a tense situation for them while the medical people got the baby well enough to come home. The baby is now at home, but has to be treated with the utmost care. As for Luc, he reported he was feeling better after being past the halfway point of his radiotherapy. He had e-mailed me five chapters of his book, *Cruel Skies*. Trouble was, the chapters were encoded in the MIME format. It took me all summer to find out how to decode them. Finally, we have them printed. They are excellent reading. Luc says his next chapters will be about the 392nd BG. You can contact Luc by e-mail at luc.dewez@skynet.be. His mailing address is: 8 Paul Pastur St., 5190 Ham-Sur-Sambre, Belgium. Earlier, Bob Vickers, Keith Roberts, et. al., made a trip to Belgium and France to find the fields in which they landed when they bailed out of their crippled B-24 in 1945. They got in touch with Luc, who took them all over the area until each one found his place of landing. They can't say too much in appreciation of Luc's help. It was a very emotional trip back in time.

We have kept in touch with Denis Duffield and Mike Hyde of the Wendling area. Denis advised that he has an understudy, James Wright, who will take our visitors around our old base when he is no longer able. That's fine, but we told Denis he doesn't retire before we leave the scene. Mike would like to hear from men of the 8th AF, especially those who served at Wendling. His e-mail address: b24 mjh (that is how we contact him on AOL. We suppose if one isn't on AOL, his e-mail address would be: b24mjh@aol.com. His mailing address is: High House Farms - The Street - Beeston, Kings Lynn, Norfolk PE 32 2NF. Mike recently became a member of the "Friends." Among other things, he is a cyclist. In fact, his wife also has a cycle. Heads up, Vern Baumgart, perhaps you and Mike can swap stories.

As we said, we were near home until September, but things became too busy for old folks once the date approached for the dedication of the Bronze B-24 at the Air Force Academy. We drove over to Colorado Springs for the occasion. The programs are, no doubt, reported elsewhere, but we have to tell you, the success and fulfillment of the whole Bronze B-24 program was the most refreshing, rewarding, and satisfying event that has occurred for our B-24 troops in years.

We returned from the trip to Colorado Springs on September 30. October 15, we flew to Philadelphia where we crossed the river to Cherry Hills, NJ to meet with our 392nd BGMA friends for three nights. As usual, it was an enjoyable occasion. About 48 members and guests were in attendance. A productive business meeting was held, and the group reunion dinner gave us the opportunity to swap stories, barbs and general repartee.

We hadn't planned to go to Norwich to attend the 2ADA Executive Committee mid-term meet and the meeting of the British Board of Governors of the 2AD Memorial Trust, but President Earl Wassom, et. al., applied pres-

sure; and on November 3rd, we found ourselves winging our way for Britain. A round trip in a week is a killer, but I'm glad we went. Several subjects and items of business pertaining to the 2ADA, the 2AD and the relationship with the Board of Governors are much clearer after getting the information which pertains to all our relations with the British directly from those who know; especially the rebuilding of the new Norwich library. The principals of all sides were so busy that it was impossible to get recognized for a minute. We did manage a short conversation with Ted Inman about the Duxford American Air Museum. As you know, I have been critical of the museum in that the lack of a B-24 was intolerable. Well, you know by now that Duxford is getting the B-24 from Lackland AFB in exchange for a Spitfire. Also, the Ford Motor Company is donating \$500,000 to help with the restoration of the B-24. Another \$500,000 is being raised to complete the job. It is planned that the C-47 will be hung from the ceiling so the B-24 will be displayed as prominently as any plane there. Also, we spoke with Mr. Inman about the lack of a B-24 and 2AD material in the Duxford PX. He said there has been a management change at the Duxford PX; plus the fact that a PX station would be put in the museum. The B-24 and the 2AD will be duly recognized there. Good news, indeed.

We have been told we shouldn't write about the Norwich meet since it would be covered elsewhere. However, I want to make the point that our memorial is the *Second Air Division Memorial*. It is definitely *not* the Second Air Division Association Memorial. While we wish everyone who served with the Second Air Division were members of the 2ADA, the 2AD Memorial belongs to all who served with the Division. We have hundreds of people who are not members of the 2ADA. Some have become disenchanted with us for various reasons; some valid, but most due to lack of proper knowledge of our true intent and programs. We want those non-members to know that the 2nd Air Division Memorial Library belongs to them as well as all others. We invite them to participate in and contribute toward the rebuilding of the library. We expect the library to be as modern as technology will allow. We expect a database will be formed, one that will list the names, ranks, and duty title of every person who served with the 2nd Air Division. No doubt, their kin and descendants will visit there to look for their names and records. They should be able to find that information just as all members' records should be there. In that vein, I have another job. Quite a number of us believe the criteria set up by committees in the past are too restrictive as to whose names will be entered on our Roll of Honor. We believe that quite a number who lost their lives while fulfilling their appointed duties while assigned to the Division have been omitted from the Roll. I head a committee to review the situation and to find what the military considers a combat death. Even if we are in error, we will know for sure whether the previous criteria is right or

(continued on page 32)



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

Once more another visit from the 2nd Air Division Association Executive Committee has come and gone, leaving us as always with many happy memories. On Monday, November 2nd at 0615 hours, what a joy it was to meet the first members of the 2ADA party at Gatwick Airport. Tuesday saw the visit to RAF Coltishall and a moving

tribute to the Division by the Royal Air Force. Then on Wednesday in the cold bright sunshine we had the moving service at Madingley, followed by a visit to the American Air Museum at Duxford. On the way home you paid your first official visit to Wymondham College, and we were all greatly touched to hear the students play the 2nd Air Division "Fanfare" in the old wartime U.S. Base Hospital Chapel. Your visit did so much to strengthen the ties with the younger generation. Then the two meetings where you heard about the exciting progress on your new 2nd Air Division Memorial Library, with the work now underway on what will be the finest library in Europe.

On Saturday [there was] the service in St. Peter Mancroft Church, where you presented that marvellous stained glass panel to mark the beginning of the final phase of the new Millennium Library construction. This was followed by the launch of the Rebuilding Appeal for £125,000, and we were all deeply touched by the generosity of the 2ADA, two individual bomb groups, local organisations and individuals. The magnificent Appeal brochure produced by John Whitehouse certainly made a great impact. Then to Aylsham Station and the Bure Valley Railway, where history was made with the naming of the main diesel locomotive "2nd Air Division USAAF" by your President Earl Wassom, followed by riding in the "2nd Air Division Train" all the nine miles to Wroxham. Finally the two great dinners which you gave us, happy occasions beyond price. Thank you for coming back — we will never forget you. ■



BY WALTER J. MUNDY

This past year has been one of the busiest years that I can remember since I became active in the 467th Bomb Group Association and the 2nd Air Division Association. The 2ADA regional reunion at El Toro was right after an inspection trip to Colorado Springs to coordinate with Robert Henderson on the model of "Witchcraft." Then the installation of the model at the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia was followed by the Executive Committee meeting in Chicago. I was unable to attend the 2ADA convention due to a date with the surgeon to operate on my back. That being successful, I was able to walk without severe pain, and I was off and running to St. Louis to the 467th BG convention. I forgot to mention that I spent eight days in the hospital in July to recover from a severe staph infection in my right elbow and arm. Flying combat was never that hectic!

For those who attended the 467th convention, and those who didn't, it was a very good time. The Hotel Sheraton West Port was a pleasure. The rooms, the food, and the service were excellent. The 467th voted \$5,000 to the Memorial Library and \$5,000 to the Mighty Eighth Air Force Heritage Museum. The veterans really were pleased with the group records, mission photographs, individual and crew records, and photos that Kevin Coolidge assembled into ring binders. Kevin also photographed snapshots that some of the attendees brought with them to add to the group records or for their own scrapbook. Kevin and Kelli also made custom logos for T-shirts and caps. We had a new VCR to play tapes and later raffled it off (Will Noden was the lucky winner) along with a free convention fee (won by Max Hoffbauer). Most of the attendees went on the tour of St. Louis and that was especially enjoyable to those who had not been to St. Louis before or for a long time.

The membership elected a new board of directors and a new president and vice president. Three directors were elected for five-year terms: Ralph Davis, Walter Mundy, and Vincent Re. A new director was elected for a three-year term, Tony Bell, who will serve with Walt Robinson (two years) and Vincent La Russa (one year). Each year, for the next five years, we will elect only one new director for a three-year term. This change in the bylaws will greatly simplify the search for new

directors and officers and will assure that there is continuity in the operation of the association. The new officers elected by the board are: Ralph Davis, President; Vince La Russa, Vice President; Phillip Day, Treasurer/Historian; William McGovern, Secretary. As always, our Honorary Chairman of the Board is Col. Al Shower. For the record, the official attendance at the 467th convention was 176.

The next 467th convention will be in Tucson, Arizona and is tentatively scheduled for the first week of October, 1999. The hotel venue is now being reviewed and will be announced in the next issue of Poop From Group.

I regret that I was not able to attend the 2ADA Executive Committee meeting in Norwich in November. I am looking forward to the Southern California regional dinner meeting in February and the annual convention in Austin, Texas at the end of May.

And now a few words about the Bronze B-24 dedication at the Air Force Academy. What a wonderful ceremony — the model looked just like a B-24. It is in the best location, near the top of the stairway, and is the first bronze that anyone would see coming up from the lower plaza. Neal Sorensen's team did a professional job on the Memory Book, and in organizing the entire event. We can all be proud of this piece of our legacy that will remain for all the future generations to admire.

The 467th Bomb Group, 2nd Air Division and Mighty 8th Air Force lost another leader when Col. James J. Mahoney passed away on September 14, 1998. Jim Mahoney produced the only color movie of actual combat. His film is now shown in a theater at the Mighty 8th Air Force Heritage Museum. Jim served as a squadron commander in the 467th and the 492nd. He was a leader and will be greatly missed. ■

THE 448TH SPEAKS (continued from page 15)

people of Barksdale really threw out the welcome mat for us. They even sent their Air Force buses with drivers to take us to the base for a base tour, memorial service held in front of a B-24 on the grounds, and to the officers' mess for lunch. That night the Air Force Band played for our entertainment at our Saturday night banquet, where Lt. Gen. Kenneth L. Peek, Jr., commander of the 8th Air Force at the time, was our banquet speaker. At the head table were Brig. Gen. Hubert S. Judy (now deceased) and his wife Mae, Leroy Engdahl, retired Col. Chester Hackett, Lt. Gen. Peek and his wife, and Ron Kramer (now deceased).

If you want to have our group reunion at Barksdale in 2001, let it be known at our Dayton reunion, June 30 – July 3, 1999. In the meantime, keep cool and stay in good health. ■

PRESIDENT WASSOM VISITS MIGHTY 8TH AF HERITAGE MUSEUM

Dr. Earl Wassom, President of the Second Air Division Association, met with Lt. Gen. E.G. Shuler, Chairman and CEO of the Mighty 8th Air Force Heritage Museum, July 6-8, 1998.

Dr. Wassom expressed his appreciation of the tremendous strides the museum has made in the past 24 months. He particularly noted the addition of the B-24 "Witchcraft" to the museum's displays. As a resident of Bowling Green, Kentucky, he was particularly interested in the Kentucky 8th Air Force monument recently dedicated in the Memorial Gardens.

Earl opened a new Second Air Division Association program which brings members of the Association to the museum for a week of volunteer duty. While his wife assisted in the museum library, he conducted tours of "The Mission Experience" for museum visitors.

The museum attendance has passed the 10,000 mark since opening in May, 1996. Attendance has increased 33% in 1998 and will exceed 100,000 in 1998 alone. The current interest in World War II is apparent from the large number of school children and military units that tour the museum.

Jim Russell of the 466th Bomb Group was the next Second Air Division Association member to participate in a week of volunteer duty, beginning August 4th; and Hap and Caroline Chandler planned to follow the Russells the week of August 11th.

Since "we were there and flew combat mis-



2ADA President Earl Wassom (right), pictured with museum Chairman and CEO Lt. Gen. E.G. Shuler, spent a week of volunteer duty at the Heritage Museum in July.

sions," our experience can add further depth to the briefings now being given by the museum's current volunteer corps."

The Second Air Division Association, almost 6,700, is the oldest 8th Air Force veterans orga-

nization. It maintains a memorial room in the Norwich, England library honoring members of the Second Air Division who were killed in action in World War II, as well as a memorial wall in the 8th Air Force Heritage Museum. ■

The Mighty Eighth Air Force Heritage Museum, Savannah, GA ARMSTRONG ELDERHOSTEL 1999 PROGRAM

SUBMITTED BY HAP CHANDLER

Editor's Note: Elderhostel scheduling is determined by the Elderhostel coordinators who work out of Armstrong Atlantic State University (not by the 8th AF Heritage Museum). The Elderhostel Director is Katie Brooks. Questions should be directed to her and her staff.

Monday	February 22nd	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Tuesday	February 23rd	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Wednesday	February 24th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Thursday	February 25th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM

Monday	March 22nd	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Tuesday	March 23rd	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Wednesday	March 24th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Thursday	March 25th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM

Monday	March 29th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Tuesday	March 30th	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Wednesday	March 31st	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM
Thursday	April 1st	9:00 AM - 11:00 AM	OR	1:00 PM - 3:00 PM

If the sessions are in the morning, the breaks will be at 10:00 AM for 15 minutes. If the sessions are in the afternoon, the breaks will be at 2:00 PM for 15 minutes.



Mary Beth Barnard of the Mighty 8th Air Force Heritage Museum poses with JOHN EDWARDS, newly appointed Director of Education for the museum.

THE B-24 FLIES IN AIR FORCE ACADEMY HONOR COURT!

BY NEAL SORENSEN (489TH)

God's golden sunshine bathed the more than 500 B-24 brown shoe veterans, wives, children, grandchildren, and Academy personnel assembled in the Honor Court for the September 25, 1998 dedication of our bronze B-24 sculpture. The magnificent setting of majestic mountains outlining the awe-inspiring Academy chapel will forever be etched in the memories of those present.

