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One Last Look at Wartime Norwich



"THE MARKET PLACE" IN NORWICH, CIRCA 1944

Sometime during the warmer days of 1944, permission was obtained from Inspector Testor, Norwich City Police, to take this photograph from the roof of City Hall. The Market Place and its surrounding buildings, together with the mixture of natives and military personnel, were pretty much typical of those days, remembered by all who served in the "Mighty Eighth." Probably the most remembered places here would be The Princess Café & Restaurant, and J.L. Lyons & Co., Ltd.

Some 55 years later, one might naturally wonder perhaps what has happened to Public Shelter 254 (capacity 30 persons), the 5,000 gallon storage tanks, the above ground water mains (painted black and white) . . . and all the military scattered in and about The Market Place! *Ed. Note: Can you locate the tanks and the public shelter?* ■

B/2222

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JOURNAL



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KEEPING IN FOCUS

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

Being your president during the 1998-1999 term has been exciting. As I gained experience and learned more about the Association during this time, I have been very keenly aware that there were stated purposes in our *Handbook* with regard to where we have been and where we are going. A navigational chart was provided to plot our way. Every crew member on a "heavy bomber" was essential, especially when in enemy territory... but when an air crew was lost in terms of location and needed a direction to get home, the navigator was indispensable. There was no "global positioning system" back then; we needed the skills of this man up in the nose of the aircraft.

The early members of the Second Air Division were very specific and had great insight when they wrote the guidelines (the *Handbook*) for us to follow. If you will, they had a vision and looked in three directions, to the past, the present, and the future. Many of our members have not had access to the *Handbook*; therefore, I wish to spell out the four goals of our organization. They are to: (1) perpetuate friendships made in the Eighth Air Force during our service together (past), (2) advocate and support an effective military establishment (present), (3) support the Memorial Trust (past, present, future), and (4) undertake other activities deemed appropriate by the membership (present, future).

We hold our annual conventions and regional and group meetings, all of which are attended with great enthusiasm. Even after fifty years, it is exciting to see individual crews get together for the first time since WWII days in England and renew friendships. Pictures, memorabilia, diaries, and letters are examined with enthusiasm. More often than not, fellows were on the same base; ate together, flew missions together, were frightened and faced death together on the same combat missions and yet were total strangers. If friendships did not exist before, they are strong bonds now.

Our weapons of war were state-of-the-art back then. The B-24 Liberator was the largest American aircraft in the European Theater — it flew faster, further, and carried the greatest armament load — yet is "primitive" in comparison to today's Mach+ aircraft. But we were part of the evolution of the Air Force of today. Many of our men and women chose the military as careers and played a vital part in supporting the military. And, many of us have reproduced ourselves in the Air Force. Our children and grandchildren are following in giving support to an effective military establishment.

We have supported the Memorial Library over the years. We are and will continue to stand by this magnificent, one-of-a-kind memorial dedicated to the memory of all our comrades who fell in battle. The 2ADA is fortunate to have loyal and dedicated Governors who manage the Trust fund and oversee the operation of the Memorial Library. There is the Fulbright Foundation which understands the goals of the Memorial Library and also manages our financial assets which are invested for the purpose of sponsoring the 2nd Air Division Association Fulbright Librarian. And we have our wonderful "friends" who are just that... friends who maintain the memorial sites on the numerous old bases, and most of all, stand by us as guides when we return.

Provision was made in the bylaws for future activities not foreseen. Who would have dreamed of a bronze 1/6 scale model of our B-24 and the thrill of having it "fly" in the Honor Court of the Air Force Academy? The establishment of the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia, a recent dream and now a wonderful reality, not only depicts life during the war years in Europe but is an educational tool teaching the "legacy of values" we treasure and honor in our generation. Originally, the Association did not dream of involving our "children" in the organization, but now they are a vital part, fulfilling their role in continuing our Second Air Division legacy as the Heritage League. Technology during our wartime service was limited, but now, the so-called "information superhighway" gives us access to data from just about anywhere in the world. We have innovative databases being developed and implemented which, when completed, will give families and researchers complete information about bomb groups, personnel, the bases they flew from, the targets, bombing results, pictures, sound bytes of the veterans telling their stories, and other interesting and comparative data. Who would have thought a few years ago of these possibilities and who would have been creative and visionary enough to think about the future? These are just a part of the vision, "to undertake other activities deemed appropriate by the membership."

We have been living very productive years across the decades. What we have done collectively really matters. And what you and I are doing right now really matters. Life is more than a few years spent on self-indulgence or career advancement. It is a privilege, a responsibility, and a stewardship to be met. What we have done is commendable, but what we are doing now is awesome. The past is like a cancelled check; the future is a promissory note. We have the present, this moment, this day. Enjoy! ■



President Wassom hospitalized

REPORT BY F.C. "HAP" CHANDLER
2ADA EXECUTIVE VICE PRESIDENT

The last weekend in April, I joined Earl and Cynthia Wassom in Savannah, GA. Earl, a trustee of the 8th Air Force Museum Board, attended a board meeting on Friday. I attended a noon luncheon honoring General Buck Shuler for his accomplishments in bringing the museum to fruition. 250 other 8AFers were there, including the Wassoms. It was a rewarding

(continued on page 4)

SECOND AIR DIVISION ASSOCIATION



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

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

Please submit all material for publication to the editor by the 15th of 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. ■

Executive Vice President's Message

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

CHANGE OF COMMAND

Earl Wassom's term as president will have ended about the time you receive this *Journal*. Earl has done a marvelous job of bringing our disparate group together. His cheerful demeanor, professionalism and accomplishments during his all-too-short tenure reflect great credit upon him and his helpmate Cindy.

I salute him for his significant contributions with the earnest hope that he will continue to play a large role in the affairs of our Second Air Division Association!

JIMMY STEWART TRIBUTE

Our most famous B-24 pilot is remembered by most as a Hollywood icon, but by us as a key member of our 445th and 453rd Bomb Groups and of the 2nd Bomb Wing. Jimmy Stewart's career in the Second Air Division was truly outstanding. In recognition of his wartime service, a bust was commissioned for permanent display in the 8th Air Force Heritage Museum. It will become a permanent part of the 2nd Air Division wall in the combat gallery of the museum.

We fortunately obtained the services of Penny Call-Morris, sculptor of Hub Zemke, commander of the 56th Fighter Group, and of George Preddy, the 352nd Group's leading ace, tragically killed in the Battle of the Bulge. Preddy's sculpture is on permanent display at the airport in his hometown of Greensboro, North Carolina, while Zemke's is displayed in the 8th AF Heritage Museum.

Interviewed by the *Panama City News Herald* in regard to her commission to do Stewart, she remarked, "I've always liked Stewart; he had such a nice, easy-going style." She researched Jimmy's military career and found photos of him in uniform. "With enough pictures I could



BRIG. GENERAL JAMES STEWART
Squadron Commander, 445th BG
Operations Officer, 453rd BG
Commander, 2nd Bomb Wing

get a three-dimensional image." Asked "When do you think it's finished?" "When it starts to talk to you," Morris replied.

MUSEUM VOLUNTEERS

Due to knee replacement surgery, followed three weeks later by repairs to my back, I was unable to complete my January and February itinerary outlined in the last *Journal*. However,

our good friends Bill and Dottie Eagleson reported that the museum continues to improve with each visit. They were joined by Wiley Noble, longtime secretary of the 3rd Strategic Air Depot. Wiley presented a huge collection of B-24 nose art to Mary Beth Barnard, museum archivist, for permanent storage and display. (See related article on page 20.) Wiley was amazed "as to how the museum preserves all photographs and historical records with acid-free paper, always handling these while wearing white cotton gloves so as not to cause disintegration of the artifacts." Because of this collection, many visiting the museum will be able to view their World War II plane on a large screen. Thus will our Second Air Division aircraft be preserved for posterity.

A letter just arrived from Joe and Anne Bonanno (392nd BG) concerning their recent volunteer week at the museum. Anne did her stint in the gift shop while Joe conducted briefings. "We enjoyed all the regular volunteers and employees, and above all, the many visitors and their questions and enthusiasm about the museum. The museum more than met our expectations, and we still talk about it to our friends and pen pals Mick and Joan Sargent, English friends of Dennis Duffield (392nd historian). Volunteer participation was a great idea . . . and will surely take hold in the coming months."

AUSTIN REUNION

This concludes my term as your Executive Vice President. It has been a busy year, filled with Second Air Division activities. The enthusiasm and comradeship of so many of you has been an inspiration. We look forward to seeing old friends and meeting "friends we've not yet met" in Austin. ■

WASSOM HOSPITALIZED (continued)

day, despite inclement weather.

Earl and I had an extended conversation Friday night concerning plans for the "Year of the Museum," our theme for 1999-2000. He was in excellent spirits, and we both were looking forward to spending time with the museum staff on Saturday.

Saturday morning, at seven AM, I received a call from Cynthia asking me to come to their room as Earl was ill. I arrived just after the emergency medical team. At that time Earl was unable to stand without fainting. After examination, he was taken by ambulance to St. Joseph's Hospital in Savannah. He was diagnosed with a blood clot which had lodged in his lungs.

He immediately entered treatment, and, as of this letter, was resting in relative comfort under medical supervision for his illness. He was to be hospitalized in Savannah for a week, and then under treatment in Bowling Green, Kentucky, his home, for an extended period.

We are all grateful for the quick response of the Chatham County Emergency Medical Service, whose prompt professional response to this life threatening emergency was responsible for ameliorating a very serious situation.

As of this writing Earl will not be able to attend the Austin reunion where he would complete his outstanding year as our president. Latest report is that he is improving but that he will not be able to travel for three to six months. ■

France Offers Normandy Service Medal

A special medal, the Jubilee of Liberty, commemorating the 50th anniversary of D-Day, has been created by the Regional Council of Lower Normandy. Designed and minted in Paris, this gold medal features an engraving of the torch from the Statue of Liberty on one side and a map of Normandy with the D-Day invasion beaches and flags of the Allied nations on its other side. To qualify for the medal, you must have served in Normandy between 6 June and mid-September 1944. To request one, send a copy of your military records verifying such service to: Association Debarquement et Bataille de Normandie 1944, Abbaye aux Dames, Place Reine Mathilde, B.P. 311, 14015 Caen Cedex, France. You may also send a FAX request to 011-33-231 95-1281. ■

THE EDITOR'S COMMENTS

BY RAY PYTEL (445TH)

With the article in this issue about Jimmy Stewart by Abe Wilen, the photo of the bust of Stewart at Savannah in "Hap" Chandler's article, and a comment by Al Asch about the "Stewart Award," I suspect that we will be deluged again with various articles on the antics of Jimmy Stewart during his military and civilian careers.

Please keep in mind that we cannot print your submission immediately, unless we make this publication strictly "The Life and Lore of Jimmy Stewart" for many issues to come. Please be patient, and if the Editorial "Bored" (i.e., Pytel) decides your submission is "worthy," then it will appear in a future *Journal*, "when you least expect it." We still have a nice stack of articles to consider.

Several letters came in saying I should "take it easy" on the good "old curmudgeon" Andy Rooney, because of his age. Being middle-aged (someplace in the middle between 50 and 100) I will defer to his age! No more Mr. Rough Guy, Andy — but I still think you are full of it on the B-17. Most statistics don't bear out any significance in losses between the two heavies, but as the old postmaster said, "To each his zone."

Following is a part of my Spring column which was left out due to space considerations. I hope you have stayed healthy that much longer — and now, as the Navy says, "Hear This!"

Last month, *Science News* reported on a new type of gene therapy that appears to halt the age-related loss of muscle tissue, at least in mice. In humans, the loss can amount to 30% of a person's muscle tissue between their 30s and 70s.

So far, the only "therapy" that can slow down the loss is strength training.

However, the *Science News* article reported on researchers from the University of Pennsylvania School of Medicine who have inserted DNA for a hormonelike substance known as insulin growth factor 1 (IGF-1), in a virus, which was then injected into the right legs of young, middle-aged and old mice, which were kept sedentary for up to nine months.

There was roughly 15% more muscle mass and strength in the right leg in the younger mice. In the older mice, the effect was even more pronounced: 19% more mass and 27% more strength in the treated leg. The results were startling, if you like strong mice!

A few weeks earlier, another group of researchers at the University of Mississippi said that a new type of fat-burning drugs could revolutionize the treatment of obesity in humans by producing a metabolic effect similar to exercise.

The drugs have been shown to break down fat and expend energy by mimicking the effects of the hormones epinephrine and norepinephrine, two hormones that prepare the body for strenuous exercise.

A pill form of the drugs could be on the



Ray Pytel (left) "In the Best of Company" with Dave and Joan Patterson at the U.S. Air Force Academy, Colorado Springs, September 1998.



market in 10 years, Dennis Feller, chairman and professor of pharmacology at the university's School of Pharmacy, said in a statement.

In another development last August, researchers at the University of Texas Southwestern Medical Center at Dallas said they have discovered a genetic switch that tells muscles how to behave.

The scientists found a molecular pathway that tells muscle fiber to be either the so-called fast-twitch strength muscle found in weight lifters and sprinters or the slow-twitch endurance muscle found in aerobic exercisers such as distance runners.

"When people go jogging, molecular events happen in the muscle they are exercising that both enhance their capability to exercise further and improve their health," researcher R. Sanders Williams said in a statement. "We believe it is possible to design a drug in 10 years which would have this effect."

In looking over the life expectancy chart on page 14 of the Spring 1998 *Journal*, I find that now at 79, my life expectancy is 7.8 years on the average. That's just dandy!

SALARY CAP!

Attention! For all of you who want all the pro athletes to heed and to have a "salary cap," you can join in the petition. Now you can have a red, white and blue salary cap (see photo) of your own! The prominent red letters are almost 2" in height. Get one and join the "protest." Send \$13 for one, postpaid, or \$25 for two. Send to Ray Pytel, Box 484, Elkhorn, WI 53121-0484. Be different — stand out under your "salary cap" now! All profits will go to the new 2AD library for additional books.

ANSWERS TO SPRING QUIZ

1. Hickam Field, Hawaii, first attacked on December 7, 1941.
2. Clark Field, Manila, Philippines, attacked hours after the Hickam Field/Pearl Harbor devastation, found our planes still parked in the "sabotage" mode.
3. Colin Kelly.
4. Approximately 50-75 miles off Midway Island, June 4-6, 1942 (just short of six months since Pearl Harbor), U.S. carrier based planes sank 4 Jap aircraft carriers, fulfilling Admiral Yamamoto's prediction that "I will run all over the Pacific for six months, but after that I have deep forebodings about the outcome of the Pacific War." After Midway, the war became defensive for Japan, as Admiral Nimitz began his island-hopping campaign to retake all the islands seized in the Pacific, while MacArthur beat back the stalled Japanese plan to seize New Guinea and Australia, and eventually undertook the recapture of the Philippines.
5. First based in China, difficulties with maintenance and supplies in the late summer

(continued on page 27)

Report from the 2ADA Representative on the Board of Governors

BY CHUCK WALKER (445TH) • PHOTOS © NORFOLK ARCHAEOLOGICAL UNIT

Everyone has been busy attempting to keep up with the progress being made on the new Norwich Library. I am pleased to report that all projects are on schedule. The archaeological digs are to be completed by the first of May, at which time construction begins in earnest. To date, none of the "finds" will have an adverse effect on meeting that date.

According to Trust Chairman Paul King, findings so far include the only Viking gold nugget ever found in England. The diggers have uncovered evidence of Norman stone buildings, a well, jewelry, and foodstuffs. It is believed the Bethel Street area was populated with large homes of the Norman elite. I understand Editor Pytel has included further details on this subject elsewhere in this issue (please see page 7).

Hilary Hammond, former Director of Arts and Libraries and now a Trust Governor, has been presented the ORDER OF THE BRITISH EMPIRE by the Queen herself. It was presented to Hilary in recognition of his outstanding work and expertise in the world of libraries. Congratulations, Hilary!

The 2ADA Memorial Library Building Appeal launched by Chairman Paul King during the Executive Committee's joint meeting with the Trust Governors in November 1998, has exceeded the announced goal of £125,000. As of 12 April 1999, the fund stands at £140,000. Our East Anglian friends have again demonstrated their extraordinary dedication to our Memorial Library. We of the 2ADA are grateful for their support.

More good news. Judy Jerome, our 2ADA/Fulbright Fellow, has agreed to re-up for a second year. Judy is doing a fine job and is eager to spend another year on the job.

I have not yet received an audited financial report of the year ending 1 April 1999, but am led to believe that the Memorial Trust will end the year in the black. The annual budget meeting was held 28 April.

The U.S. Ambassador to Great Britain, Philip Lader, has nominated the new Cultural Attaché, T.J. Dowling, to serve as his appointee to the Board of Governors. I am anxious to meet Mr. Dowling. It is expected we will both attend the 1 July 1999 annual Governors meeting in Norwich.

I have included pictures of the old library car park, which will give you some idea of the progress being made with the "digs." Hopefully the next *Journal* can include pictures of construction in progress.

Wishing all a happy and healthy summer! ■



Millennium Site, Norwich, 1999: This view of the excavation from the tower of St. Peter Mancroft Church shows evidence of affluent medieval Norman houses.



Above: Medieval wall. Below: An ancient well (left), foundations of medieval homes.





BY JOHN PAGE

As Chairman of the Friends of the 2nd Air Division Memorial, this year may prove to be the most interesting and enjoyable time of my two-year tenure. Attending Board of Governors meetings and participating in the launch of the appeal to raise £125,000 for refurbishment of the new, enlarged Memorial Library were more than interesting experiences.

We were asked if the Friends would be able to raise £5,000 for this worthy cause. At the time it seemed a daunting task, but with the support of a very good and dedicated committee, it does not seem so daunting any more.

For the rest of the year, we have several venues arranged. One of them is a 40s-style dance in September at the 09 Hangar at Norwich Airport, headed by the Jonathan Wyatt Big Band. We are hoping to get participation from the USAF at Mildenhall and Lakenheath, and from the RAF at Coltishall, Neatishead, and Marham.