The dedication was opened by Master of Ceremonies Neal Sorensen with a tribute to the late Jay Jeffries, Jr., who had served as president of B-24 Groups Memorial, Inc. Jay's enthusiasm and love for the Liberator resulted in the 453rd Bomb Group being number ONE in our fund-raising drive.

The audience arose in respect for the arrival of the Official Party consisting of Lt. Gen. Tad J. Oelstrom, Superintendent of the Academy; Ray Pytel, Secretary of B-24 Groups; Robert Henderson, sculptor; Alfred Asch, VP of B-24 Groups; and Brigadier General John Brooks III. The audience continued standing while the colors were posted, honors played and the National Anthem was sung by 2nd Lt. Holly M. Vandehei.

OUR B-24 WAS AT HOME IN THE HONOR COURT!

General Oelstrom accepted the gift with deep gratitude. His words honored all who had flown, maintained or built this magnificent Liberator. The general cited the fact that each cadet would learn and appreciate the history of WWII and the role that we, and the B-24, played in defeating the Axis Powers.

Ray Pytel, B-24 Groups Secretary and legal accounting expert, related the genesis of our organization and its achievements. His sincere words and the presence of his loving Twyla, touched us deeply.

Robert Henderson spoke warmly of the fund-raising efforts which enabled him to concentrate solely on the sculpture — a luxury he had not enjoyed on the preceding bomber!

Al Asch, who wrote a magnificent B-24 Liberator History, encapsulated the WWII achievements of the B-24 in all theaters of war. Salted with comments of the Liberator's superiority in speed and bomb load, Al noted that the B-17 flew slower due to the presence of a public relations officer being added to each crew! His tongue-in-cheek humor was warmly appreciated by the audience.

General John Brooks presented a brief history of the Scouting Force which led bombers to the target (or secondary target) to achieve better bombing results. John's recollections of the bravery of lost comrades brought tears to all eyes as he concluded his comments with a eulogy to the fallen.



The Official Party, September 25, 1998. Sculptor Bob Henderson (front), Ray Pytel, Brigadier General John Brooks III, Lt. General Tad Oelstrom, Col. Alfred Asch.

Following a Moment of Silence, an original composition written and sung by Larry Anderson, was freely offered by Larry as a tribute to the occasion. Larry's composition, "Flying Into the Morning Light," concluded in reverent silence which erupted into warm applause for his gift to us.

Chaplain Scott Ofsdahl concluded our dedication with a Benediction of God's Grace and Protection for each and all.

Due to the widespread appeal of our Liberator, luncheon at the Officers' Club could not accommodate everyone. Norma and Bill Beasley had made three trips to Colorado Springs to coordinate the luncheon, the banquet, and the two principal hotels. With Norma's persuasive smile, the Officers' Club transferred another group to the NCO Club to squeeze 467 of us into the dining room and adjacent areas.

Our banquet at the Radisson was equally in demand. A number of folks who had not sent in reservations in a timely manner, waited in hopes of cancellations. The hotel responded nobly, as we shoe-horned 420 people into a dining area meant for 250 diners.

Having looked deeply into the past, Neal

asked that our focus now turn to the future as he introduced the two speakers of the evening, Earl Wassom and Col. Pat Rosenow. Earl explained the Heritage League and its workings — from its founding during Bud Chamberlain's presidency to its present membership of 800. As more than 32 bomb groups were involved in our activities, Earl no doubt planted seeds that should sprout.

Col. Pat Rosenow's father, Col. John Rosenow, was a navigator in the 93rd BG. A strong supporter of our B-24, "Rosy" died shortly before our dedication. His wife, Laura, had a table for 12 at the banquet. Pat is an Academy graduate, and his daughter is a cadet at the Academy. He spoke of the organization of the graduates of the Academy. Their purpose is to provide an "extra margin of excellence" which they deem necessary to maintain world class programs and graduates. This is another area in which we can find good use for surplus dollars.

Finally, tribute must be paid to Norma and Bill Beasley of the 492nd Bomb Group for the arrangements, coordination, and registration efficiency of the entire operation. ■



389th Green Dragon Flares

BY BARNEY DRISCOLL

Conditions look well for the 389th Bomb Group, as we have gained a few new 2nd Air Division Association members. I feel bad to think that there are 389th BG members circulating about in society who are not aware of the 2ADA, or if aware, are not fully cognizant of the benefits to derived thereof. If any member knows of such a person, please let me know and we shall endeavor to inform them.

I understand there was a fine program at the Sioux City reunion for the men involved in Tidal Wave (the August 1, 1943 raid on Ploesti, Romania). The 389th was well represented by Roy Braly, Curtis Callahan, Geb Gebhard, James Gerrits, Maurice Hebert, Arthur Johnson, Jerry Kuhlmann, Jim McClain, Dick Smith, and John Tucholski.

One of the highlights of the entertainment at this meeting was the appearance of the singing Kuhlmann Sisters, daughters of Jerry and Iva Lee Kuhlmann. These ladies do a magnificent job of stirring up old memories with such songs as "Sentimental Journey," "May You Always," and "Chattanooga Choo Choo."

The September 25th event at the Air Force Academy, the unveiling of the cast bronze replica of the B-24 Liberator, was quite a spectacular occasion. The Bronze B-24 has a wingspan of 18 feet, weighs 1,500 pounds, and is mounted on a base that weighs in at four tons — and not one ounce was paid for with tax money. The event was attended

by over 500 B-24 fans. The 389th BG was well represented; as a matter of fact the 389th Bomb Group's own General John Brooks, commander of the 2nd Scouting Force, was featured on the program.

Our trip to England in November was a great experience. It was interesting to observe the folks who are Governors of the Memorial Trust. These people are obviously a very capable group.

They briefed everyone on the progress of the new Memorial Library, which will be completed late in the year 2000.

We attended a beautiful service at St. Peter Mancroft Church, where they not only paid respect to 2nd Air Division, but it was also the Day of Remembrance for the armed forces of the United Kingdom.

We were treated to a very interesting train ride aboard the Bure Valley Railway. The small narrow gauge railway train runs on a track with the rails spaced 15 inches apart. The train runs between Wroxham and Aylsham with stops at Coltishall, Buxton and Brompton. The train was pulled by a small engine named "2nd Air Division USAAF." This engine is propelled by a hydraulic motor that is driven by a diesel engine powered hydraulic pump.

It would appear that they are in dire need of tour guides at the Mighty 8th Air Force Heritage Museum at Savannah, Georgia. The call has gone out for help ushering visitors and children's groups through the museum and explaining various exhibits. The volunteers would spend a week at Savannah, Tuesday through the following Monday. Tuesday would be a dry run to become acquainted with the various exhibits. You might work the 9 AM to 1 PM shift or from 1 PM to 6 PM. Wives are also invited to participate and may be assigned a duty.

In your off time there are many items of historic interest in the area to explore. Museum volunteers would be responsible for all their own expenses. Anyone who might be interested in participating in this noble undertaking, please let me know. ■

A Highlight of Our November Meeting in Norwich

BY JORDAN R. UTTAL

On Saturday evening, 7 November 1998, the Executive Committee delegation, on behalf of the 2nd Air Division Association, gave a dinner party in honor of the Board of Governors and other City and County dignitaries. It was a pleasure to have with us: The Board of Governors, including recent retirees Tom Eaton, Alfred Jenner and Anne Barne; The Lord Mayor, Councillor Derek Wood; Norfolk County Council Chairman, Councillor Graham Hemming; 2AD Memorial Library Archivist, John Alban; County Director of Arts and Libraries, John Creber; RAF Coltishall Station Commander, Group Captain Stephen Dalton; Air Marshall, Sir John Kembell; Canon David Sharp; the 2AD Memorial Library Staff: Judy Jerome, Derek Hills, Lesley Fleetwood and Christine Snowden; former Senior Librarian Colin Sleath; and The Norfolk and Norwich Millennium Company CEO, David McCall.

As noted our purpose was to express our appreciation for their ongoing support going back decades, up to and including their present efforts towards the restoration of the Norwich Central Library and our enlarged 2nd Air Division Memorial Library.

During the evening we were pleased to receive the cordial greetings from the Lord Mayor, and Board of Governors Chairman Paul King.

(continued on page 35)

Folded Wings

44th

Frank B. Bala
Daniel E. Brandt
Herbert A. Hastings
Thomas C. Kay
Stanley K. Lipczynski
Raymond L. McNamara
Bruce H. Pauly (HQ)
E.J. Spencer
Thomas R. Stewart
Emil J. Strug (489th)
Oliver J. Thomsen

56th

Richard T. Warboys

93rd

Charles H. Brumett
Richard J. Glauner
George W. Sadler
Glenn E. Tedford (448th)

389th

Stanley Corrington
Donald T. Hickey
Dal Howard
Aaron Schultz
Robert W. Smith

392nd

Earl F. Bassett
John A. Colvin
Arnold J. Dovey
Milton O. Halsne
Roy H. Lotterhos
Harry W. Oakes

John L. Quail, Jr. (44th)
Dennis W. Wilfahrt

445th

Carlton H. McConnell
Robert H. Murray
Lawrence A. Vecchi

446th

Charles M. Carey
Clarence H. Hooks
James W. Marsh
Kenneth P. Underwood

448th

Donald W. Disbrow
Sherman F. Furey, Jr.
William W. Gilbert
William R. Hayes
Thomas D. Johnson
Lee T. Lain, Jr.
Marvin V. McCormick
Albert G. Metzger
John Osborn
E.A. Solberg

453rd

Wallace D. Croxford
William H. Crum
Lee R. Gulley
Alan W. Kingston
Harold M. Seiberlich
Charles A. Ward, Jr.

458th

Joseph J. Balint
Mrs. Charles Burton, Jr. (AM)

Bryon D. Chapman
Robert W. Gordon
Carl R. Hein
Glenn Hynick
Peter Kowal
Victor W. Krueger
Gordon W. Morehead
Stevan J. Pittler

466th

Archie W. Baldwin
Jack C. Gerrard

467th

Clement W. Brown
Charles W. Harter
Alvin F. May
Edward R. Novak
John G. Oder
Robert D. Sheehan

489th

Kenneth K. Burnett
Lewis V. Palmer
Charles F. Robbs
Stanley I. Rowson (93rd)

491st

Andrew R. Bouchard
Russell F. Hellwig
John Wlodarski

492nd

James J. Mahoney (467th)

SM

Neil R. Phillipson

For this issue of the *Journal*, I am reproducing a letter which I received from my very good friend, Clemens F. Kowalczyk, dated September 7, 1992. It may have also been reproduced in the 446th Newsletter, since Clem sent them a copy as well. Clem and I were drafted on the same day in August 1941 and rode the same bus to the induction station. We were close friends during basic training at Sheppard Field, Texas, and again when Clem showed up at Ketteringham Hall in 1944 after completing 30 missions as a navigator with the 446th Bomb Group. Even after the war was over, Clem came over to South Bend and stayed at our house a couple of times. I have written about Clem previously in the *Journal* (see Vol. 30, No. 1, Spring 1991), and also in HQ Newsletters #11 & 12. Clem died from cancer in June 1993.

He said: "Pursuant to your requests for reminiscences, experiences, etc. . . . I submit the following.

"BASIC DATA: 706th Squadron - Crew No. 302-1-69. Mattes, George, pilot; Harris, Myron, copilot; Kowalczyk, Clemens, navigator; Fischer, William, bombardier; Kivelhan, John, gunner (waist); Hathaway, Bert, gunner (ball turret); Ramsey, James, gunner (tail); Ervin, John, gunner (waist); Bouse, Kenneth, engineer (also top turret); Ciccoto, Frank, radio operator. Plane: B-24H, 42-7498 'Desperate Desmond.'

"The 446th Mission No. 1 was to Bremen, Germany, on 16 December '43. My mission No. 1 (446th BG Mission No. 6) was on 31 December '43. Our primary was Lalen airfield - LaRochelle, France. Due to cloudy conditions, we proceeded to our alternate - or secondary, viz. Chateau Bernard airfield, at COGNAC, France (accompanied by the 93rd and 448th Bomb Groups. N.B. COGNAC is about 400 miles south of London. N.B. . . . returning groups had attacks from ME-109s. One of two 446th planes lost went down at this time. This was the B-24H 42-7581 of the 706th, piloted by (old buddy) 2nd Lt. Charles V. Frascati. Eleven planes, including 'Desperate Desmond,' landed away from base.

"N.B. My 30th, and last mission (446th Mission No. 81) was on 30 May 1944 - Rothenburg A/F, Germany. The last 446th BG mission, No. 273, was on 25 April 1945. On the same day, the RAF bombed Hitler's retreat at Berchtesgarden, as the ill-fated Nazi 'last stand' in the Bavaria redoubt crumbled while the Russians pounded Berlin to rubble.

"Since our flight encompassed 800+ miles, our supply of petrol for our return was quite low. Accordingly, our pilot, George Mattes, opted to land at an RAF base at Bradwell Bay on the North Sea Essex Coast not too distant from Bungay. The hospitality shown us by the chaps and lasses at the cited base was 'terrific.' Suffice it to say, that as this New Year's Eve progressed, the level of celebration intensified. The next morning, feeling reasonably well, we wended our way back to Bungay.

"I must say, in conclusion, that this first mission was a worthy precursor of experiences during the 29 other missions to come. In the

DIVISION



BY RAY STRONG

words of Tennyson . . . *Sunset and evening star, And one clear call for me! And may there be no moaning of the bar, when I put out to sea. For though from out - our bourne of Time and Place - The flood may bear me far - I hope to see my Pilot face to face, When I have crossed the Bar.*"

Then Clem added the following:

"Ruth and Ray, I understand that your area, especially Fearington, abounds with bluebirds and hollyhocks. Here [Clem was living in Scottsdale, Arizona] we have inter alia, var. cacti, including the majestic saguaro, bougainvillea, oleanders, mesquite and bottle (Brachychiton) trees . . . All the best, Clem."

After completing his 30 missions, Clem was brought up to Division HQ where he was Assistant Division Navigator under Carl Barthel. And later he worked in Operations as Division Control Navigator preparing the navigation part of the field orders to our wings and groups.