As you know, the 2ADA Executive Committee met and visited us in Norwich in November. One of the highlights of the visit, for me, was to take long-time friend Dick Butler, his wife Ardith, and his daughter back to Shipdham. We attended the remembrance service and wreath-laying ceremony at Shipdham Church. Also, Dick was able to see the site of the crash landing of his aircraft, "Miss Emmy Lou II," in December 1943.

I thank the Executive Committee for inviting the Friends and the base contacts to the farewell banquet, which we all thoroughly enjoyed. Friends, our work will never be done, even after the new Memorial Library is completed. You can be absolutely assured of the dedication of the Friends of the 2nd Air Division Memorial to your memory. ■

A Letter from the Librarians

Continuing its effort to preserve the history of the American airmen in Norfolk, the Memorial Library in Norwich has initiated an ongoing program of compiling memories on audiotape of the British people who came into contact with the servicemen of the 2nd Air Division during World War II. The goal is to create an audio-archive of reminiscences of the British who remember this significant period of time in Norfolk.

To date, a dozen interviews have been conducted with the help of the local talking newspaper. These interviews have been retrieved from a variety of backgrounds, and include a Roman Catholic priest.

We hope to record these memories for future generations before they are lost forever, which as time passes, we realize is becoming a greater possibility. We expect these memories to be particularly useful for school projects and historical research.

In order to present both sides of this unique Anglo-American experience, we also wish to include more memories of 2nd Air Division personnel to supplement our existing British material. Currently we do have some tapes of American accounts of their experiences in the library archives.

To this end, we are appealing for veterans who have yet to tape their own experiences of the war in East Anglia to send them to us at the library: 2nd Air Division Memorial Library, Temporary Central Lending Library, Old Glasswells Building, 71 Ber Street, Norwich, Norfolk NR1 3AD, ENGLAND.

If you would like additional information, please write to the Memorial Library for a briefing pack prepared by Roger Freeman.

Sincerely,

Derek Hills, Trust Librarian
Judith A. Jerome, Fulbright Librarian ■

A GOLD RUSH... ENGLISH STYLE!

REPRINTED FROM THE EASTERN DAILY PRESS, NORWICH, ENGLAND, FEBRUARY 23, 1999

A Viking gold ingot — the only piece of its kind ever found in Britain — has been unearthed in Norwich at the site of the new Millennium Library.

John Percival, research assistant with the Norfolk Archaeological Unit, said the team was now "90 per cent certain it is ninth or tenth century."

He said, "It was probably brought over here by a Scandinavian immigrant during the Viking invasion and used as a form of currency."

The tiny ingot — 1cm by 5mm — was found on the old library car park site, lodged beneath the floor of a 17th century cellar which is being excavated.

The unit is midway through a six-month dig which has already uncovered evidence of stone buildings dating back nine centuries, as well as thousands of smaller finds including pottery, jewelry, and foodstuffs.



Gold Viking-type ingot unearthed at the millennium site in Norwich, the only Viking gold found in Britain. Photo ©Norfolk Archaeological Unit. (LARGER THAN ACTUAL SIZE)

Project manager Andrew Hutcheson said everyone had been particularly excited by the ingot discovery.

"Gold is quite amazing when it comes out of the ground, because unlike other metals it comes out pure and pristine," he said.

The ingot is being examined by an international expert in Cambridge. Initial tests have revealed it is about 83 per cent pure gold, mixed with silver.

As it is the only Viking gold ever discovered in Britain, its archaeological value is immense, but its financial value is impossible to calculate. Brian Ayers, principal field archaeologist with the unit, said: "Essentially it's priceless. We know they used to make silver ones, but this is the only gold one ever found in this country, so it's very exciting."

The ingot could eventually go on public display at Norwich Castle Museum. ■



389th Green Dragon Flares

BY BARNEY DRISCOLL

We of the 389th Bomb Group are quite optimistic. We have gained a number of new 2nd Air Division Association members, and I have sent out a number of applications to prospective members. We hope very much that our new members will be able to attend our reunions.

We are expecting a big turnout at the 389th BG reunion in Dayton, Ohio and the Air Force Museum on September 10th, 11th and 12th. We hope to be able to welcome a number of new members as well as the old timers. We are anticipating having a great time. If anyone has any questions, please contact me. Also, if anyone know of a person or persons who were members of the 389th BG and are not members of the 2ADA, please send me their names and addresses.

I have received word from Phyllis DuBois in England that Judith Rabsey, 7 Brabazon Road, Norwich, has died of leukemia. She was an associate member of the 389th.

We all have great respect for the B-24 and those P&W R1830 radial engines, probably one of the most dependable radial engines ever built. It is interesting to contrast this engine with some of the engines used during World War I.

A good many of the WWI aircraft engines were of the water-cooled type with four or six cylinders in line or of a V8 or a V12 design. One of the most popular and most unusual was the rotary engine. This was a rather primitive design dating back to 1909 and was basically engineered by the French. There were three manufacturers of this type of engine: the Gnome, the LeRhône, and the Clerget.

The rotary engine was unusual in that the crankshaft was stationary and the crankcase, cylinders and pistons revolved around the crankshaft, the propeller was attached to an extension of the crankcase. The prime virtue of this design was lightweight per horsepower; it certainly did not require a flywheel. With the cylinders spinning around it gave the engine excellent cooling it also created a serious torque problem. The engine was of four-stroke design, each cylinder having a power stroke every other revolution.

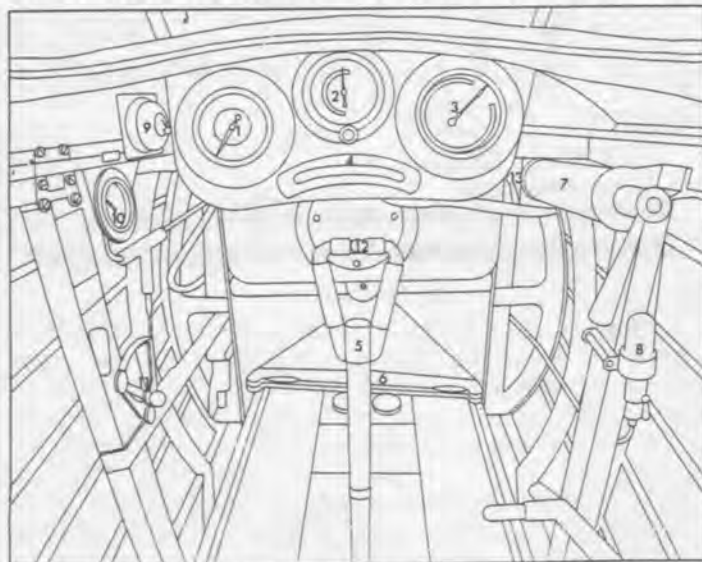
The engine had no carburetor, and it was very tricky to control the RPM. The engine controls consisted mainly of a hand pump which the pilot used to keep five pounds of air pressure in the fuel tank, which fed the petrol by way of a pipe through the hollow crankshaft to a jet that sprayed fuel into the crankcase, a fuel metering valve and an air control. On the plane's control stick there was what was called a "blip switch." This switch could cut out the magneto and shut down the engine. It was necessary to turn the engine off and on to control the speed when coming in for a landing.

These engines were built in several sizes, seven cylinder or nine cylinder from 50 HP to 160 HP. The engine had only one overhead valve which was used for exhaust and also was opened to draw in fresh air on the piston's down stroke. When the piston reached near bottom on the down stroke it exposed a row of ports around the cylinder wall where the combustible mixture under pressure in the crankcase was drawn into the cylinder as the piston came up on the compression stroke.

The engine was lubricated with castor oil because castor oil would not mix with the petrol. There was a constant flow of castor oil from the supply tank in as much as there was no sump in the crankcase. The hot castor oil created quite a fog, and at the end of a flight, the pilot himself was well lubricated.

This type of engine was on many WWI aircraft. One of the most popular planes was the English Sopwith Scout, also known as the "Pup."

This plane used the 80 HP LeRhône engine. The Pup was a small bi-plane with a wingspan of 26 feet and weighed just 790 pounds. It had to be handled very carefully on takeoff because of the tremendous torque of the engine. After gaining altitude, due to the engine torque the plane could make extremely sharp turns to the right but was very slow to turn to the left. In combat some pilots found that it was better to make a 270 degree turn to the right rather than to try a 90 degree turn to the left.



THE SOPWITH PUP COCKPIT. (1) Engine speed indicator. (2) Altimeter. (3) Airspeed indicator. (4) Inclinator. (5) Control column. (6) Rudder bar. (7) Fuselage fuel tank. (8) Oil flow sight-glass. (9) Magneto switch. (10) Fuel tank pressure gauge. (11) Engine controls. (12) Ignition cut-out button. (13) Fuel tank pressure control.

Another famous plane was the Sopwith Camel. This plane was larger than the Pup and used the 110 hp LeRhône or the 130 hp Clerget. The French Nieuport 28 used the 160 hp Gnome engine, which was about the largest engine of this design.