I ordered and just received the book *Liberator Album: B-24s of the 2nd Air Division* by Mike Bailey and Tony North. Mike and Tony, as boys, spent a lot of time around the Liberators of our bomb groups. It is well worth the price. See the details on how to get it on page 14 of the Fall 1998 issue of the *Journal*.

Just ran across some information which Merton Roberts (known as Robbie to most of us) sent me some time ago. Robbie was in the Special Services Department as Director of Division Activities in Recreation and Sports. He was in charge of most of the playoffs and championships. He says, "Citizens of Norwich and surrounding areas were guests at the competitions [and] championships which they tremendously enjoyed. Many of the competitions, after the 8th Air Force playoff, carried over to the Continent for further competition. English people who had the opportunity to attend and see the Americans playing their games gained appreciation and knowledge which was a gain in the relationship between Americans and the English people.

"Very soon after I arrived, while still learning who and where our bomb groups were located, Col. Foote took me for a full day's visit and orientation to three of our bomb groups - a startling experience. Only the day before, the 8th had experienced a great loss in bomb runs over Europe. Spirit and depression were in stress. I met the colonels who were in command and the Special Services officers of each group. One colonel particularly informed us

of the need for the activities and participation when troops were not battling for their lives. There was a need for so many to be off the streets and to be a part of life in doing things they liked to do. There was time for plenty of thought when returning to HQ." Robbie received the Bronze Star Medal in February 1945 for his good work.

Here is some more from Robbie: "The last 50 years: employment at Attica, New York, High School, Director of Athletics and Director of Physical Ed and coach of basketball and baseball, September '47 - June '55. From July '55 until June '77 - employment at Hicksville, Long Island, teacher of physical education and driver education, coach of soccer, wrestling, junior varsity baseball. Retired in 1977. Helen and I then returned to her hometown in Reading, PA in 1980. We still have guests from our old schools and occasionally from the 2nd Air Division." For anyone who would like to drop Robbie a note, his address is: 1560 Argonne Road, Reading, PA 19601-1315.

Anyone who may be going to Norwich and wants to visit Ketteringham Hall can contact either Mary Parker, The Old School House, High Street, Ketteringham, Norfolk, NR18 9RU, UK, Tel. (01603) 811330, or David Adams, Spire Properties, Ketteringham Hall, Norfolk, NR18 9RS, UK, Tel. (01603) 810507. ■

Duxford acquires B-24

The Imperial War Museum at Duxford, near Cambridge, is set to acquire a rare example of a Second World War American Liberator bomber. The Consolidated B-24 Liberator, once a common sight in the sky over wartime Britain, will come to Duxford from the U.S. Air Force Museum in exchange for a Spitfire. The B-24 has been acquired thanks to a generous donation of \$500,000 from the Ford Motor Company, and will arrive at Duxford this year. It is expected to take two years to restore, and will then join Duxford's outstanding collection of American combat aircraft in the award-winning American Air Museum.

The Liberator, serial number 44-51228, is thought to have been the last B-24 flying with the U.S. Air Force. It was redesignated as an EZB-24M and was used for ice research flying, after which it was retired to Lackland Air Force Base, Texas, where it has been on display since 1956.

The Spitfire being traded for the B-24 is a Mark Vc, serial number MA863, acquired in Australia. The Spitfire is under restoration in the UK before being transported to the U.S. It will be displayed by the USAF Museum in 12th AF markings, and form part of a Second World War in North Africa exhibition. ■

REPLY BY V...-MAIL

The following was submitted by Martin H. Schreck (389th BG) following his correspondence with a member of our children's generation, Mr. Chip Dobson. We begin with a letter from Dobson to Schreck, which was typewritten on old V-Mail stationery:

Dear Mr. Schreck,

How long has it been since you received a V-Mail letter? I'll bet it's been quite a while! And I hope this one finds you and your family very well.

I recently read your letter in a back issue of the 453rd Bomb Group Association Newsletter. Though I am not old enough to have shared those experiences with you all, I was still moved by your letter. I only wish I could have been part of that close camaraderie of shared experiences. I have such tremendous respect and admiration for you and your entire generation. And I guess that is why I take every opportunity to convey my appreciation to any World War II vet I have the privilege of meeting. Whatever your MOS, no matter how large or small your individual contribution, it matters only that you were part of that noble endeavor, and you were part of that Victory! If not for your efforts, collectively, this world (and the state of this union) might be very different indeed. You are rightfully proud of your accomplishments, and I am proud to say Thank You!

I have enclosed a copy of a letter to the editor of the Mobile, Alabama Press Register which I wrote a couple of years ago on Veteran's Day. I thought it to be an appropriate response to your letter. Every word came straight from my heart. I would enjoy hearing from you.

Chip Dobson
2604 Darwood Court
Mobile, AL 36605-5206

Letters to the Editor
Mobile Press Register
P.O. Box 2448
Mobile, AL 36652-2488

Ever since I was a boy I have read about and admired the exploits of combat veterans. Their gallant deeds were the stuff of my daydreams. Recently I have begun seeking out the heroes of my youth. I have corresponded with a number of famous war heroes, intrepid individuals with whom I made many vicarious excursions into combat.

But as I reflect on what Veteran's Day means to me, I realize I am neglecting the "everyday heroes" who fought and died in America's wars. The soldiers, sailors, airmen and Marines who may not have distinguished themselves or become famous, but contributed every bit as much to our cause. They were there in the thick of it all, doing their inglorious jobs day by day, and bearing the physical and emotional stress of war.

I hold all military veterans in very high regard, and I thank them for their service. But it is to the veterans of World War II, my dad's generation, that I wish to send a special thank you!

Their patriotism and idealistic concept of good over evil inspired them to fight and die for what they knew to be a noble cause! It was what Studs Terkel called "The Good War." They served admirably in the ETO, the PTO, the CBI, and even the ZI. It was, in their words, something they simply had to do, and their righteous resolve got the job done! It is to those individuals, my "every day heroes," that I wish to address the balance of my comments.

Your values and ideals were molded and formed by the hardships of the Great Depression. So it was nothing new for you to be willing to endure the hardship of war. That discipline was already instilled in you. But you found the reality of war to be a stark contrast to what you envisioned. It was brutal, ferocious, and ugly, but you met those challenges

head-on. You survived Pearl Harbor and Bataan. You triumphed at Midway and a hundred other engagements in the Pacific. You won the Battle of the Atlantic. You invaded North Africa, Sicily, and Italy. You endured the tropical hell of island hopping from Guadalcanal to Okinawa, and you returned to the Philippines. You fought from Normandy to the Rhineland. And high above all these battlegrounds, you met the enemy in the skies, and brought the war home to him. And everywhere, you prevailed! It was a hard-fought Victory paid for with your buddies' blood. You are truly worthy of America's grateful approbation, and my humble accolades as well! As long as I live, your deeds will be remembered! My children, and someday my grandchildren, will learn of your sacrifices, and your legacy will live on in their hearts.

So it is with sincere and deep respect that I convey to each of you my gratitude in grateful recognition of your dedicated service to God and Country so very long ago! No one knows better than you that Freedom isn't free. Thank you for paying the price for us all! And may God Bless you all!

— Chip Dobson

Martin Schreck responds:

Dear Chip,

I can't begin to tell you how much I appreciate your letter to me, as well as the sentiments you so wonderfully expressed to your local newspaper.

It is a rare honor and privilege for me to be numbered among those men you consider heroes, but you must accept that I cannot claim such accolade.

Certainly not when you consider that my best pal was an early victim on Guadalcanal, another at Kasserine Pass, with more at Sicily, Anzio; the list is almost endless if one counts the KIAs and MIAs in the air war over Europe.

I am most impressed that you are so well informed on the history that occurred before you were born, and I must compliment your family in that you were not isolated from that history!

With your permission I will submit your letter to the editor of the 2nd Air Division Association *Journal* with the suggestion that it be reproduced for all us WWII grampas to feel good about.

Martin H. Schreck
141 Fulton Avenue (601)
Poughkeepsie, NY 12601

A Word to the Wives

ZADA ELEPHANT STEW (for a hungry crew or two)

Serves 3,800 (or 10 chowhounds).

Preparation Time: A month and a week.

1 medium elephant	salt — just a pinch
1 barrel brown gravy	pepper to taste
1/2 ton potatoes, peeled	500 lbs. carrots
500 lbs. onions	2 rabbits

Cut the elephant into bite size pieces (this will take about a month). Add vegetables and brown gravy to cover, and cook for about a week. Salt and pepper to taste. If more than 3,800 guests are expected, add the rabbits (but only if necessary — most people don't like hare in their stew).



On 16 April 1945, my crew and I flew our 23rd combat mission to the marshalling yards at Landshut, Germany. Mission duration was 9 hours 35 minutes, flown in B-24J-1-FO, S/N 42-95592, "Black Cat." She was assigned to the 784th BS, 466th BG, Attlebridge. "Black Cat" was built by Ford Motor Company, Willow Run, Michigan. She was equipped with H-2S radar, a lead aircraft. My crew and I flew "Black Cat" many times prior to her loss to flak over Regensburg, Germany, 21 April 1945. She was recorded to be the last American bomber shot down over Germany in World War II.

In retrospect, "Black Cat" was the best of the best where B-24s were concerned. I was her pilot for many hours, and found her to be the only B-24 that I could trim to fly hands off. She was very stable and smooth, a rarity in most B-24s. (I don't know who named 95592, but she definitely was not a black cat per se.) She was my favorite then, and she still is, some 50 years later. In all our hours together, she gave me no trouble — only pleasure.

Now it is 9 June 1945. My crew and I are heading home in B-24J-1-FO, S/N 42-95609. Her name was "Ghost Too." Of all the B-24s in the 466th BG, the one we were assigned to fly home was a sister ship to "Black Cat." Coincidence? "Black Cat" was built by Ford, as was "Ghost Too." Both were lead aircraft, built within a few hours of each other.

My crew and I spent many hours grooming "Ghost" for her journey home. We even waxed and polished her. Paid off handsomely. Not only was she fast, she was frugal. She carried fifteen souls, one ton of U.S. mail in the bomb bay, and all of our personal effects/baggage. Pretty good load. One of our passengers was Major Jay Evans, 466th BG Engineering Officer.

The first leg of our journey was from Attle-

FLOWN A FORD LATELY?

BY WILLIAM E. HENDRIX, JR. (466TH)

bridge (Station 120) to Valley, Wales, two hours. Second leg was from Valley to Meeks Field, Iceland, six hours. Next day, on to Goose Bay, Labrador, 1581 nautical miles over open water — the North Atlantic Ocean.

It was a clear, beautiful day when we left Iceland. As we approached the southern tip of Greenland, I could see a solid wall of cloud in front of us from sea level to who-knows-how-high. I probed the wall up to 17,000 feet. Solid. Nothing to do but penetrate. (Not a very desirable alternative when we had no way of determining what was ahead of us.)

Penetrate we did. As we progressed, I began a gradual let-down. At 8500 we were between layers — separation of 500 or so feet. Visibility was marginal in any direction. Our navigator, 1st Lt. Otto P. Neurauter, gave me the compass heading to Goose Bay. I settled down for the long haul. The ship was handling beautifully — very smooth, very solid, light on the controls. Definitely "Black Cat's" sister!

After some time, Otto altered our course two degrees left. OK. As was my habit, I was scanning the instrument panel when the #3 engine oil pressure slowly sank to zero. Got my attention fast! But, no other indication of trouble. All other instrument readings normal. No vibration, no heat rise, no loss of power, no oil covering the right rudder. After 10-15

seconds at zero, the oil pressure slowly rose to normal. With some 30-45 seconds delay between, we went through pressure loss twice more. This could have become critical. Accordingly, I asked Major Evans to come to the flight deck. He saw the same peculiar readings, but had no "feel" as to why. We watched the pressure for some time, but had no further losses. We didn't feather the engine. Still too much water under the wing.

At this point, Otto corrected our course three degrees right. OK. These changes were made purely by dead reckoning. There were no reference points, no sky, no water.

The time approached to reach Goose Bay by radio, but no luck at first. (It should be noted that the range of those old VHF sets was not good). Next, we turned on the radio compass. The compass needle (pointer) hunted around but did not point. Gradually the hunting stopped. The needle pointed dead ahead. Now we break out into the clear sky. The compass needle swings 180 degrees, pointing dead astern. Believe this or not (I swear it is true), directly under us was the Goose Bay beacon tower. We had hit our objective dead center! (No question about it: Otto Neurauter was a *lead crew* navigator — the very best.)

We landed at Goose Bay after 10 hours, 30 minutes. A smooth transit and a good fuel reserve — not true with many others that day. On 13 June we went on to Bradley Field, Connecticut, 5 hours 45 minutes. We were home! Back to the land of the big, big PX. Thank you, Lord!

I have not flown a B-24 since that day. Frankly I miss them, but most especially "Black Cat." B-24s were not very pretty, nor were they related to a "land fortification." But they did the job they were designed to do — *without peer!* Would that we all could say the same thing. ■

THE 1919 U.S. ARMY AIR SERVICE FLYING REGULATIONS

FROM THE GREAT MEMORY BOOK OF ED WANNER (445TH)

- 1 Don't take the machine into the air unless you are satisfied it will fly.
- 2 Never leave the ground with the motor leaking.
- 3 Don't turn sharply when taxiing, instead of turning short, have someone lift the tail around.
- 4 In taking off, look at the ground and the air.
- 5 Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
- 6 Pilots should carry hankies in a handy position to wipe off goggles.
- 7 Riding on the steps, wing, or tail of a machine is prohibited.
- 8 In case the engine fails on takeoff, land straight ahead regardless of obstacles.
- 9 No man must taxi faster than a man can walk.
- 10 Do not trust altitude instruments.
- 11 Learn to gauge altitude, especially on landing.
- 12 If you see another machine near you, get out of its way.
- 13 No two cadets should ever ride together in the same machine.
- 14 Never run motor so that blast will blow on other machines.
- 15 Before you begin a landing glide, see that no machines are under you.
- 16 Hedge-hopping will not be tolerated.
- 17 No spins on back or tail slides will be indulged in, as they unnecessarily strain the machine.
- 18 If flying against the wind, and you wish to turn and fly with the wind, don't make the sharp turn near the ground. You might crash!
- 19 Motors have been known to stop during a long slide. If pilot wishes to use motor for landing he should open throttle.
- 20 Don't attempt to force machines onto the ground with more than flying speed. The result is bouncing and ricocheting.
- 21 Aviators will not wear spurs while flying.
- 22 Do not use aeronautical gas in cars and motorcycles.
- 23 You must not take off or land closer than 50 feet to the hangar.
- 24 Never take a machine into the air until you are familiar with its controls and instruments.
- 25 If an emergency occurs while flying, land as soon as possible.
- 26 It is advisable to carry a good pair of pliers in a position where both pilot and passenger can reach them in case of an accident.
- 27 Joy rides will not be given to civilians.

LONDON, ENGLAND — I was actually watching a cricket match for 20 minutes before I realized the game had started. Such is the level of excitement in this sport, which first struck me as a combination of baseball, golf and waiting for a bus.

Lord's, the Wrigley Field of cricket, seemed like the ideal place to attempt to make some sense of the game, which first began in the 1800s and . . . well, I believe it's still being played. Subsequent games have been shortened to just five days, or perhaps five months — I'm not sure. My grasp of cricket didn't get much clearer during my effort to unravel it.

Herefordshire was playing against Middlesex for a short one-day game when I showed up to watch. Apparently, this was the 60th anniversary of the first televised cricket game. If that's not reason to celebrate, I don't know what is.

Keith, a fan I met in the bleachers who'd been watching cricket for 30 years (possibly the same game), tried to explain the basics.

"It's like your baseball," he said. "The object is to get a lot of runs when you're batting, and get the other team out when you're not."

"When you're not what?" I asked.

"Not in," he tried to clarify, "I mean, out."

Three sentences of explanation and I was confused already.

From what I gathered, the game works something like this: In an "innings" (which looks plural whether it is or not) there are 60 "overs" of six "legal balls." (They're legal as long as they're not "no balls" or "wide of the wicket" or "there's no foot in the crease," whatever that means.) The ball, a cross between a baseball and a shotput, is "bowled" at up to 90 mph by a "bowler" who, before releasing it, is allowed to take a running start from as far away as Manchester.

The "wicket," a sometimes "sticky" stretch of grass the size of a long-jump pit that's been steamrollered before each inning (the weight of the steamroller is chosen by the team that

It's a "Sticky Wicket" for Yanks Who Play Cricket — or Whatever

BY DOUG LANSKY, TRAVEL EDITOR
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isn't about to "bowl"), is where the "batsman" tries to hit the ball while protecting three wooden croquet pegs, called "stumps," and a wooden bar resting on top of them, called a "bail." He does this with his ice-hockey goalie pads or his "bat," a flat paddle commonly used in America to butt-thump newly initiated fraternity pledges into their beer-drinking brotherhood.

If the "bowler" gets the ball past the "batsman" and knocks off the "bail," then the "bowler" gets hysterically happy and jumps around like a male cheerleader. If the "batsman" hits the ball, he tries to run back and forth across the "wicket" as many times as possible while carrying the "bat" and wearing his goalie pads. If a fielder manages to catch the ball before it hits the ground, he immediately throws it straight up in the air and jumps around like a male cheerleader. That's about it.

"It's really quite simple," Keith assured me.

It's hard to tell who the players are because they don't have numbers or names printed on their jerseys; they just wear white. Both teams. If everyone stood on the field at once, it would look like a casting call for a bleach commer-

cial. You can just barely distinguish the two umpires, who are dressed like cabana boys. Spectators are forever coming and going, playing Scrabble and reading books. They seem to be watching the match merely as a distraction.

Keith pointed out that, in fact, cricket might go over well with an American audience because there's plenty of time for food and beverage consumption. In fact, while we were talking, they stopped the game so both players and fans could take a 40-minute lunch break.

I asked Stuart Weatherhead, the Lord's public relations director, if I could hit a few balls in the warm-up area.

"Impossible. I can't allow it," he said, which simply made me want to do it even more. I walked over to the batting cages, where two Middlesex players, David Nash and Tim Bloomfield, were warming up, and asked if I could hit a few. They said it was no problem and loaned me some of their gear.

As I was strapping on the goalie leg pads, a man came over and told me I wasn't dressed in white. This was a real news flash.

"Really?" I said, looking at my navy blue slacks. He said only the proper attire was allowed but that we could walk 20 yards and practice on the Astroturf, which we did.

I have to tell you, cricket takes on an entirely new level of excitement when you're trying to fend off a ball coming at you at what seems like 400 mph with a fraternity paddle, and you're not wearing any private-part protection. Nash also threw some slower "spin balls" at me, which would skip off the ground about a yard in front of me, then kick up in any number of directions, except where I was swinging.

By the time I walked back to the press box, Weatherhead had already gotten word of my little practice session, and was waiting for me with crossed arms.

"I thought I was perfectly clear that this was not allowed," he said. But we both knew it was a bit late to do anything about it, and besides, it was tea time. ■

PERSPECTIVE ON MEMORIAL (continued)
ple: Recent studies have demonstrated that the cost of raising a middle income child to age 22 is nearly \$1.5 million. Further, this is a family investment — not a government one.

If true, the \$1.5 million would equate to \$10 billion, 50 million for the 6700 lost in the 2AD alone — not counting the hardware, munitions, logistics and emotional costs. For the Eighth Air Force, as a whole, losses have been stated as 26,000 individuals, which brings its tally to \$39 billion. That is about 15% of today's entire defense budget. Then, when all American World War Two battle deaths are considered, their losses were 292,131 souls or \$438 billion. That equals about 165% of today's defense budget, again, not counting other than private personnel costs. Similar figures could be developed for British losses.

So, it seems to me, these losses should

SHOUT to us, on an economic basis alone. "Let's avoid another war!!" But, what is the best way to do so? Some say, "Disarm the world!!" and there have been attempts to do just that through vehicles such as the ineffective Anti-Ballistic Missile Treaty of 1972 with the now nonexistent Soviet Union. But, all the treaty seems to do is provide an excuse for not protecting our vital interests.

It seems that all the great thinkers on the subject, from Thucydides to Donald Kagan, agree that the cheapest way to avoid war is to be a democracy with a recognized powerful armed force and the demonstrated will to use it. Of course, some would say such an arrangement would embolden such power to covet more land and, thereby, create another war, anyway. History shows, however, that true democracies have no ambitious claims on their neighbors. Quite the opposite when considering the

manner in which the Allies nourished back to health their vanquished foes following WWII.

Therefore, strong democracies must be the most economical road to peace with freedom. So, in summary, I believe we must do more than simply mourn our lost comrades. We must take realistic steps to prevent future losses by investing in a national defense sufficiently strong to deter threats to world stability and security. Let me close with another Churchill observation appropriate to the subject. Sir Winston, upon being made an honorary citizen of the United States, wrote the following, in blank verse, to President Kennedy:

*Our comradeship
And our brotherhood in arms
Were unexampled.
We stood together
And because of that
The free world now stands. ■*

Much the same as July 4th is the day we Americans celebrate our independence from the British, June 23rd is Luxembourg's National Holiday. It is to celebrate the September 10, 1944 deliverance from German rule made possible by American troops of the First Army's 5th Armored Division. Coupled with the 5th Armored Division, the 8th Air Force's 445th Bomb Group and the 385th Bomb Group were in for a share of the honors.

The 445th Bomb Group was there because one of its ships, "Tenovus," had crashed on Luxembourg soil near Hupperdange. It was shot down by a Messerschmitt, and one of the crew was killed. Those of us who landed safely in our parachutes were given aid by Luxembourg Partisans before German patrols moved in to mop up. Because of the aid given to me, I was able to avoid capture. Deeply grateful to the Partisans in and around Clerveaux, I wrote a book about my escape entitled *Flight from Munich*.

Constant Goergen, president of U.S. Veterans Friends of Luxembourg, was head of the welcoming committee for all three American battle units. Since each of our units had been engaged in wartime activities involving different sectors of Luxembourg, Constant very wisely threw us all in together, letting us share in each other's activities. In that way, almost every Luxembourg community had a share in our entertainment, and there was something going on for all of us every minute of every day. Each of our families, which in my case, incidentally, comprised my wife Lela, our daughter-in-law Ann Clark Tyler, and our grandson Luke Clark-Tyler, were given drivers with cars to take us to the various events in the different sectors.

Those present from my crew that had flown in "Tenovus" on the Munich raid of April 13, 1944 were the flight engineer, Charles Standridge, and waist gunner, Talmadge Suber. Through the Internet, our navigator, Bob Korth, had been first to be contacted by Constant Goergen to bring together our "Tenovus" crew for this celebration. Sadly, however, after Korth had succeeded in getting four of us with our families ready to make the journey, he died of cancer. A possible fifth member, our pilot Jack Farmer, had eluded our best efforts to locate him. Since we had long ago found him missing over the years, we feared that he too must have died. There were six of our ten-man crew, not including Farmer, known to be dead. The three of us going to Luxembourg hadn't seen each other in fifty-some years since our ship crashed. Standridge and Suber ended the war as POWs of the Germans, I as an "escapee" in Switzerland.

Generally speaking, Luxembourg's terrain is a flat top mesa cloven into many deep valleys. It has no tall mountains protruding above its mean elevation. Instead, waterways passing through from higher elevations elsewhere carved out deep canyons and left behind rugged rock cliffs, beautifully forested river banks, valleys and ponds. Constant Goergen's party was a six-day extravaganza of sightsee-

8TH AIR FORCE LIBERATOR CREW SHARES HONORS IN LUXEMBOURG

BY DON TOYE (445TH)

ing some of this natural beauty, visiting Luxembourg's storybook castles and multi-spired cathedrals, and gawking at its ancient town with masonry two story wall-to-wall houses huddled on narrow cobbled streets encircling the town square. Luxembourg City itself is a bustling place with modern high-rise buildings sparingly interspersed among many more ornate buildings of stately old European style. Carried along the walls of the Alzette river canyon by a Toonerville Trolley train, we visitors viewed the crumbling walls of the Fortress of Luxembourg, said to have once been second only to Gibraltar in its impregnability. Although we didn't visit the Grand Ducal Palace, we did get to see the Grand Ducal family face to face at a National Holiday ceremony at the Cathedral of Our Lady of Luxembourg.

All this didn't stop us from laying flowers and wreaths on the graves and memorials of a few of the thirteen national monuments or cemeteries installed for American soldiers by this small country. Foremost among these is the Hamm Cemetery near Contern. There lies the grave and monument to our illustrious WWII General George S. Patton, Luxembourg's acclaimed hero of the Battle of the Bulge, along with 5076 American soldiers from the 3rd Army under his command. We also attended church services honoring our soldiers at two of Luxembourg's beautiful cathedrals. In a Sunday morning service at the Goesdorf-Dahl cathedral, by the time its huge pipe organ unexpectedly broke out with America's "Star Spangled Banner," there wasn't a dry eye amongst any of us sitting in the front pews.

That afternoon we attended a mass at the church in Perle in honor of the 385th BG and dedicated a memorial on behalf of the Ryan family, who had shared in the losses out of eighteen killed in a two-bomber crash at the nearby town of Rambrouch. After the mass, four F4Fs from the 52nd Fighter Wing from Spangdahlem gave us a "missing man" fly-over formation at a very low altitude. At the wreath-laying which followed, an honor guard gave its 21-gun salute; the ceremony ended under the mournful strains of a single bugler sounding "Taps."

And then, of course, there was the memorial at Hupperdange in the north sector honoring the 445th Bomb Group. It was erected just

this year in memory of the "Tenovus" bomber crash. Leo Carey, the bombardier who was killed on that fateful mission, was the first American to die on Luxembourg soil. I was asked to make a small speech at the inaugural and afterward was presented with the first Luxembourg flag to fly over the monument.

There was the usual hoopla, as in every veterans' party. We clinked wine goblets with Luxembourg friends, many of them high dignitaries in government, ahead of each luncheon or dinner. Along with superb and exquisite European dining, each occasion was punctuated by the giving of medals, prizes, and keepsakes lavished upon us by our hosts. The gifts were given humbly, as if the recognition was the least they could do in return for what Americans did for them. This was particularly hard for me to accept, since I felt beholden to them for the help I was given during the war. Here, 54 years later, I was not allowed to pay for a single meal or hotel room.

On the National Holiday, Americans were invited to the massive Cathedral of Luxembourg City. The ceremony was called *Te Deum* honoring the Grand Duke and the Grand Ducal family. The thirty or forty of us Americans present were seated in a place of honor directly in front of the stately chair normally seating the Archbishop. The Archbishop in turn was provided a makeshift chair below us but still above and in front of the congregation. The Duke and royal families sat in a balcony on a level with the Archbishop and off to his right. Americans, then, had intentionally been placed at the highest pedestal of the sanctuary for all the congregation to see. We all stood in reverence to the church service and proceedings of state a good share of the time.

With the ceremony complete, we retired to the street in front to watch the royal families step into their limousines. As the chauffeurs brought up their vehicles one at a time and the elegant ladies in their frilly broad-brim hats and lacy gowns and the men in their sleek dark suits stepped in, we Americans were getting a first-hand view of continental royalty with all its regal splendor.

To cap this exciting final event, Constant and his lovely wife Berthe invited us to their home at Contern as their personal guests. It was a beautiful home by any standards. It also had that comfortable "lived-in" atmosphere about it — much like a home of a well-heeled American. Their house being so close to Hamm Cemetery, one might fantasize that General Patton and our 5076 American servicemen were comfortably enlodged under close surveillance of this very able President of U.S. Veterans Friends of Luxembourg. The appropriate motto for this year's celebration was "54 Years Later We Still Remember."