There is a great deal more that could be written about World War One planes and engines, but we are short on space in the *Journal*.

I heartily agree with Ray Pytel regarding some of the self-anointed experts on World War II such as Andy Rooney, who, like most of the correspondents, stayed as close to London as they could because that was where the ladies were and liquor was most plentiful. They hated to venture out any further than the B-17 bases close to London, and consequently that was all they wrote about. ■

Russians Use Cows to Bomb Ships! This Is No Bull!

Just when you thought it was safe to go fishing again, a crew of a fishing trawler sunk in the Sea of Japan claimed the ship went down after being struck by a cow which fell out of the clear blue sky and went straight through the hull. No one believed their tale until, a few weeks later, confirmation came from Russia that the crew of one of its military cargo jets had stolen a cow they found wandering on a Siberian airfield and loaded it aboard for the flight home. When the airplane was cruising at 30,000 feet, the terrified, unrestrained beast ran amok, so the crew lowered the cargo ramp and it jumped out.

It is not confirmed, but it is reported that the cow yelled, "Sighted ship — will sink same," on the way to the target. ■

Editor's Note: After a tour of combat with the 466th BG in 1944-45, Major Hendrix stayed in the Air Force and ended up flying C-54s in the Berlin Airlift. These are his recollections of that Cold War episode.

THE NORTHERN LIGHTS

Night missions on the Berlin Airlift were particularly difficult and nerve-wracking. We never knew what to expect in the darkness. (Barrage balloons trailing 1,000 feet long steel cables were a Soviet favorite. The steel cables would saw into our aluminum wings — possibly causing us to crash.) Light was usually non-existent except for the "black" light on the aircraft instrument panel. This night in January 1949 — our first encounter with the Aurora Borealis — was a new experience. The Aurora was low in the northern sky and widespread across the horizon. It hung in the sky like icicles but was irregular in size and shape. Adding to the eeriness of the Aurora was Saint Elmo's fire! Comparatively dim greenish yellow static electricity "played" along the top of the instrument panel and the outer edges of the windshield. Large halos of fire were formed in the arcs around the tips of the propeller blades. Fascinating! We saw the Aurora "fires" many times during the winter nights. Thankfully, they were harmless, but sometimes caused static electricity, together with minor shocks and noisy static in our radios.

THE BLUE LIGHT SPECIAL

Most of our landings and takeoffs on the Berlin Airlift were to the west. On this day, however, the GCA controllers had us landing to the east at the airfield (Tempelhof) in Berlin. This route placed us very low over a large rail yard just prior to touchdown. At the western edge of Tempelhof runway was a concrete wall about 8 feet high and 100 feet from the end of the runway. The top of this wall was the rail yard, about 100 yards wide to the west. Situated in the approximate center of the yard was a "farm style" blue light mounted on top of a 50-foot high telephone pole. I was the copilot on this trip. The pilot was my roommate and good friend Jack Thornton. Jack was a tall, lanky Texan (Denise, TX) and a superb pilot. As usual, the fog was thick and low. According to the rules, if we could not see the runway when we were down to 200 feet altitude, we were to abort the landing and return to our home base (Rhein Main). We are now on the final approach to landing. We had already passed 200 feet — now down to about 100 feet and thinking of aborting the landing. Suddenly, from the dirty, gray "soup" came a quick glimpse of a bright blue light. I yelled to Jack, "Keep going, I know where we are!" Within seconds, the runway became visible straight in front of us. We were now down to less than 50 feet. We landed without incident and unloaded 10 tons of cargo (food, flour, coal, etc.) for Berlin. To my knowledge, we were the only aircraft to land in Berlin that day — all because of a blue light on top of a telephone pole. Also, I was recently informed that as of February

The Tempelhof Experience 1949-1951

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

1999, the blue light is still there. Apparently it is there to provide light for the rail yard during darkness. On this day, it lighted our path into Tempelhof Airfield.

THE FOG UND SMOG CLUB

The 1807th Army Airways Communications Service (AACS) issued a 2.5 x 4 inch card for

Suddenly, on the final approach to landing, somewhere in the dirty, gray "soup" I had a quick glimpse of a bright blue light. I yelled to Jack, "Keep going, I know where we are!" To my knowledge, we were the only aircraft to land in Berlin that day — and all because of a blue light on top of a telephone pole.

membership into the Fog Und Smoggers by use of the GCA landing facilities at Rhein Main Airfield. This was a special service of the GCA controllers and was coveted by Berlin Airlift pilots. My tour of 125 missions on the airlift contained some 60-65 GCA landings. These were landings in heavy, dense fog which could not have been made without the ground controllers guiding us in by use of radar. The Berlin Airlift itself would have been impossible without the talent of the controllers and their radar — which was in its infancy! Yet, never once in all my GCA landings was I given erroneous guidance. On 12 January 1949, I was approaching Rhein Main on completion of a mission to Berlin. As usual, the clouds and fog were thick and dangerous. After the landing, I was awarded a card which read 400 feet, visibility 2.5 miles. These measurements were incorrect because regulations would have been broken otherwise. The actual numbers were ceiling 75 feet, visibility 1/16 mile (528 feet). Looking back today, I think they should have been ceiling 25-30 feet, visibility 100 feet. Even then, I could only see the runway by looking down, not ahead. Landing was without incident thanks to the GCA controllers. However, I had difficulty seeing where to taxi to the parking area. This one was great fun!

PLAYING IN THE SAND

The runways at Tempelhof Airfield were built for German ME-109 fighters. No one ever dreamed that one day they would have to bear

the weight and impact of four engine aircraft of almost 35 tons. It wasn't very long before the most used runway was pounded into rubble. Someone came up with the idea to cover the runway with sand while another was being built. The sand was available in large quantity from the several large lakes around Berlin. The sand was trucked into the airfield and spread over the west runway to a depth of one foot. This made an excellent landing pad for a very soft touchdown which required almost no braking to stop the aircraft. It was generally necessary to apply power to get off the runway. Needless to say, the C-54s left deep ruts in the sand when landing. Solving this problem was a stroke of genius! Hundreds of Germans and displaced persons had made their way into the Allied zone (American) and could be utilized for labor. So, numerous persons were dispersed along both sides of the runway and provided with shovels, rakes or brooms. As soon as a landing aircraft passed by, they would swarm onto the runway and smooth out the ruts! They had to work swiftly because there was always another aircraft just about to touch down. Believe it or not, this worked quite well

for some time. New runways were built in short order, and the Airlift wasn't even slowed down.

A HAIL OF A DEAL

On a flight out of Tempelhof to Rhein Main this particular day, we are in the western corridor toward Hamburg. As usual, high, thick clouds and bad visibility. We began running into rain which soon turned into hail — lots of hail. The noise of the hail striking the aircraft windshield was absolutely deafening, even with headsets tightly covering both ears. Airspeed was usually 170 mph, but, because of the hail I slowed to 150 for about three minutes. (Interval today was 5 minutes because of weather.) Shortly, I began to break out of the weather and resumed 170 mph. At about the same time I spotted what appeared to be a British C-47, according to the markings on the fuselage. It seemed to me that something wasn't quite right with that aircraft. Suddenly, I realized that there was a jet engine exhaust nozzle protruding from the bottom of the fuselage! I overcame the C-47 fairly rapidly and got a good look when — whoosh — it pulled away from me in short order. The pilot also dropped down into the clouds and it was gone. To this day, I have no idea what that bird really was or what country it belonged to. My main concern now was what damage the hail might have done to our aircraft. Good fortune was ours, and in spite of extreme noise, there was no visible damage. A hail of a deal indeed. It was the worst hail I have ever encountered. ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



As I write, plane tickets are in the file and we look forward to our trip to Tucson, Arizona on May 19 with great anticipation. While I will be anxious to meet old friends, I sure do hope that the breakfast buffet cook who made those fantastic omelets five years ago when we 446ers last met at the Viscount Suites is still cooking. While they always say you can't go back . . . I can't wait to go back! By the time you get this *Journal* this trip to Tucson and the Pima Air Museum will be history, but surely memories will stay with us for many years ahead. Upon my return, within 24 hours I will repack my bags and head to Austin, Texas for the 2ADA annual convention, May 29-31.

One of the highlights of this year's 446 meeting will be the visit of Alan Hague and his wife, Beryl, of England. Alan is curator of the Norfolk and Suffolk Aviation Museum where the 446th lives on in grand style. One of our dear friends in Norwich visited the museum a week or so ago and sent us some photos. She also mentioned that it was very busy the day she was there because they were dedicating a new hangar donated by a business in Norfolk, allowing them to continue to grow. But Alan took time to visit with her and acquaint her with the displays. Always a friend, Alan is always gracious to visitors and anxious to make new friends.

As I have said before, if you haven't been to the Norfolk and Suffolk Aviation Museum, it should be a "must" on your next visit to Norwich or anywhere in the U.K.

From 446th historian Bill Davenport comes an invitation to purchase a historic book that all your family will enjoy . . . *The 446th Revisited*. This book has the answers to all those family questions . . . what did Grandpa do in the war? You'll find the answers and find it to be enjoyable reading.