As for me, I came away from this very wonderful visit with an impression that seeing Luxembourg is a whole lot like reading many Hans Christian Andersen fairy tales, with a teeny weeny bit of Disneyland thrown in. It's like opening a storybook. ■



NEWS OF THE 453RD FROM FLAME LEAP

BY JULIAN K. WILSON



Oliver "Mo" Morris (453rd) enjoys a joke with Journal Editor Ray Pytel (445th) and his wife Twyla at the Air Force Academy banquet, Colorado Springs, September 1998.

We are just back from England and wish to report that all is secure! Remember the song from the war years, telling us what would come to pass when the "lights go on again all over the world"? With our leaving Old Buck the day after VE Day, those of us who have never as yet been back to Norwich have not seen that city bathed in the lights of today.

When last this writer was back, for our ZADA convention in 1987, our group was "billeted" in the Trust House Forte Hotel on Ipswich road, well away from the Norwich City "Centre." This November visit found us in the Hotel Nelson inside of the heart of Norwich. Most all of us can remember the Norwich train station. The Hotel Nelson, built in 1971, is located about 500 yards from the entrance to the railroad station.

From our hotel window, our first view on arriving was the cathedral spire, soaring into the heavens bathed in flood lights. Then, to see Princess street, Prince of Wales road, Cattle Market, Rose Lane, Castle Meadow, and St. Andrews St., each teeming with compacts, trucks and buses maneuvering for position down well-lighted corridors, was an impressive first sight for me. The lights did indeed go on again in Norwich after VE Day in 1945. It has revealed a city I had previously only known while hidden under its security blanket of darkness.

Representing you, I participated in the meetings of the ZADA, held in executive session, and in conjunction with those persons who comprise the Board of Governors of our Memorial Trust, as well as other equally distinguished persons. Thanks to the diligent shep-

herding of ZADA President EARL WASSOM, wielding his gavel as though it be a bludgeon, he led us through an agenda a mile long and likewise as wide.

Salient from the standpoint of the general membership, what tentatively emerged is that our future ZADA conventions beyond 1999 in Austin, Texas include the two sites which we had been working on for our 453rd stand-alone group reunions.

LINDA WITTIG had volunteered to steer us to Savannah, Georgia, and PAT RAMM had volunteered to provide for a welcome back to Old Buck, the base, the village, and environs. These sites will now be covered in ZADA conventions in 2000 and 2001, respectively. The latter date of 2001 is based on the projected dedication date of our new Memorial Library wing.

You are going to be "pop your buttons" proud of our new 2nd Air Division Memorial Library. After visiting the site, and examining a scaled panoramic modeling of the project, one sees that this Millennium Project will provide Norwich with what will have to be the focal point for citizens and visitors alike. Quite frankly, there is nothing else present in all of Norfolk that I have seen that can fall into this category of imposing edifice. To compare our new library with the old, now incinerated one, would be like comparing a classic by Frank Lloyd Wright with a tract house. If the contractors can faithfully render in concrete, brick and glass what the architect, Michael Hopkins, has created, you will be glad and thankful that you were spared in order that you could contribute to the creation of this "living" memorial to our long gone comrades.

So should you find yourself being given an appeal for funds for our Memorial Library now, or in the near future, give as you can, for this project is our last chance to complete the project we set out to do at the conclusion of our role in England in 1945. Sometimes we cannot see, let alone harvest the fruits of our labor, but labor we must, for some of the future success of the library may depend on what you do. A goal of £125,000 has been set for additional book needs. (Editor's Note: Please read Jordan Uttal's column on page 14 for the current status of this fund drive.)

Equally impressive to me, along with the scope of the proposed building, was the caliber and nature of those in Norwich aligned with the project. It has been a combination of talent and much "sweat" to rescue the original collection of books, now more than totally replaced. This has been no easy task when one considers that there is a long lapse from the date of the selection of a title for acquisition until it can appear on the shelf.

Simultaneously with the re-acquisition of our books, there has been the realization of the desire and need to place our library online (on the Internet). LINDA BERUBE prepared our initial web site. Its program lies stored within the computer of our net access provider, on line 24 hours a day. A record is automatically kept of the number of times Internet surfers connect to our site each day. The record reveals sufficient interest, or "hits," to warrant having it. This off-site web site can thus exist while still freeing our library computer for staff use.

Our current American Fulbright Trust Librarian is JUDITH JEROME, also no mean slouch when it comes to her understanding and use of computers and local area networking (LANS). Judy had just finished her periodic update of our web site offering when we appeared in Norwich last November. If you wish to see what is there, the address is:

<http://www.ecn.co.uk/memorial/>

Not to be outdone, we too, as a group, have our web site. This was created and is maintained through the kindness of LLOYD MORRIS, son of our members MO & LUDIE MORRIS. This is a great interlinking web site offering more to World War Two researchers than our ZADA web site does presently. Connect with four fifty-third dot com (453rd.com). Thank you, Lloyd, for this site in our name.

Next May in Austin, Texas, Lloyd and Linda Wittig will give a live, online demonstration of the Internet and our web site.

I want to thank each of you who has sent me your e-mail address. I will prepare a listing of these and place it in a future issue of our 453rd Newsletter. So far I have e-mail addresses for: JOHN KASSAB, EUGENE McDOWELL, LLOYD PRANG, JACKIE & FRANK THOMAS, TOM BRITTAN, DON OLDS' son, and MARJORIE ZILM. To this listing, I add my own — here is my e-mail address for your use. Reach me via WW2453rd@aol.com.

Mary Jean and I were accorded the royal treatment by PAT & AGNES RAMM. The evening of our second day, we were picked up at

(continued on page 32)

458th BOMB GROUP



BY RICK ROKICKI

Shortly after I submitted my previous column for the Fall issue of *the Journal*, I received further word from **WALLY WALLACE** that he was swamped with requests for the hats offered by the History and Tradition Museum. He's had orders from two bomb groups for hats with their group tail fin colors, and possibly more by the time you read this. For anyone wishing to take advantage of this offer, please refer to your Fall *Journal*.

ARTHUR PAY, who continues to lead the drive for funding the Thanet Allied Aircrew Memorial, had additional help in solving some of the mysteries of the events as they happened in 1944. **JOHN T. WILLIAMS** of the Margate Museum adds to the Thanet Allied Aircrew Memorial information — that's in a separate article on page 31.

We wished we could have been at the Bronze B-24 dedication ceremonies at Colorado Springs. As it turned out, we were in Coronado, California, at the "wetting down" party for my son-in-law. He received his captaincy (bird colonel, as we knew it in our days). I've heard from several who attended the B-24 dedication and said it went very well. Our plans are to see this memorial in the very near future.



**753RD SQUADRON:
STILL A MYSTERY!**



**HAROLD JOHNSTON'S
755TH SQUADRON INSIGNIA**

Had a nice letter from **HAROLD J. JOHNSTON**, wherein he acknowledged that he was the one who designed the 755th Squadron insignia. Harold was the 755th draftsman and was also responsible for several nose art paintings, **HOOKEM COW** and **STINKY, WOLFGANG, LITTLE LAMBSY DIVEY, TEN GUN DOTTIE**, and others. We now lack only the name of the one who did our 753rd Squadron insignia. Please, if anyone knows who did the "sledge hammer with wings" artwork, let me know. I will send the complete summary to both the Duxford and Heritage Museums. Harold J. Johnston accompanied **MIKE BAILEY, TONY NORTH**, and myself when we dedicated the first 458th memorial at Horsham St. Faith in 1976. **RONALD "BUCK" COURTNEY**, ex-RAF Battle of Britain Hurricane pilot, was the airport manager at the time.

CITY OF NORWICH AVIATION MUSEUM

KEVIN SLOPER of the museum asked me to mention that any 458th veterans who will be in Norfolk next May, please contact them. They will be holding an informal evening reception at the Aviation Museum on May 18, 1999. This is to mark the completion of the extension to the museum building, which houses additional exhibitions, a new visitor reception area, souvenir shop, office and archival storage. Those of us who were there in 1995 may remember how all those nice museum people treated us — somewhat like "returning heroes."

Any questions, write to Kevin Sloper, c/o City of Norwich Aviation Museum, Old Norwich Road, Horsham St. Faith, Norwich, Norfolk NR10 3JE, England.

ON FINAL

While the Internet is welcomed by just about everyone, the 1% like me have been kept busy with mail inquiries. The following Europeans have written with requests: Luc Dewez, Belgium; Rudy Kenis, Belgium; Oscar Lambert, Belgium; Szymon Serwatka, Poland; Ejvind Friis Jensen, Denmark; Dieter Przygode, Germany; and Rene Schere, Germany. In every case, when they request information on a particular crash, mission, aircraft, etc., after I reply to their inquiries I send copies of their letters to our members who choose to reply. I never send your address without your approval.

GEORGE REYNOLDS has sent further info to those who have the 458th History IV: 2 ID's "Sky Tramp" 40126-L page 74, and "Dorothy Kay Special" 50456-D page 72.

Thanks to **PETE POULIS**, who sent me several names of his crew, one of whom, **CHARLES F. SEWELL**, joined the 2ADA. Also thanks to **LAWRENCE EVERETT** and **LLOYD SHORT** for help in finding new members. My list has been exhausted, and I really need your help in finding and signing up new 458th members.

BOB PATEK requested help in finding someone from Norwich who would help him during a future visit there. A current listing of British contacts available for this is available upon request.

GEORGE HOIDRA, who supplied many A-2 leather flight jackets to our members, recently passed away. I received word from his son that the jackets will still be available as previous. Write me for an order form.

CHRISTINE ARMES, our British correspondent, has advised that she is returning to the U.S. and will once again make California her home . . . Have received copies of *The Evening News* and *The Eastern Daily Press* with the latest word on the Memorial activity. The six-month archaeological dig at the 11th century site has begun, and expectation is that the new Norwich Central Library will be completed in late 2000. Many on both sides of the "pond" question this, and believe that 2001 is closer to fact.

Those of you who purchased the *Eastern Daily Press* publication "Over Here" by author Steve Snelling might wish to turn to page 47 and see the "then 4 year old" Judith Rolfe, who, with her husband Gerald, visited us for four days. They were on a round-the-world trip, and planned to be back in Norwich around Christmas.

Ceil and I attended a United Airlines retirement reunion in Delaware at the same time the 2ADA Executive Committee meeting was held in Norwich. It was a tough decision to make, but I did commit to the UAL reunion before the 2ADA agenda was set. Hopefully many of you will attend the 2ADA convention in Austin, Texas. We plan to be there.

I hope there has been a good response to the dues notices **EVELYN COHEN** has sent out to the membership. Please do not lay your dues notice aside and wait for the second and final notice.

MARTIN BOWMAN is planning a book on "Airlines of the World" and requests any photos of new and old aircraft that you might have. If you have such photos, you might wish to contact him at: 3 Armes Crescent, Norwich NR3 4EW, England with what you have.

Sincere best wishes to all for the New Year. ■

ATTENTION:

2AD Veterans of Miami Beach

There is a reunion planned for this May, 1999, for WWII veterans of the Second Air Division who took basic training or OCS at Miami Beach, 1942-1944. If interested, please call or e-mail:

FORREST S. CLARK

Telephone (941) 427-0371 • E-mail: B24vet@aol.com

Thanks, "Little Friend"

BY GEORGE A. REYNOLDS (458TH)

In the summer of 1944, a B-24 from the 458th Bomb Group straggled homeward with flak damage and mechanical problems in a misty sky and not far enough from Germany for comfort. There was also another concern for the bomber crew — being easy pickings for roving Nazi fighters whose pilots were always on the lookout for damaged "loners."

Richard Alvestad, the pilot, told his crew to keep a sharp lookout for the enemy, but they all knew with the Lib's performance, they stood very little chance of surviving a fighter attack. Shortly, in the distance, a speck appeared on the horizon, and as it closed, anxiety grew rapidly. However, this was their lucky day. A P-51B Mustang whizzed up to the bomber and began a lazy inspection of the Lib's top, sides and bottom while the crewmen issued a proverbial sigh of relief.

If there was any radio chatter between the fighter and the bomber, it has faded from memory. But there was the name, "Kalamazoo Kid," clearly painted on the Mustang's nose, and that image remains to this day, for one of the crewmen inside snapped a photo of the fighter with his K20 camera. The P-51 peeled off from the escort duty near the North Sea coast and returned home to the 357th FG at Leiston.

Over the next 50 years, Harold Armstrong, top turret gunner, tried unsuccessfully to trace the fighter pilot to give him a belated thanks for his welcomed service to the crew. But in 1994 when a museum at Kalamazoo opened, he sought their help in finding the unknown pilot. Volunteers rummaged through scrapbooks and clippings and identified the fighter jock as Charles Pearson, a local, who now lived in Florida.

Pearson graduated from high school in Kalamazoo and was attending Western Mich-



DISPLAY AT KALAMAZOO AIR MUSEUM. PHOTO COURTESY OF DICK VERDON.

igan College when the attack on Pearl Harbor occurred. He enlisted in the Royal Canadian Air Force and flew 50 missions in a Hawker Hurricane during the Battle of Britain. After transferring to the USAAF in 1943, he flew 82 more missions with the 357th FG.

When he located Pearson, Armstrong corresponded with him and they have since met in person to convey and receive that long-awaited thanks. Within the last year, the Kalamazoo museum has erected a display to commemorate the event, to the delight of visitors. Naturally, the display contains more of Pearson's, a native's, mementos, but it also includes a photo of bomber crew #16, 753rd

Squadron, and an article describing Charles' escort of the thankful airmen. Future additions to the display will include models of a B-24 and P-51 with combat markings of the 458th BG and 357th FG respectively.

Other crewmen on the B-24 were John Luft, copilot; Willis Foster, engineer; Leo Lieber (deceased), radio operator; Elmo Fikes, gunner; Austin Bealer (deceased), gunner; and Charles Bevins (deceased), gunner. John Sullivan was the navigator, and Otto Hammer-smith, bombardier, was KIA while flying with another crew.

Thanks to Dick Verdon, Kalamazoo Air Museum, for the assist and the photo. ■



491st BOMB GROUP
POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY JOHN D. LEPPERT

BELIEVE IT OR NOT...