Included in the book (an attractive 351-page hardcover publication) are the trip across the ocean, the flights to Bungay, POWs, Flixton today, what has happened to the bases of the 446th, all about the 446th BG Association, and more. Included are many maps, photos, and diagrams.

The book is available from Bill Davenport for \$45.00 plus \$8.00 shipping. Send your check to Bill at 11382 Wheeler Place, Santa Ana, CA. You can call him for more details at (927) 705-1934. Only limited numbers are available, and you may miss the chance to see your name in print if you wait.

Since our last Bungay Bull, we have learned of another member who has left us for the great beyond. He is Charles Carey of West Palm Beach, Florida, who died in September 1998.

From the 2ADA comes the information that they are sometimes not notified when members have died. Please notify me or Evelyn Cohen, 2ADA VP Membership. Her address is listed on page 2 of every *Journal*. Help her keep our rolls up to date.

A reminder to 446 BG Association members: Dues are \$15.00 and payable to Frank Bigos, 446 BG Association President, 2135 S. Adams Street, Denver, CO 80210. If you are not yet a member, you may simply pay the dues and be sure to include your unit of the 446th as well as your correct address, phone number, and other electronic information. It is fun to get e-mail from old friends.

From Seymour, Indiana . . . a letter from Mayor John S. Burkhart, who says that another Freeman Field reunion for all who trained there during WWII is being planned for the year 2000, the last weekend in April. Three reunions have been held during the past years (I attended one) and have been well attended and enjoyed. The airport manager, Ted Jordan, is planning a good time and has a promise from AT-6 pilots that the World War II warbirds fly-in will take place.

He also notes that the first two weeks of July, 1999, five thousand National Guard troops will perform training exercises at Freeman Field.

If you are driving on U.S. Highway 65 during the last two weeks of July and go past Seymour, stop at the field and view the action. Just like the old days, they say.

Everyone's talking about it . . . My son gave me Tom Brokaw's book, *The Greatest Generation*, for Christmas, and it has been read by three of our four children, who think it is a great way to find out more about the Depression and what World War II was really like for the men in service and for their families. If you haven't read it, get it today.

I have received several British newspaper clippings from our dear Norwich friend, Jean Matthews, about the days of old and the war. The reporting indicates that the archaeological dig at the Norwich library site is uncovering exciting bits of history. The reporter is writing "fortnightly updates" on the remaining activities at the site which are unearthing "a thousand or more years of history hidden beneath the old library car park site."

Their finds may become part of a display in the new Millennium Library. Construction will begin soon after the dig is completed, and the completion of the new library and dedication are planned for the summer of 2001.

Also enclosed in these mailings from Jean were several articles about the thousands of "dashing airmen who were a blast of warm air in a cold, war-torn Norwich and Norfolk."

Students ages 13 and 14 in the Norwich schools are currently engaged in an essay competition to foster and stimulate interest in the library and especially the 2nd Air Division Memorial Room and the part the Americans played in World War II. Perhaps we will get to read some of their works on our next visit to Norwich.

I am now out of news . . . and nearly out of space. I hope that you will send me some of your unique experiences and information about activities of our group. Note that my fax number has been eliminated, but phone calls (847-741-7757) are welcome and e-mail is also welcome (and lots of fun!) Aud446@aol.com ■



BY WALTER J. MUNDY

The Mighty 8th Air Force Heritage Museum has recommended that the 467th Bomb Group be the sponsor for the bombardier display at the museum. Using our last donation of \$5,050.00 we will add the difference from funds left after completing our group marker to bring us to the total required, \$10,000.00. The bombardier display will name the three lead bombardiers and specifics concerning the precision bombing record of the 467th at Point de Grave.

The 467th is also proposing a stone tablet on the Wall of Valor, honoring Col. Albert J. Shower, Commander, 467th Bombardment Group (H), Station 145, Rackheath, England, March 11, 1944 to July 15, 1945.

For the information of all, the 1999 convention of the 467th BG will be held at the Viscount Suite Hotel in Tucson, Arizona, September 30 through October 4, 1999. The venue for the year 2000 will be Dayton, Ohio, the Crowne Plaza Hotel, September 27 through October 2, 2000.

The group is also planning to have the 2001 reunion in Norwich, England. We are hopeful that the new library will be complete and fully occupied by mid-2001.

I continue to get requests for the 2ADA to pick another time for its convention. Many vets use Memorial Day weekend for family reunions, travel to their summer home, or any number of other reasons. The 467th is still dedicated to the policy of separate conventions as long as we can have 100 or more members in attendance. ■



491st BOMB GROUP POSTREMUM ET OPTIMUM the RINGMASTER REPORTS

BY JOHN D. LEPPERT

On February 16, 1999, a small group of Ringmasters attended a brief ceremony at the Mighty Eighth Air Force Heritage Museum in Savannah. We presented the 491st Bomb Group flag, along with documents and pictures, to the museum. This flag made an over four-million mile trip in space, taken there by the daughter of one of our 491st flying crew. William Sellers was on the Ken Rowe crew — his daughter, Janet Kavandi Ph.D., is an astronaut.

Janet could not be present in person, but joined us by phone from California, where she is training for her next shuttle mission next September. This will be her third mission.

Ed Watson, 491st group president, made the presentation to the museum, and Dr. Buxton welcomed the flag and documents to the museum's collection. This is a first. Dr. Buxton advised that the museum was coming up with an exhibit showing the contribution of women in the Air Force, and Janet Kavandi advised that she would try to be there for the opening.

Nelson Leggette, our Ringmaster Log editor, was the leader on this project and worked over three years to see it happen.

The 491st Bomb Group Association, Inc. made the trip back to England the first week of May to dedicate a memorial to our group at the site of our first base, Metfield. We were at Metfield from May 1944 through mid-August 1944. On July 15, 1944 our bomb dump blew up, and that changed everything. Five trucks delivering bombs were a part of the explosion and also the cause. As told by a surviving driver, they were in a hurry to get back to their home base, and so opened the back of the truck, backed up fast and braked hard. The result was that the bombs rolled off on top of each other and (some were RDX) the result was that the 491st was out of business for a few days. We lost at least twenty-four B-24s, plus, upon flying the remainder, it was noted that all the pressure-sensitive instruments were ruined.

Meantime, the 492nd Bomb Group at North Pickenham was having poor luck, and it was decided that the 492nd would go on to other tasks and the 491st would move to North Pickenham. The move was on August 15, 1944.

When we were working on the Ringmasters history book, we received this great letter from Edith Voorhees. Edith was a native of Metfield and married Keith Voorhees on November 25, 1944 in Metfield. Keith passed away at our San Antonio, Texas reunion a few years ago. We remember him well.

Edith's story of Metfield appears on page 12. ■



L-R: Frank Lewis, Bernie Head, Vince Cahill, John Leppert, John Fitzgerald, Hugh Bennett, Nelson Leggette, Ken Rowe, Bob Bacher, Ed Watson.



L-R: Betty Watson, Irene Leggette, Barbara Lewis, Faith Bacher, Jaclyn Rowe, Jean Bennett, Nancy Fitzgerald, Marilyn Leppert, Clara Head, Wilma Cahill.



Ringmaster Log Editor Nelson Leggette with pictures of astronauts



Ed Watson and Dr. Buxton

Metfield, Our First Home in England

BY EDITH VOORHEES

When one looks at a map of Great Britain, East Anglia is easily recognized as it juts out on the east coast into the North Sea reaching out as if to touch Holland. Before World War II, East Anglia was probably the least penetrated part of England; after all, one did not have to journey through or across Suffolk or Norfolk to get anywhere . . . unless to reach the sea or to visit friends or family who might reside in those quiet country villages. In the midst of miles and miles of quiet flat land, (slat) marshes, waterways and songbirds in a remote part of Suffolk on the county's highest spot lies the small farming village of Metfield, where in the year 1939 the bells in the Norman church tower of St. John the Baptist were silenced, to peal only if invaded by the enemy or victory was ours. Life was changed forever — invasion came, but not from the enemy.

Metfield, like other villages in East Anglia, endured two invasions during World War II. First came the evacuees brought to the safety of the countryside away from the bombing of the cities. My parents at that time decided to make Metfield our home to escape the bombing of London. The second invasion was when the Yanks arrived. First the Thunderbolts, with their checkered noses, stayed for a while, followed in May of 1944 by Liberators — those big planes lumbering across our skies.

At night we went to bed to the noise of the RAF bombers on their way to the night missions over Europe, and suddenly in the early morning hours, a new sound, "those Liberators warming their engines out there on those dispersals, up on the Drome." Those young men sitting waiting on those cold Suffolk mornings to get into formation behind the yellow and red polka-dotted lead plane for their daring daylight raids over Europe. And amongst that noise and change in our quiet village, there was a birth . . . a new bomb group was formed — the beloved 491st — a small part of history of the life and times of "Those Brave Young Men." Those men, as the city children before them, were soon absorbed into the village life.