The 491st Bomb Group had a crew with two brothers plus twins. The Harry L. Chapman crew had brothers H. Chapman (pilot) and F. Chapman (bombardier). In addition, the engineer Earl Blake was the twin brother of

Elmer Blake, a gunner. Other crew members were Wasil Denesevich (copilot), Bruce Crane (navigator), Alex Trivanovich (radio), Willie Milam (gunner), Gus Johansen (gunner), and James Croom (gunner).

We found about this unusual situation when we were writing the 491st "Ringmasters History." It seems that our CO when we were in training at Pueblo, Colorado, approved the arrangement even though they were relatives. We heard this from J. Chapman when we confirmed the story. Also, there were no rules forbidding twins serving in the same unit.

The Chapman crew was Crew #13 out of Pueblo, flying B-24 #44-40089. They completed their missions with minimum problems and returned to the United States.

VISITING OUR HERITAGE MUSEUM

Once is not enough. The exhibits change and are updated with new ones coming along constantly. The new B-24 (copy) of the sculpture at the Air Force Academy really looks great hanging from the ceiling in the 2nd Air Division area.

You are encouraged to promote our museum with all your friends and family. It is particularly important that the youth of today learn from the past. Let's not reinvent the wheel. Our nation would find it almost impossible to recover from a repeat of the events that led up to WWII. Remember Pearl Harbor and the gains of the Nazis in 1939, 1940, 1941. We still have a few Hitlers out there today that bear close watching. ■

In the Summer 1998 *Journal*, page 23, I wrote of the Thanet Allied Aircrew Memorial and the efforts of Arthur Pay and at least eight members of an Appeal Committee to fund payment for a memorial to be set up in front of the museum at RAF Manston. In the Fall *Journal* I made mention that I hadn't heard from Arthur Pay or anyone who might have contributed to the funding — I must admit that I was a bit hasty in judgement, for actually there wasn't really enough time to get an answer before my column was submitted. However, I'm happy to say that there is now more to tell.

I've received word that five 458th air crew members have sent their checks to the aircrew memorial, and a confirmation from the Appeal Committee. In this case, the aircraft and crew landed their shot-up aircraft safely at RAF Manston and were treated very well, hence their quick response with contributions.

The inspiration for the memorial came when Arthur Pay and some friends (all young boys at the time) witnessed crashes of two B-24 Liberators on Thanet, April 27, 1944, within an hour of each other. Committee members John T. Williams, who is also a prominent member of the Manston History Club, and Eric Appleton, who flew Liberators with the RAF in the East and Africa, added additional input.

The two Libs from the 2nd Air Division were from the 446th and 392nd Bomb Groups, returning from targets in occupied France.

The first aircraft, a B-24H #41-29543, 446th BG, 706th BS, with two engines on fire while attempting to land at Manston, crashed on the rocks at Foreness, Cliftonville. The pilot, Lt. Harold J. Larson, gave the bail-out order while over the water. Radio operator T/Sgt. Carl M. Smith and top turret gunner T/Sgt. Edward Hilgeman were able to leave the aircraft. They jumped into the sea without parachutes and were rescued by RAF Air Sea Rescue.

The second B-24H, #41-29509, 392nd BG, 578th BS, crashed into the Cliffs of Westgate, Margate, less than an hour later. Radio oper-

THANET ALLIED AIRCREW MEMORIAL

PART II

BY RICK ROKICKI (458TH)



ator Sgt. P.V. Kent was the only bail-out, but he was never found, and was listed as MIA.

The 446th BG crew members flying from Bungay were: Harold J. Larson, pilot, KIA; Claude C. Lamphere, copilot, KIA; George M.

Hafner, navigator, KIA; Clifford L. Denning, bombardier, KIA; W.L. Holt, right waist, KIA; Louis Bart, left waist, KIA; Orval B. Scott, tail, KIA; Carl M. Smith, radio, rescued by RAF ASR; and Edward Hilgemen, top turret, rescued by RAF ASR. Seventeen years after the crash, the dog tags of the navigator, George Hafner, were found.

The 392nd BG crew members flying from Wendling were: J. Weinheimer, pilot, injured; G.C. Marshall, copilot, injured; M.L. Gurwit, navigator, injured; R.R. Duffey, left waist, injured; J.A. Ross, bombardier, KIA; P.V. Kent, radio, KIA; C.L. Aughinborough, ball turret, KIA; N.P. Rich, top turret, KIA; B. Munford, tail, KIA; and B. Fink, right waist, KIA. This mission was the second of the day for the 392nd BG and both targets were marshalling yards in occupied France.

During my initial contact with Arthur Pay, his letter indicated that the fiery crashes of the two aircraft inspired the original concept of a memorial to all Allied airmen downed in the Thanet area. Arthur did not mention that the two aircraft that crashed were from the Second Air Division. It was only through the research by John Williams, Eric Appleton, Mr. Brackenborough of Margate, and John Archer that the entire story unfolded.

Arthur and Sonia Pay were honored to attend a garden party at Buckingham Palace recently in the presence of the Queen, Prince Philip, and other members of the Royal Family. The invitation was in recognition of their service to the community over the years.

The Thanet Allied Aircrew Memorial would be most happy to receive further donations from 2ADA members. As you can see, the inspiration came from the crashes of the 446th and 392nd aircraft returning from battle. A check in any amount should be made out to "Thanet Allied Aircrew Memorial" and sent to: Mr. Arthur Pay, Appeal Coordinator, Payton Heights, Green Lane, East Northdown, Margate, Kent, CT93UG, England. ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

EDITOR'S NOTE: With all the hard work at the Bronze B-24 dedication at the U.S. Air Force Academy — and the subsequent travel to Norwich for the 2ADA Executive Committee meeting — both Norma and Bill Beasley are "out to lunch" for this issue, as you can see in this picture.

NEWS OF THE 453RD (continued)

our hotel and driven to the Kings Head pub, hotel, and restaurant — a first experience of this type for both Mary and me. After I was able to quaff a half pint of apple cider in the bar area, where Pat enjoyed his "pint," we went into the dining room and enjoyed a platter of fish and chips all around! A notable evening!

On the morning of the Day of Remembrance, Pat picked us up again, taking us to Carlton Rode where we could see the wall plaque Pat had installed, and for which we reimbursed him. A picture of this memorial to the Rollins crew has appeared in a past issue of our Newsletter.

We then entered one side of the air base, passing the sites of the fuel dump, shooting butts, 735th hardstand area, 735th armament shop area, and the bomb dump. All of these were plain to Pat, but indiscernible for the most part to Mary and me. Next stop was the recently "commissioned" Old Buckenham Airfield. At the end of what was one of the 1,400 yard long cross runways, at the perimeter track, 800 meters of madacam topped runway have been created. The Touchdown Aero Centre Ltd has been created by **PAUL LAYZELL**, who obtained the properties from **JIM AVIS**. They proudly proclaim "55 years of flying at Old Buckenham." Under Jim Avis, this had served the Piper Pawnee crop dusters for the area. These operations are no longer a part of their agricultural program there.

Paul has created the Old Buckenham Aero Club, and a flying school, having had four students solo since last June. Hangars provide for "hangaring" of private aircraft, and repair facilities. Paul is hoping that he and Pat can create a display case in the club house where artifacts of our occupancy at Old Buck will be on display. Paul is a most capable, interesting fellow, and I'm certain he looks forward

to seeing and meeting those of you who will make it back in 2001.

Pat and Agnes had obtained a Day of Remembrance wreath to lay upon the 453rd airbase site memorial. This is the memorial that Jim Avis had erected at the field's edge. After placing the wreath, Pat took us to his home to meet his family, and partake of a delicious meal prepared for us by Agnes. She had been busy cooking while we were out gallivanting around!

Many of the old buildings at Old Buck are still standing, including the gym and some of the 735th ground crew living quarters. In 2001, we shall make it a top priority to have a tour of this part of the 453rd's old base.

We are indeed fortunate to have had Pat and Agnes to help us through the years.

Our 2ADA held a dinner for similar base contact folks. They comprise the group known as the "Friends." It was there that we met **ROY & THELMA WEST**. These lovely folks had purchased most of the parts of our Old Buck base that included many of the buildings we were most familiar with. With their acquisition, they also gained an interest in us of the 453rd and became one of our active base contacts, or "Friends." Roy said that many of the old buildings are still standing, including the gym, and some of the 735th ground crew living quarters that comprised the WAAF site in original base plans. In 2001, we shall make it a top priority to enlist the services of Roy to give us a tour of this part of the old base.

Roy said that a wrecking ball was used to break up the concrete of the base runways, after which the chunks were ground up and sold! An unexpected windfall!

You may recall the old cider "factory" in Attleborough near the railroad crossing. That

is to become a modern poultry processing plant. It will replace the plant that had been in operation on the site of the base Aero Club. Fire starting in stored plastics destroyed that plant.

I must mention how much I appreciated being able to meet and talk with **HILARY HAMMOND**. Primarily, we discussed the computer and online services for our new Memorial Library Wing. Hilary, is, in addition to being very affable and approachable, most knowledgeable. The 453rd Bomb Group Association

welcomes Hilary as the newest member of the Memorial Trust Board of Governors. A well chosen candidate!

Of course, behind every good man, there is a good woman, and **JILL**, Hilary's wife, is no exception. We hope to get to know her better as well. Both are to be thanked for the effort they made, along with **DAVID & JEAN HASTINGS**, to round us up at Gatwick and get us on the road to Norwich after our airport arrival. A major effort, and sacrifice on their parts indeed!

Without the assistance of the aforementioned, it would have been near impossible to pull off the program as planned and carried out. We all recognize and appreciate that fact.

Lastly, it's time to write those annual membership fee checks for 1999. Please remember to add a few bucks for the Jay Jeffries Memorial Fund when you write your check out for the 453rd BG Association. Also, don't forget to add a little more for the Memorial Library when you make your check out to the 2ADA.

Got to go help pull the props through! ■

392ND BOMB GROUP (continued)

wrong, we are not aware that our several hundred non-combat losses have been given any recognition on any roll in our Memorial. Further, since we have been briefed and given the schedule for completion of the library by the experts and "hands-on" people involved, there will be no further need for derogatory and pessimistic newspaper reports being circulated among our members. While some are meant in good faith, too often they are spun of ignorance with the implications that innocent good friends are trying to muddy the waters and spread discontent. We don't need that. "Don't worry about the mule going blind; just help load the wagon."

Back to 392nd BG business: It so happened that our visit to Wendling coincided with British Remembrance Day. Marjorie and Raymond Mackentish collected Oak and Maxine Mackey, and Denis and Hilary Duffield came for Elva and me. We were said to be the first American veterans who had attended the annual ceremony at our memorial obelisk. Regardless, it was an inspiring and much appreciated occasion. One has to be truly impressed when

about a hundred British of all ages turn out to pay tribute and remember us after all the years since the base at Wendling was closed. After the ceremony, we were invited to the assembly hall to have refreshments and visit with all who attended. We tried to visit with as many as possible to relay our appreciation; not only ours, but that of all those whom we represent. It was especially good to be able to visit with Jill and Tom Scott, their son and grandchildren. We never saw the obelisk and grounds looking better. It is amazing how well the new hedges and other plants have taken hold and grown to the point we observed. Tom and Jill assured us that they would take good care of our memorial as long as they lived, and then the son said he would do the same as well as pass the torch on to his children. One can't ask for more than that.

One or three other things in closing. We hope you will be able to join in the program being handled by our 2ADA Executive VP, Hap Chandler, in which our members will go to Savannah for a week to train and be guides for the visitors to the Heritage Museum. Could be a honeymoon; at least a vacation. Further,

we hope you will learn of the Florida Area 2AD Reunion January 23-25. Perhaps we will see you there. By all means, do all possible to attend our annual 2ADA convention in Austin, Texas over Memorial Day weekend. The more 392nd BG members we have attend, the more likely we are to be assigned one of the larger and nicer hospitality rooms. Most importantly, if you haven't paid your 2ADA dues by the time you read this, please do so at once. First, we can't afford to lose you. Secondly, I hate writing those infernal letters after Evelyn Cohen passes the names of non-payers to us. God forbid that you leave us in spite of all I've said, but if you must leave us, please drop a card of resignation. We must save postage and cut a lot of other expenses.

Good Heavens! We have just learned that our radio operator, and 2ADA member, Howard Haywood, has lost his wife, Helen. Those of you who knew her know we have lost one solid citizen and strong supporter. Despite our losses and grief, life will go on. Perhaps you had a most enjoyable holiday season which has helped put things in a more optimistic perspective. Bless you all! bomberb24@aol.com ■

Second Air Division Association

52nd Annual Convention - May 29 - June 1, 1999

HYATT REGENCY HOTEL, ON TOWN LAKE, 208 BARTON SPRINGS ROAD, AUSTIN, TEXAS
TELEPHONE (512) 477-1234

Schedule of Events

Friday, May 28

Registration & Early Bird Party - Complimentary Buffet & Drinks (coffee, tea, beer, sodas) - No Cash Bar

Saturday, May 29

Registration • Golf Tournament
Cocktail Party and Buffet Dinner
Awards Ceremony

Sunday, May 30

Buffet Breakfast • Tours
Cocktail Party & Group Dinners

Monday, May 31

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

Tuesday, June 1

Buffet Breakfast
Departure

Costs per person

The costs listed below are for the entire package (5/29 - 6/1) listed above, including hotel room for three nights. For special arrangements, call Evelyn Cohen, (215) 632-3992.

Single Occupancy..... \$550.00
Double Occupancy..... \$415.00 per person
Triple Occupancy..... \$390.00 per person
Quad Occupancy..... \$380.00 per person

Deposit with Reservations - \$50.00 per person - payment in full by April 10, 1999.

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

Directions to the Hyatt Regency Austin: From Interstate 35, exit west on Riverside, past Congress Avenue to Barton Springs Road. At Barton Springs Road, turn right and the entrance to the Hyatt Regency Austin will be on the left.

Cost of Extra Nights: Single and Double - \$85.00 per night plus tax. Triple - \$110.00 per night plus tax. Quad - \$135.00 per night plus tax. All extra nights and incidentals are to be paid directly to hotel upon check-out.

Non-Smoking Rooms: 382 Handicapped Rooms: 13

Parking: Self Parking - no charge. Valet Parking - \$8.00 per day.

Reservations: Cut off date is MAY 7th - after May 7th if space available.

Tours: See page 34 for information and reservation form.

Limo Service: We have a problem - they expect the new Austin airport to be open May 1st and there is no information at present regarding limo service. I hope to have this info when I confirm your reservation. If not, it is a short taxi ride to the hotel.

Golf Tournament: Our 18th annual will be held the morning of Saturday, May 29th. Details will be in the Spring Journal. We will also be sending golf registration forms to those who played last year. If interested, contact Kurt Warning, 2736A North Dayton, Chicago, IL 60614, phone (773) 549-3546.

CONVENTION RESERVATION FORM ON PAGE 34 

52nd Annual Convention - Reservation Form

Name _____ Group _____
 Spouse _____ Phone Number () _____
 Address _____
 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: Handicapped _____ King Bed _____ Double/Double _____
 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

Tours by Around Austin, Inc. - Sunday, May 30

Lyndon B. Johnson Ranch - 8:30 AM to 3:00 PM \$31.00 per person (minimum 40)
 8:30 - 10:00 Travel to Stonewall, Texas 12:45 - 1:45 Buffet Lunch (3 entrees, vegetable, dessert, full salad bar)
 10:00 - 10:30 Tour of Museum
 10:30 - 12:15 Tour of Ranch 1:45 - 3:00 Travel back to Austin
 12:15 - 12:45 Travel to Johnson City

LBJ Library, Lunch & Riverboat Cruise - 9:45 AM to 4:00 PM \$39.50 per person (minimum 50)
 9:45 - 10:15 Travel to LBJ Library 12:45 - 1:00 Travel to Riverboat
 10:15 - 11:15 Tour of Library 1:00 - 3:30 Riverboat Cruise
 11:30 - 12:30 Lunch at Mall Fast Food Center 3:30 Return to Hotel
 (not included in cost)

TOUR RESERVATION FORM — 2nd Air Division Association — Sunday, May 30, 1999

Name _____ Phone # _____

Trip 1 - LBJ RANCH No. of Persons _____ Check Enclosed: Total _____
 Trip 2 - LBJ LIBRARY No. of Persons _____ Check Enclosed: Total _____

Mail this form with your check to:
 AROUND AUSTIN, 5508 PARKCREST DRIVE #104, AUSTIN, TX 78731-4914
 TELEPHONE: (512) 371-9111

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

Oklahoma State Senate Resolution

ENROLLED SENATE
RESOLUTION NO. 47

By: Helton, Brown, Cain, Campbell, Capps, Dickerson, Douglass, Dunlap, Easley, Fair, Fisher, Ford, Gustafson, Haney, Harrison, Hendrick, Henry, Herbert, Hobson, Horner, Kerr, Laughlin, Leftwich, Littlefield, Long, Maddox, Martin, Mickle, Milacek, Monson, Morgan, Muegge, Price, Rabon, Roberts, Robinson, Rozell, Shurden, Smith, Snyder, Stipe, Taylor, Weedn, Wilcoxson, Wilkerson, Williams, Williamson, and Wright.

A Resolution recognizing and honoring the Mighty Eighth Air Force Heritage Museum and its invaluable contributions to the people of this nation; and directing distribution.

WHEREAS, our nation was conceived by brave individuals willing to sacrifice their personal safety and concerns to ensure this nation's freedom; and

WHEREAS, the Eighth Air Force has admirably served the United States since its inception 56 years ago in Savannah, Georgia; and

WHEREAS, this remarkable organization became the largest air force in the history of aviation, serving in World War II, the Korean War, the Vietnam War, and the Persian Gulf War; and

WHEREAS, in World War II, the Mighty Eighth Air Force played an integral role in the success of the invasion of Europe and defeat of Nazi Germany; and

WHEREAS, in the Korean War, Eighth Air Force personnel were assigned to combat operations under the operational control of the Far East Air Force (FEAF) that performed conventional strikes over North Korea; and

WHEREAS, in the Vietnam War, the Eighth Air Force was headquartered at Andersen Air Force Base on the island of Guam, providing B-52 bombing missions with refueling support by KC-135s throughout the combat theater; and

WHEREAS, in the Gulf War, the Eighth Air Force provided B-52 bombers, jet refueling aircraft, and high altitude reconnaissance aircraft, which played a major role in the Air Campaign of the Persian Gulf War; and

WHEREAS, today, the Eighth Air Force, headquartered at Barksdale AFB, Louisiana, continues its distinguished service as a unit of the Air Combat Command at Langley Air Force Base, Virginia; and

WHEREAS, since 1942, over one million Americans, many of them from Oklahoma, have served their country in the Eighth Air Force; and

WHEREAS, two of the Eighth Air Force's 17 Medal of Honor recipients were from Oklahoma. First Lieutenant Donald Joseph Gott, a native of Arnett, Oklahoma, was a pilot who was killed in action and Lieutenant Colonel Leon Robert Vance Jr. of Enid, Oklahoma, had Vance Air Force Base named in his honor; and

WHEREAS, one of the Eighth Air Force's many aces also was from Oklahoma. Major Robert S. Johnson, a native of Lawton, Oklahoma, had 28 kills as a P-47 pilot in the Eighth Air Force. Major Johnson was the second leading ace in the European Theater of Operations; and

WHEREAS, in honor of the over one million men and women who courageously served in the Eighth Air force, the Mighty Eighth Air Force Heritage Museum is a memorial and monument to those men and women who did not return from war and to the survivors who continue to make their selfless contributions to our great nation; and

WHEREAS, the Heritage Museum includes attractions such as the Memorial Gardens, the Wall of Valor and fourteen large free-standing monuments; and

WHEREAS, the Mighty Eighth Air Force Museum is recognized as a national treasure that is essential in educating our young people.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE 2ND SESSION OF THE 46TH OKLAHOMA LEGISLATURE:

THAT the Oklahoma State Senate recognizes and honors the Mighty Eighth Air Force Heritage Museum and its invaluable contributions to the people of this nation.

THAT a copy of this resolution be distributed to the Mighty Eighth Air Force Heritage Museum.

Adopted by the Senate the 4th day of February, 1998.

THE LOST SQUADRON



MUSEUM

LOCATED AT THE AIRPORT IN
MIDDLESBORO, KENTUCKY
JUST OFF U.S. 25E AT
HISTORIC CUMBERLAND GAP.
OPEN DAILY 8-5

THE LOST SQUADRON
P.O. BOX 775
MIDDLESBORO, KY 40965
(606) 248-1149

NOVEMBER MEETING IN NORWICH (continued)

The British-American audience was also pleased to witness:

- Presentation by Geoff Gregory to Hilary Hammond of an American Eagle figurine in appreciation for his years of efforts on our behalf.
- Presentations by Bud Koorndyk to former Governors Chairman Tom Eaton and recently retired Alfred Jenner for his quarter century of service on the Board.
- Presentation by Chuck Walker of a stained glass plaque to Linda Berube, recently retired 2ADA/Fulbright Librarian, after two years of outstanding accomplishments.

Needless to say we were delighted to have the spouses of most of the above mentioned individuals, and we send them a special salute for their assistance to us over the years.

On a personal basis, I was delighted to have been able to make the trip, and once again I returned further convinced that I feel blessed with the friends I have made as a result of my efforts with the Association, and with the Memorial. I am most grateful to you all. ■



To the editor:

I'm trying to acquire any information on my father, Lt. Donald H. Smith (Smitty), 445th Bomb Group, 701st Squadron. I know he was a lead pilot on certain missions and also one of the few planes that returned from the Kassel raid in September of 1944. Don passed away in December, 1966 so his military records, etc. were lost. I am hoping to put together a scrapbook of pictures and stories that people can remember of their experiences with him and also a complete history of all his missions. I am willing to reimburse everyone for their time and for the cost of copies, reprints, etc. of their photos. Your help would be greatly appreciated.

David P. Smith
3805 South 1300 East
Salt Lake City, Utah 84106
Tel. (801) 273-0083



Lt. Donald H. Smith (Smitty), 445th BG

To the editor:

To what bomb group and squadron was lead pilot Bob Beaman assigned? (One of his gunners was Henry "Bill" Harris.)

Vincent S. Cahill Jr. (491st)
975 Jolanda Circle
Venice, FL 34292
Tel. (941) 488-2199



THE POST OFFICE REPLIES!

The following letter from the U.S. Postal Service was received by Robert N. Boyle (489th) in reply to the exclusion of the B-24 from its "Classic American Aircraft" stamp set:

Thank you for your recent letter concerning the exclusion of B-24 Liberator aircraft from the "Classic American Aircraft" stamps issued in 1997.

Your list of facts concerning the B-24 is indeed impressive. But, as you can imagine, it was a difficult decision which subjects to include in the pane. With only 20 subjects for the pane, and far more than 20 worthy subjects, some had to be left out. The choice was made by our expert consultant, Mr. Walter Boyne, the former director of the National Air and Space Museum, and author of numerous aviation books.

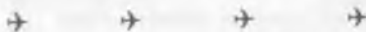
At present, there are no plans to issue additional airplanes as we did in 1997. Each year the Postal Service receives in excess of 40,000 subjects. From that group our Citizens' Stamp Advisory Committee selects an average of 25 to 30 subjects for its annual program. If you wish to have the committee consider the B-24 as a single subject, you are welcome to submit it as a subject for consideration. Please send your suggestion to the following address:

Citizens' Stamp Advisory Committee
Room 4474E
United States Postal Service
475 L'Enfant Plaza SW
Washington, DC 20260-2437

Thank you for your interest in our stamp program.

James C. Tolbert, Jr.
Manager, Stamp Development
United States Postal Service

Editor's Note: Now you know — If you read my editorial in the Spring '98 Journal, you know what's coming next. See petition on back cover.

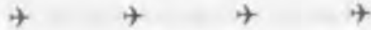


To the editor:

During WWII, I was sent to school at an English military base near Blackpool, England, twice! What a town even then. Just full of English women in uniform on "holiday"! It defies description! Luckily, I was called back to the base the second time before I could get into trouble!

I did not equate the tower I saw in Blackpool with the Eiffel Tower back then, having never been in Paris. But the photo you ran of the "mystery town" in the Summer issue of the *Journal* resembles the Blackpool I shall never forget!

Willie Wilson (453rd)
18951 Castlebay Lane
Northridge, CA 91326-1003



ATTENTION GOLFERS

The 18th Annual Golf Tournament of the 2nd Air Division Association will be held the morning of Saturday, May 29, 1999, in conjunction with the 2ADA convention in Austin, Texas. Further details will be in the Spring Journal. We will be sending golf registration forms to those who played last year. Anyone interested, please contact:

Kurt Warning
2736A North Dayton
Chicago, IL 60614
Tel. 773-549-3546

Crew Members

"Unexpectedly" Reunited



Crew members George Shaw (L), tail gunner, and Lawrence A. Williams, bombardier, were "unexpectedly" reunited for the first time in 54 years at the 50th anniversary convention of the 2ADA held in Oak Brook, IL, May 23-26, 1998. Shaw and Williams served from April - September 1944 with the 93rd Bomb Group at Hardwick. Photo submitted by L. Williams, 49 Cottage Street, Fredonia, NY 14063.

To the editor:

I am a 2nd Air Division Association associate member, searching for identification and information about the units which strafed and bombed: (1) the rail station of Châteauroux (central France) on 17 August 1944 (PM); and (2) a road between Châteauroux, Issoudun and Bourges. It was probably a P-38 unit (?) which successfully destroyed elements of a German army (General Elster) at the end of August and beginning of September 1944.

These strafings and bombings, plus attacks from French resistance, forced the Germans to surrender on 10 and 16 September 1944. This was the strongest German force to surrender in the western front: 20,000 soldiers!

Thanking you in anticipation,
Philippe Canonne
2, rue Assolant
41 000 Blois
FRANCE



To the editor:

Enclosed is a picture of the Tennessee Senate Resolution recognizing and honoring the Mighty 8th Air Force Heritage Museum being presented to Derrel Westbury, curator of the museum. Westbury is shown holding the State of Tennessee Senate Joint Resolution No. 220. Senator "Rusty" Crowe, son of John Crowe, pilot in the 852nd Squadron, 491st BG, was responsible for the adoption of this resolution on May 7, 1997 by the Tennessee Senate. Oklahoma adopted a similar resolution (*please see page 35*).

F.C. "Hap" Chandler (491st)
18 Willow Glen
Atlanta, GA 30342-2023

→ → → →

To the editor:

I would like to locate some of the G.I.s in this wedding photo. I believe the groom's name was Layton, 458th BG, 753rd BS. I am the one next to the bride's mom. Would like to hear from you . . . thanks!

Freddie Broshack (458th)
1945 Colonia Pl. #3
Camarillo, CA 93010-7814

→ → → →

To the editor:

I was born in the Netherlands in 1921 and was 18 years old when the war started. I had been drafted to the Dutch army, but before my service call came, peaceful Holland had been invaded by the Nazis and had surrendered when they bombed the heart out of Rotterdam in May 1940 and killed thousands of innocent citizens. A monstrous attack.

The Dutch Civil Service personnel were rumored to be drafted for a forced labour army, to do duty in Germany. So I quit my government military career, my salary and all accumulated benefits and went into hiding for five years. Unbelievably, I survived the countless man hunts. The Germans would cordon off sections of our town and other towns with their trucks and require all men between 16 and 65 to stand in front of their houses to be picked up (like garbage collection) to be shipped to Germany. There were virtually no men in the streets. They defied the German masters. The Germans searched house to house, shooting through hiding spaces, such as under floor crawling spaces. We made it with six boys who were in there, not daring to breathe or cough.