But sadly, too short a stay for the 491st Bomb Group. They flew in August of 1944 to finish their tour of duty in North Pickenham, Norfolk. An eerie silence hung over the village — those young gum-chewing faces were gone, but not forgotten. Lest we forget, the older people of Metfield remember, and often recall the days the Yanks were there. What about "them there Yanks" flying down the hill on their bikes for a drink at the pub. The Duke William or the Huntsmen and Hounds. How about the lovely parties they gave the children — real oranges and ice cream. And somber memories of the evening the bomb dump blew up. "We were just sitting down for Saturday evening tea" and had to start evacuating the villages — walking away from our homes in



case there were further explosions. They still recall the day the plane broke up right behind the village street. I think it was the "Lucky Penny." How many times as the afternoons wore on did villagers stop to count their planes with the green and white tails. How many planes? How many falling flares? How many missing? How many tears. How many prayers.

If one is fortunate to revisit Metfield, there is not much remaining of the base; maybe a couple of Nissen huts and an odd piece of cement, and you will find Metfield has returned to its quiet life, the village is much the same . . . pretty cottages, village stores, a few new modern homes, and of course, "many automobiles." You'll find the church is still the center of the village; the school is no more, I think it's a pottery. The church organist, Mrs. Marjorie Edgecombe, is still playing the church organ as she did in 1944. There are still Godbolds farming at the approach to the common

just before you reach the first M.P. post, and the Hadingham families have reclaimed part of the runways and their land in St. James, the village northeast of Metfield; land reclaimed with countless memories.

I chose to write this article since I feel a minute part of the history of those years. I viewed the war from the eyes and heart of a young English woman who vowed "never to date a flyer" after losing many young friends who were Thunderbolt pilots. The heartache was too great. But I met my husband, Sgt. E. Keith Voorhees, and we were married in the village church on November 25 of 1944 (the weekend of the raid on Misburg). He was the only member of the 491st to be married in St. John the Baptist. Chaplain Leroy Spencer, Captain, 491st Bomb Group officiated at the ceremony. I feel saddened because there is no remembrance of those brave young men of the 491st at Metfield. One may drive around other villages and see many dedications to the Mighty 8th, and hopefully Metfield will one day claim the recognition it deserves.

We read and hear so much of the continued greatness of the 491st at North Pickenham, and rightly so, but we must never forget from whence we came . . . Metfield.

Metfield native Edith L. Voorhees is an associate member of the 491st BG. Her husband Keith unexpectedly died a few years ago at a group reunion in San Antonio, Texas. This article was written and first published prior to his death. ■

Brief Updates from the Honorary President

BY JORDAN R. UTTAL (HQ)

FRIENDS OF THE 2AD MEMORIAL: It was most gratifying, last November in Norwich, to see so many Friends of the 2nd Air Division Memorial. We are indeed fortunate to have such warm support extended to us, and especially to have them so eager to guide any of us who come over to our old bases and to the Memorial Library. Be sure to read the message from John Page elsewhere in this issue (see page 7).

MEMORIAL RESTORATION FUND: Our fund drive is proceeding satisfactorily thanks to the donations received so far. With your help of whatever it is convenient for you to give, we will probably go over the top before the end of the year. Please make checks out to the "2nd Air Division Association" and mail them to me. Any excess over our target will go to our Memorial Trust Capital Fund.

It is of great satisfaction to your Executive Committee that the Board of Governors, who started this initiative last November, have already gone over the top in exceeding their share of the £125,000. This represents the largest sum of money raised over there for our 2nd Air Division Memorial Library.

CONTRIBUTIONS FOR BOOKS: To memorialize any loved one, crewmate or other close friend, service-connected or otherwise, hundreds of our members have chosen to donate funds (\$35.00 minimum) for books to be purchased for our 2AD Memorial Library. These books are dedicated, in the name of the donor, to the specific individual or group of the donor's choice. If you are not familiar with the procedure, please drop me a line or give me a ring.

My best wishes to you all for a most enjoyable and healthy summer. ■



WENDLING 392nd B.G.

BY J. FRED THOMAS

Well, another quarter of the year gone. Damned fast, too. We thank the editor for allotting us the space in the last issue. Most of what we wrote came out as submitted, but what the hey, what goes around will come around. Bob Vickers called about Jack Moffat, but we have no news of him to report. Otherwise, the beat has gone on about as usual; a hundred letters; a thousand e-mails and messages from and to folks over here and abroad; one from our friend, Luc Dewez in Belgium, who sent welcomed sentiments and Easter greetings. Also, a number of phone calls to and from the numerous officers of the Association, pro and con as to what the route will be from here on. It will be interesting. The database program continues to be studied, and is to be given further consideration at the convention in Austin. You will probably read this after the convention, but in the next issue, we hope to have some solid reports.

The Internet traffic has had me paged several times. A gentleman from Atlanta wanted information about planes. That was shifted to Ernie Barber, who made the man happy. Later, Mike Hyde, our friend at Wendling, forwarded me a request put on the Internet by a high school student in Long Beach who was seeking a WWII vet to speak before his class. I contacted the student, and as I was busy, I was able to get Bob Young of the 389th BG, who lives in Long Beach, to fill in for me. It went fine, and another of the younger generation was pleased.

Now, my latest Internet correspondent. A college student, Alan R. Broadbent, e-mailed for information about his uncle, S/S Robert H. Ammon, with the Melvin H. Grapner crew who went down on June 23, 1944 on the Laon-Athies AF mission. From Bob Vickers' two books, I sent Alan the details of the loss. From my records, I found that my crew and I were on that mission. My memory has faded; the report was of intense and accurate flak. We lost four planes. Of course, that was my 17th mission since May 24, and the third in succession, so maybe one particular mission is hard to separate. Regardless, five of the Grapner crew perished. One was S/S Ammon.

Mr. Broadbent has sent me pictures and newspaper clips, some yellowed by age, concerning S/S Ammon. We believe a profoundly moving story expressing the tragedy of war can be composed of Sgt. Ammon's wedding picture, the picture of his crew, and the picture of his wife receiving his Air Medal posthumously. There is a stone to mark the common grave of Ammon and two of his crewmates, one Catholic, one Jewish, one Protestant.

(continued on page 26)



S/S ROBERT AMMON'S WEDDING PICTURE



THE MELVIN H. GRAPNER CREW



MARY AMMON RECEIVING HUSBAND'S AIR MEDAL

489TH NOTES

BY
JAMES M. DAVIS

I'M ONLY ONX PXRSON

Xvxn though my typxwritxr is an old modxl, it works quitx wxll xxxcpt for onx of thx kxys. I havx wishxd many timxs that it workxd prx-fxctly. It is trux thxrx arx 46 kxys that function wxll, but just onx kxy makxs thx diffxrxncx. Somxtimxs it sxxms to mx that somx Sxcond ADA mxmbxrs arx somxwhat likx my typx-writxr — not all pxoplx arx involvxd. You may say "Wxll, I'm only onx pxrson. It won't makx much diffxrxncx." But you sxx, thx body, to bx xffxctivx, nxxds ehx activx participation of vxxy pxrson. So thx nxxt timx you think you arx only onx pxrson and that your xffort is not nxxdxd, rxmmbxr my typxwritxr and say to yoursxlf, "I am a kxy pxrson, and I am nxxdxd vxxy much."

Each of us who are members of the Second Air Division Association and survived the great air war over Europe during World War II are very special, and I might add, very lucky. Albert Speer, second only to Adolf Hitler, wrote in his wartime diary that if Germany could have defended the invasion with an active air force, the outcome may have been different. *Editor's Note: See the article by Sir Harris, head of the RAF, in the Spring Journal, page 27; and page 25 of this issue for Speer's conclusions in*

his own words.

There is one group of people who have never received the credit they should have. The women in the United States before WWII were mostly homemakers. But if we were to win the war, it would take about fourteen million men out of the work force. Not only would women have to replace the men in industry, but they would have to keep the home fires burning.

The women of the United States responded, and the world has not been the same since.

There is one group of people which has never received the credit it should have . . . the women of the United States who entered the work force in support of their men who went to war; and the world has not been the same since.

During the war the United States built just under three hundred thousand airplanes. In 1944 there were approximately ninety-six thousand planes built. And consider all the other military equipment built during that time. What a great contribution and effort was made by the women of the United States. We can truthfully say to them, "You xach wxrx a kxy pxrson and wxrx nxxdxd vxxy much." Thanks to all of you.

I encourage all of our members to make a record of their experiences during World War II. You will enjoy doing it, and your descendants will appreciate it very much. Last week I dropped by the Confederate Air Force to check on the progress of repair and maintenance of "Diamond Lil," the B-24/LB30. I was visiting with Eric, who is in charge of maintenance, and he suggested that I should talk to a gentleman who had dropped by his office seeking some information on the B-24. His father was a B-24 pilot during WWII and was

on his way to join the Eighth Air Force in England. While flying the northern route, he crashed in landing at Gander, killing him and his entire crew. For years his son had searched everywhere he could think of, trying to find out as much information as he could about B-24s and the men who flew them, but he had not found anything he could relate to his father. He was going through some books in the library, so I introduced myself and asked if I might help him. I told him that I had made a

record of my time in service during WWII and would be glad to send him a copy. He said he would be grateful. Yesterday I received a telephone call — he said the mail had been delivered about an hour and a half ago, and my book was in it. He said he had opened it and started reading it, and it had answered so many things he had searched so long for. He lives in Austin, Texas, and I told him we were going to have our annual reunion there at the end of May and that he had an invitation to come and visit. I told him he would hear a lot of B-24 stories, and some of them just might be true.