The invincible Nazis occupied one country after another, cleansing it from Jews, gypsies, prisoners, mentally ill, Communists, Socialists and any other opponents. For years the glory of their war machine was a daily diet, in the newspapers and on the Nazi-state radio, compliments of Goebbels. England was on its last legs against these overwhelming



Left to right: Bill Getz, Marion Turnipseed, Charlie Souter, Derrel Westbury, Senator "Rusty" Crowe, John Crowe.



Freddie Broshack would like to locate any of the people in this old wedding picture.

superforces. Who would dare challenge them?

America did! D-Day was a historical feat as never before staged in history, on June 6, 1944.

The free Polish, Dutch, French and others joined the American and other Allied forces in the defeat of this most inhumane system ever to exist on earth. While all fighting men did their share in the ground battles, the Navy convoys, the Merchant Marines and supporting services at home, in Europe, and all over the globe, the Air Forces played a major part everywhere. Protecting the convoys of arms and food across the forbidding Atlantic, flying everyone and everything to Europe, and conducting bomb raids through intense mortal dangers, fire and flak. The drone of those thousands of giant bombers, 8th AF and RAF, for hours and hours and all through the day and night was music to our ears and to all those who were oppressed, hunted, persecuted, enslaved and starved.

The Dutch have an enduring gratitude for the sacrifices made by their American friends — thousands of whom lay buried in Dutch soil — who paid the supreme sacrifice for our liberation.

This story is another testimonial of a survivor from the occupied territories of Europe. I hope you will find it of interest and deserving to be shared with others, who did "just their job."

Since 1951 we have lived in Canada, and we have wintered in Bradenton, Florida for the past twenty years.

Theodore J. Smeenk
Park Royal Estates
614-1066 Commissioners Rd., W.
London, Ont. N6K1C3

→ → → →

NEWS FROM BELGIUM

Editor's Note: News from a letter from our Belgian friend LUC DEWEZ is reported in the 392nd and 466th Bomb Group reports (pages 18 and 10, respectively). Luc is progressing with his chemotherapy and radiation treatments — and on a happy note, he and Sophie became the proud parents of a baby girl, Marie, on September 12. ■

To the editor:

I assume you know about the 389th memorial in the village church of Carleton Rode. I made and the 389th donated two white oak tables, and we gave \$1500, the 453rd gave \$1000, to obtain new bells for the church. In any case, an old church in Norwich, St. Augustine's, gave them three of their bells and they had three new ones cast. One of the bells (*see photo at right*) has the inscription "THANK YOU U.S.A. 389 AND 453 BOMB GROUPS WORLD WAR 2." The six ringers were tolled for the first time on August 12.

Earl Zimmerman (389th)

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To the editor:

The Spring 1998 issue included an article by Ira Wells, "I Was The Best Cotter Pin Puller . . ." It prompted me to recall my most remembered mission. This is not an attempt at "can you top this," but rather to relate how a routine job can become a "sweat" and a potentially dangerous situation.

As the armourer-gunner of the crew, one of my duties was to "arm" the bombs by removing the fuse cotter pins and to insert the arming wires from the bomb rack into the hole from which I had removed the cotter pin. As most of us know, the cotter pin and/or arming wire kept the propeller from turning and arming the bomb. This was done after the group had formed and we were on our way to Germany climbing to our assigned altitude. The cotter pins were the pilot's "proof" that the bombs were live when they left the bomb bay.

Everything started off routinely. I collected my pins, returned to the right waist ready for the long trip to the target and back. Shortly, the pilot called me to tell me that the mission was "scrubbed" because of adverse weather over the I.P. and target area. The pins had to go back in! So, once again, I was in the bomb bay, replacing the wires with the pins. Back in the waist again, I noticed that we had not made a turn and were still headed toward Germany. Before long, I received yet another call from the pilot — that's right — take the pins out and insert the wires — the weather is now reported to be improving. Keep in mind we are still climbing and soon would be at oxygen altitude. By now the pins are becoming more difficult to remove, as they are bent. Finally, I had the pins "out" and the wires "in." I don't recall just how long I had been back at my right waist position (as exasperation was setting in) when the pilot called still again! The weather had changed, *again*, for the worse and the mission was called off *again*. The wires had to be replaced and the pins inserted; and he added that I should hurry, as we were passing through 10,000' altitude!!



Off came the gloves for the fourth time. As one might imagine, the pins are really bent; my fingers are cold; I can feel the need for some oxygen; and I am starting to sweat. I do not remember the type of bomb load exactly, but since we were after airfields there were many smaller bombs and the bomb bay was packed. Everything started to go wrong! The bent pins would not go into their little holes, and in attempting to force them, two were dropped on the bomb bay doors. To try to retrieve the pins, I let go of the propeller, which started to turn. I knew I had to do something, and quickly! (I knew later that I could have/should have replaced the wire.) I stepped out on the bomb bay doors, a serious no-no, retrieved the pins, and by sheer force of will and two bloody fingers, inserted all the pins. I lurched into the right waist, grabbed my oxygen mask, plugged in my heated suit, put on my gloves, and sat down on the floor.

Back in the bomb bay, I would have given a month's pay for a \$3.00 pair of Sears pliers. We returned to base without any further incidents. The debriefing was short, but painful. No mission credit. Just another fun-packed airplane ride!!

Alan Senior (446th)
610 Salerno Street
Sugar Land, TX 77478

Editor's Note: You boys in the 446th sure had fun in combat!

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To the editor:

I have misplaced the address of the person inquiring about a B-24 from the 93rd BG named "Doity Boid." If you are that person — have picture, will share.

Bert F. Alexander (93rd)
7037 Hwy 26
Mokelumne Hill, CA 95245
Tel. (209) 286-1580
E-mail: lxmokel@jps.net

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To the editor:

At the end of last year I finished compiling the catalogue for the photographs, diaries, orders and other wartime documents in the 2nd Air Division Memorial Library's Archive Collection. There are about 1300 individual deposits in this collection. The Archive will be a valuable source of information on the 2nd Air Division for future researchers, relatives, and local people.

If anyone wants to know whether we have information in this collection on a specific event or individual, I would be glad to check the Archive for them. I am doing research for historians in Holland and England (mostly on crashes and accidents) and I would be very willing to help 2ADA members who are seeking information.

I am also recording information on 2AD men for the databank in the Mighty Eighth Heritage Museum in Savannah. I work closely with Mary Beth Barnard, Director of History and Archives at the museum. Their goal is to have an entry in their files for every man who served with the 8th Air Force. This is an enormous task which will take many years, but I decided that I would like to do my best to see that 2nd Air Division men are listed. Since about 70,000 men served with the 2nd Air Division from 1942-1945, this project should keep me busy for a while.

Let me know if you or your relatives plan to come to Norwich. I should be happy to drive you around the countryside.

Phyllis DuBois
22 Hungate Street
Aylsham, Norwich NR11 6AA
e-mail: dubois@netmatters.co.uk

Editor's Note: We recommend that all 2ADA members first use the established official channels at the 2nd Air Division Memorial Library for information on base and local contacts, to avoid confusion and duplication of effort.

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To the editor:

I recently attended a function at the Waldorf-Astoria Hotel in New York, NY. The guest speaker was Margaret Thatcher. In the reception line I displayed my Second Air Division, 8th Air Force history book with a picture of a 93rd BG B-24. I mentioned that I flew 37 bombing missions over Europe from her Hardwick Station. I left the book with Hans Sennholz, a pilot of the 3rd Group, 2nd Bomber Wing of the Luftwaffe — ME 109. The book came back with both big autographs — two birds with one stone — a treasure forever.

William L. Orient (93rd)

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To the editor:

Here are two pictures — one is of our crew reunion on November 11, 1996 in Birmingham, Alabama, and the other was taken in Casper, Wyoming before going overseas in 1943 where we received Crew of the Week award.

Of the original ten crew members, four are deceased and one is unaccounted for. If it weren't for the *2ADA Journal*, we would not ever have gotten together. Dick Bateman got my name from the *Journal* and researched all the other names.

The two-day reunion with wives (who we *made* go shopping) was really great after 50-plus years. It was filled with many stories and memories; what one person forgot, the others remembered.

Robert A. Henn (458th)
110 Outrigger Road
New Bern, NC 28562

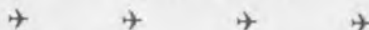


To the editor:

The outstanding article "A Viking in the 8th Air Force" by Major Kenneth L. Driscoll gave a superb account of one of the aviation greats, Colonel Bernt Balchen, USAF (Ret.) As I am assisting Mrs. Balchen in an effort to get belated recognition for his WWII exploits, I make the following request.

Would anyone who served with the pioneer Transatlantic, Arctic and Antarctic, WWII hero and pilot Colonel Bernt Balchen, and who knows of his Greenland Air Rescue flying, his O.S.S. exploits in Sweden and Norway, and of his recommendation for the Congressional Medal of Honor, please contact me as follows:

Colonel William B. Taylor
3209 North Columbus Street
Arlington, VA 22207
Tel. (703) 536-6908
Fax (703) 536-6970



To the editor:

Does anyone out there have a set of B-24 manuals they no longer need or want? A historian, researching the Second Air Division, would like a set for reference. Please contact:

Robert Hanson (453rd)
12876 Main Street
Osseo, WI 54758
Tel. (715) 983-5781



2ND AIR DIVISION
MEMORIAL LIBRARY WEB SITE
www.ecn.co.uk/memorial
2AD HERITAGE LEAGUE
www.primenet.com/~hl-2ada
B-24 VETERANS WEB SITE
www.mach3ww.com/B24



At Casper, Wyoming, 1943. Standing, left to right: Joe Kraus, Jim Winslow, Leroy Fischer, Van Taylor, Oscar Gaff, Bern Lehmann. Kneeling, left to right: Jim Allison, Tex Wilburn, Bob Henn, and Dick Bateman.



At Birmingham, Alabama, 1996. Left to right: Dick Bateman, Leroy Fischer, Bern Lehmann, Bob Henn, and Van Taylor.

To the editor:

In reference to "Fightin' Sam" remarks in the article written by J. Fred Thomas in the Winter 1997 *Journal* ("Who ever heard of 'Fightin' Sam'") — I have heard of "Fightin' Sam."

As a cadre member who helped form the 389th Bomb Group, I was assigned as crew chief of "Fightin' Sam" at that time. "Fightin' Sam" was given to our bomb group with other brand new bombers when we went overseas from Colorado's Lowry Field.

The "emaciated caricature" to which Mr. Thomas refers was actually a picture of Uncle Sam with a black eye (in reference to Pearl Harbor). Uncle Sam, as depicted in the nose art of "Fightin' Sam," was rolling up his sleeve getting ready to fight back.

In reference to the further comments by Mr. Thomas in the Summer 1998 *Journal*, unlike what Mr. Thomas purported, there is no history of the plane ever going down in a col-

lision, nor aborting a mission. The "Fightin' Sam" and I were with the 389th Bomb Group for the whole war.

Colonel Tom Conroy was the first pilot of "Fightin' Sam," and there were other crews after his. In reference to Val Conroy's letter which appeared in the "Mail Bag" section of the Spring 1998 newsletter of the 389th BG, I would like to corroborate the plane's involvement in the Ploesti oil raid of August 1, 1943.

You can find pictures of "Fightin' Sam" on the cover of and inside *Four Miles High*, as well as inside *Liberator, America's Global Bomber* by Alwyn T. Lloyd (just to name a couple).

Best wishes to the "Fightin' Sam" community out there.

John "Pete" Petrocelli (389th)
218 Hudson Avenue
Altoona, PA 16602-4916



Liberator Stamp Petition

The accompanying letter has been developed as a sample to assist 2ADA members and other interested persons in the continuous endeavor to convince the Post Office to publish a B-24 stamp. After your signature, etc., the letter should be mailed to the addressee, or, write a letter in your own words and mail. If possible, write a letter *every week*. Be persistent (but nice) and don't be discouraged if you get no reply. In this effort, we are informed that the quantity of our letters means a great deal. Our cohesion of purpose is so indicated to the committee. Be sure to include on the letter your return address and the date. Air/ground crew position and group may be included, if desired. Direct questions to your stamp committee, C.N. "Bud" Chamberlain, Chairman, 21055 George Brown Ave., Riverside, CA 92518. Questions may also be directed to William Hendrix, Jr., 2467 N. Vinegate Circle, Wichita, KS 67226-3649 (committee alternate).

P.S. Some heartfelt prayers couldn't hurt!

ADDRESS PETITION LETTERS TO:
Dr. Virginia Noelke, Chairperson
Citizens Stamp Advisory Committee
Room 4474E
475 L'Enfant Plaza S.W.
Washington, DC 20260-2437



SECOND AIR DIVISION ASSOCIATION

Dear Dr. Noelke:

As members of the 2nd Air Division Association of the Mighty 8th Air Force [or other supporting activity], we respectfully request your support for the approval and issue of a "B-24 Liberator" postage stamp.

The year 1999 marks the 60th anniversary of the B-24 bomber. From first flight in 1939 through World War II and beyond, the B-24 served more roles and countries than any other bomber. More than 19,000 B-24s, and variants, were built. Today, less than twelve B-24s exist — only two still fly.

In our considered opinion, the B-24 has never been recognized for its role in defending world freedom. The hundreds of men who were killed in war in the Liberators have never been honored as they should have been long ago.

We seek nothing special or unusual, only equality and fairness. We recognize and understand the rules and procedures for suggesting stamps. However, most of our WWII veterans no longer have long life ahead. Our average age is 77. Also, many of us have been writing the stamp committee for almost two years — with no success. Accordingly, Dr. Noelke, we solicit your understanding and compassion. It seems to us that the year 2000 holds much promise for our country. There can be no better time for a commemorative stamp issue of our beloved B-24 Liberator! And, no better time to make a lot of old men happy at last.

Sincerely Yours,

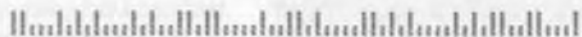
2nd Air Division Veteran



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



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CHANGE OF ADDRESS?
Address changes should be sent to:
Evelyn Cohen
6410 Delaire Landing Road
Philadelphia, PA 19114-4157