Once again, on behalf of all members of the 489th BG, I would like to express our thanks and appreciation to Charles Freudenthal, Bud Chamberlain, and Neal Sorensen for all they have done and are still doing for the 489th BG and the Second Air Division Association. We all can say to you, "Xach of you arx a kxy pxrson and arx nxxdxd vxxy much." ■

The 448th Speaks



BY CATER LEE

One of the first things many of us turn to when we receive the *Journal* is the "Folded Wings" section to see the names of those who have departed since the last issue.

We are getting of the age now that it is inevitable that these numbers will continue to increase; we cannot escape this. The 448th recently lost Charles H. Carn of Rhode Island, a fine and dedicated member of our group. We will miss him.

This is a good time to remind all veterans to remind your spouses to notify Evelyn Cohen,

6410 Delaire Landing Road, Philadelphia, PA 19114-4157 if you should pass on, so we can put your name in the "Folded Wings" section of the *Journal*.

When the names of 448th deceased are received, these names are removed from the active membership roster and placed on the "Deceased" roster. If we are not notified, your family may continue to receive mail, and we hope to avoid this.

The world's tragedies are now on our minds, seeing on TV and reading in the newspapers of the horrible treatment of innocent women, children and elderly being driven from their homes in Kosovo. Thousands are without shelter, food, medicine, and other needs, which reminds us of Adolf Hitler's treatment of Jews and others in WWII. *Why can't people get along?*

There have been a couple or so recent TV programs paying tribute to our generation. One is "The Greatest Generation" by newscaster Tom Brokaw, featuring people of our generation. One he features is the 448th's own Lloyd Kilmer, a B-24 pilot whose plane was badly shot up and with only one good engine he made a successful forced landing in a beet field in

Holland. All crew members survived his excellent landing and survived a period of being POWs. If you haven't seen this documentary, you should get a copy. It's also in Brokaw's book of the same name — he has done an excellent job of honoring our generation.

The 448th is making one last massive recruiting campaign to (1) try to get past members to return to the 2ADA, and (2) hopefully get new and updated addresses, and if someone has passed on, to make that recognition in our rosters.

If you haven't as yet sent in your voluntary donation of \$10.00 to me to help offset mailing expenses, etc., please do so. And if you have not paid your 1999 dues of \$10.00 for membership in the Station 146 Tower Association, Seething, England, please send your check to Jim Turner, The Beeches, Brooke Road, Seething, Norwich, England NR151DJ.

At this writing we are looking forward to our group reunion in Dayton, Ohio, which will be held June 30 – July 3. Our reunion hotel is the Marriott.

We wish all a healthy and happy summer, and hope to see you in Dayton. ■

JUST ANOTHER TOUGH DAY IN THE "LIBERTY LIB"

BY RICK ROKICKI AND ED SILVER (458TH)

In the Spring 1998 *Journal*, I mentioned that a good friend and fellow aviation writer named Jeffrey L. Ethell was killed flying a restored P-38 in Oregon. Jeff and I once wrote for *Pilot's Preflight*, *The Washington Sectional*. Both of us had our "rookie year" as professionals in May 1975. Afterwards, Jeff started writing aviation books — over fifty — and several videos. The book titled *Bomber Command* resulted in the following story from one of our long-time 458th members, Ed Silver, who had an interesting story to tell. If it weren't for the mention of Jeff's fatal flight, I am sure it would never have come to light. After discussing the incident, I persuaded Ed to give a sort of outline that I could work from to do this article. Actually he gave me much more, and basically, the following are his words as gathered from the six letters that it took. Ed begins:

"I received a copy of the 2ADA *Journal* this afternoon (March 10, 1998). I was saddened by the death of Jeffrey Ethell, as I had the good fortune of knowing him, albeit briefly, through a strange set of circumstances. While browsing through a bookstore in Los Angeles about a



"Liberty Lib" after one decoy and eleven missions.

year and a half ago, I spotted a copy of *Bomber Command* on the shelf. I picked up the book to glance through it, and when I opened it, it opened to page 146. Don't know what to call it but fate, for the photo, in color, was "Liberty Lib," that fateful day we were all shot up. I will never forget the scene as I relived it. I called Jeffrey and asked about the photo. He said he retrieved it from the Air Force Archives.

"I flew that day as bombardier/navigator on a max max mission with a make-up crew. As a result of flak damage, we lost our inverters before reaching the target area in aborting the mission. We managed to dump our bombs near Aachen, and that was a mistake, since every Jerry ack-ack gun opened up on us. With no rudder control, we were like sitting ducks, and they pummeled the hell out of us. This was my finest hour in the service. With no operable instruments except a ball compass, and with my charts and logs blown away through the holes in the plexiglass and five wounded aboard, I finally achieved a navigator's dream 0-0 mission. I brought that baby home to Horsham and we sure drew a crowd as we touched down and rolled to a stop. There were still some red flares descending."

Now that was the extent of Ed's third and fourth letters to me. Feeling that there might be more to it than that, I wrote to him for a few more details: crew, mission, date, etc. His reply, in addition to the following, was that a "blow by blow" description would make him out to be a self-serving hero. But he would trust me to do my best in giving all the facts, from what he gave me and that which I could dig up for myself. He continues:

"Unfortunately, the daily diary I kept (probably everyone else kept



The photo on page 146 of *Bomber Command* by Jeffrey Ethell (one too) has long since disappeared, but I can still remember some of the vivid details. I cannot, for the life of me, remember the target we were going to, however I think it was Lubeck, and the date was in late August." It was actually Terte/Lubeck, date was August 25, 1944, sorties 118-119, bombing accuracy was "A" or excellent, we lost one aircraft, #42-110184-F named Gwen or Chicago Shirl. This info was gleaned from George Reynolds' 458th B.G. History IV. Also, the following report of that day states: "First of two missions, Dornier Aircraft Factory at Lubeck, was hit by 22 aircraft with excellent results. Aircraft ser. #184, 755th BS, hit in right wing with resultant fire. Bombs jettisoned and crew bailed out after about five minutes. Seven or eight 'chutes seen before aircraft went into a spin and exploded. Twelve aircraft hit a synthetic ammonia plant at Terte, Belgium with excellent results on this second mission."

"I remember the following crew members: Ben Drenth was copilot, whom I'd flown with before, and Don Echols was in the nose turret. Both are 2ADA members. The flight engineer was Joe Ball, and the rest of the crew were strangers and I cannot remember their names. The pilot's first name was Joe, and we were assigned to "liberty Lib" which was a standby ship that day." (I have purposely not written in the pilot's name, for obvious reasons as the mission unfolds.)

"In formation on the way to the target, we caught some scattered flak, and being cooped up in the nose, I didn't know if we took a hit in our inverters or whether they had failed at the same time. We naturally lost our intercom and instruments, and me being the navigator, nobody thought to inform me. I suspected something was wrong when the electro-compass failed to move when we changed direction. I tried to get to the flight deck, but the hatch was closed and no walk-around oxygen bottle anywhere to be seen. Joe Ball finally came down and handed me a note telling me we were aborting and to come up on deck to find a target of opportunity, while plotting a course for home. When I got up on deck, I found that the pilot had wandered aimlessly for ten to fifteen minutes before notifying me that he was lost. I discovered we were over the Ruhr Valley and suggested we get out of there in a hurry. Since we were coming up on Aachen, we should make a beeline for the marshalling yards and I would salvo the bomb load on the way out of town. Instead, he circled the town, then decided to make a bomb run. We successfully alerted every double-barreled 88 in the Ruhr Valley, and none of them were shy about taking pot shots at us. To compound matters, the pilot wanted to see where the bombs landed, so he circled again. By this time Jerry was mad, and cut loose with everything he had, cutting our rudder cables. We were like sitting ducks by this time, and they pummeled the hell out of us.

"I can still experience the flak bursting all around us — it was most terrifying. We wanted to bail out, as we thought the ship was going to go down any minute, but the flak got so thick that we felt we would get hit by it on the way down. We were unable to take evasive action with

(continued on page 16)

JUST ANOTHER TOUGH DAY IN THE LIBERTY LIB (continued)

no rudder control. Thank God they were lousy shots, because a well-trained antiaircraft crew could have easily knocked us down. We decided to stay with the aircraft until we broke the flak screen, and then bail out.

"By this time we had many wounded aboard, and bailing out was not an option. We then considered a crash landing in Holland, where conceivably the Dutch could help us. We dropped down to 2000 feet and started looking for a suitable spot to put down. We soon saw that Jerry had flooded all the low ground and had sharpened poles stuck in the ground to thwart any paratrooper assault. By then, it was decided to stay with the airplane as we headed out to the North Sea. We could not contact Air Sea Rescue because we had no radio. I plotted a course for the emergency airfield at Cambridge. I gave Joe the heading and said we should spot landfall in about 35 minutes. Then I went back into the waist to give whatever assistance I could to the more seriously wounded. About 30 minutes passed and I started getting anxious, because there was no land in sight. Now I was beginning to sweat, so I went back up to the flight deck while another five minutes went by with no land in sight. Glancing at the ball compass, I noticed Joe was flying a heading about 20 degrees north of the one I laid out for him. I asked him why we were flying that heading, and his reply was that as long as the ship was still airworthy, we might as well land at Horsham. He had no idea of where he was going or where we were. We were heading up the North Sea and flying to oblivion, utterly lost, in a crippled bomber, and no one knew we were out there. If we were to survive, it would have to be up to us, as there was no help available. I had to guess at many variables in order to plot a 3 position fix with a new heading for Horsham — as we were closer to home than to Cambridge. As luck would have it, as we approached landfall we encountered a flight of 458th planes going in the opposite direction." (This was the second mission, previously mentioned.)

"We fired flares, but they ignored us . . . could they be returning from the mission? If so, we were heading back into enemy territory. Ahead was landfall — was it England? Believe me, I was not sure. Our IFF was not operating, and we drew some antiaircraft fire as we came over the coast, reinforcing my doubts that somehow we were back over enemy-occupied territory. Suddenly, I recognized Yarmouth and the River, and knew we were almost home. I remember stepping out of the forward bomb bay, kissing the good earth along with the rest of the walking wounded. I collapsed under the wing and watched the picture develop that I saw on page 146.

"This is the first time I have ever gone public with this story, and obviously there was a great deal of pilot error that transpired. However, I wouldn't stand in judgment of a fellow officer in the heat of battle. I was recommended for a citation as a result of this mission, but when I was interviewed by the squadron navigator, he said he needed my flight log to complete the recommendation, and since I didn't have it, he could not follow through. I told him it was somewhere in the Ruhr Valley, where it blew out one of the holes in the plexiglass." (Again, I've "censored" the discussion between the squadron navigator and Ed Silver.)

"I still have one memento of that day — an Evans cigarette lighter (PX issue) that I had in my breast pocket of my jumpsuit. The lighter is bent almost in half where it stopped a piece of flak. We were told afterwards that there were well over a hundred flak holes in the aircraft."



In gathering as many facts and additional help as possible in the Ed Silver story, I wrote to Ben Drenth and Don Echols. Don was wounded and returned to flying about four months after reconstructive surgery on his hand and wrist.

Ben Drenth had been previously wounded and received his second Purple Heart for this flight. He thought the blood on his flying clothes was from treating the other wounded, but while under the wing with Ed Silver, discovered his wound. Ed had been wounded on a previous mission and the only thing that prevented another one was the cigarette lighter that stopped the flak. Another crew member was Mike Differ, the flight engineer, but no one had his address so I couldn't get his comments.

Like most events, when several of the crew comment on the mission and events of the action there may be some discrepancies, especially now, some 50+ years later. I have sorted out the details and events as accurately as I could determine. The pilot, Joe, was never a member of the 2ADA, and no one knew anything more about him. None of the mentioned airmen ever flew with him again.

Editor's Note: You sure you had a pilot? If Andy Rooney's B-17s can perform miracles — so can our B-24s! ■

Last Minute Briefs from the 2ADA Annual Convention, Austin, Texas

Austin was great! Don't miss our next convention.

Hap Chandler (491st) was elected as our new 2ADA President, and Felix Leeton (389th) as Executive Vice President. All other officers remain the same. The office of Vice President Communications was abolished.

Dues have been increased to \$20 per year starting for the year 2000. Lifetime memberships have been discontinued.

Tampa Bay is the location for the 2ADA convention in the year 2000, probably around Memorial Day due to the favorable rates available at that time.

Paul King, Chairman of the Board of Governors of the Memorial Trust, told the 2ADA Executive Committee that the construction on the new Memorial Library has started, and is on schedule to be completed and open by March, 2001.

Fall 2001 is the target for a 2ADA convention in Norwich, in conjunction with the "grand opening" of the new 2nd Air Division Memorial Library. There is talk of the Queen being present! Space available at this convention is limited — to reserve your attendance a \$50 non-refundable deposit per person is required.

Full report and related stories will be in the next *Journal*. ■

Shopping in the UK

REPRINTED FROM
BRITAIN BOUND TRAVEL CLUB NEWSLETTER

If you are planning on making any clothes purchases during your stay in the British Isles, cast your eye over this article before you go. You may not be aware what you are asking for.

Pants . . . Englishmen refer to these garments as trousers. They do wear pants, however, these are usually concealed beneath their trousers and are known to Americans as panties, or underwear. Cuffs would be another confusing request when in the trouser department, for in the UK they are found at the end of shirt sleeves; turn-ups are found on trouser legs. The American visitor may receive a strange look from his tailor if he asks for suspenders. In Britain, these items are used for holding up one's stockings. Trousers are held up with braces. Asking the same tailor if you might try on a vest would also perplex him — vests to Brits are undershirts, worn to keep out winter chills. A waistcoat ("West Cat"), however, is rather like a jacket without sleeves, and might fit the bill. Last but not least, if someone recommends you put on a jumper, they are referring to a woolly sweater, not to the loose-fitting dress that goes by the same name in the States. ■

THE WEST POINT OF THE WEST

BY KEN MORRIS • REPRINTED FROM THE SAN ANTONIO EXPRESS-NEWS, FEBRUARY 7, 1999
SUBMITTED BY DARWIN HALL (448TH BG)



Six World War II warbirds now adorn the Honor Court at the United States Air Force Academy in Colorado Springs, Colorado. All of these bronze memorials were created by warbird sculptor Robert Henderson. To date, a P-51, P-38, P-47, P-40, B-17, and B-24 are permanently housed in this distinguished area, soon to be joined by a B-29. All of the memorials are gifts of individual warbird associations and are cherished by the cadets as well as visitors. To be involved in upcoming bronze warbird memorials, you may call Robert Henderson Studios at 1-800-305-1738.

PHOTO BY BARBARA MILLER, CANON CITY, COLORADO

COLORADO SPRINGS — The gray-haired man with thick glasses watched me reading the bronze plaque on the statue commemorating the P-38 fighter plane. He and his equally gray-haired companion had already started to walk away, across the concrete courtyard in front of Arnold Hall, when he stopped.

"The only plane I care about is the B-24," he declared, as if he hoped I'd disagree. He wore a light cotton jacket decorated with a large red, white and blue pocket patch that read, "U.S. Air Force Retired." I didn't have to guess his background, but I asked anyway, "Is that what you flew?"

"Yes." The academy, he said, had just recently put up a statue saluting that World War II bomber. Without looking back at me, he and his friend continued their walk to see the new memorial.

Set at the foot of the Rocky Mountains, the United States Air Force Academy is one of Colorado's most visited man-made attractions, according to Rich Grant, communications director of the Metro Denver Convention & Visitors Bureau. An hour's easy drive south of Denver, the Academy competes with the state's famous natural attractions through a mix of stunning setting, modern architecture, and Air Force history that attracts young kids and curious civilians, as well as old aviators.

The youngest of the United States' four service academies, the Air Force Academy officially opened its doors at Lowry AFB in Denver in July 1955, moving into its permanent home here just north of Colorado Springs in August 1958.

The Academy sits starkly alone off Highway 25 just north of Colorado Springs, rubbing up against the Rockies. It is a product of the

West — majestic and massive. The first tipoff I had of its size was when I exited the highway and a sign notified me that the Visitor Center is four miles from the North Gate and 18 miles from the South Gate. The campus spreads over 18,325 acres of rock and sparse vegetation, complete with support buildings, staff housing, and its own primary and high schools, looking something like the Cartwright's "Ponderosa" ranch. Compare this to the U.S. Naval Academy at Annapolis, Maryland, which covers a measly 338 acres.

The start of a self-guided tour is the Barry Goldwater Air Force Academy Visitor Center, set in a sleek, modern building. Not only was the senator from Arizona instrumental in funding the Academy, Goldwater was a general in the Air National Guard and, naturally, a strong ally of the Air Force. The Visitor Center's displays give the still-recent history of the Academy and describe the training and education the cadets receive — as does a short film that gives more detail on the daily life of a cadet. The film runs every half hour.

As presented in the displays and film, the academics are similar to any top-notch university. The difference, of course, is the military training and kind of jobs the graduates start in; as evidenced by the fact that 127 of its graduates have been killed in combat.

A free map from the Visitor Center shows the suggested route to drive and which buildings are open to the public, and notes scenic overlooks that provide sweeping views of the campus. Walk the scenic one-third mile paved trail from the center to the architectural marvel Cadet Chapel for a majestic view of most of the cadet buildings.

The sharp peaks of the chapel mimic the

peaks of the surrounding Rocky Mountains or rockets poised for blast-off — depending on your point of view. The chapel dominates the campus. After looking over the stark western landscape, visitors delight in stepping inside the chapel to be treated to the thousands of stained glass pieces lit by the Colorado sun that make up the peaks' walls.

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If You Go

Take Interstate 25 south from Denver, or north from Colorado Springs. Exit 156B. Note: The Academy does not have gas stations, so make sure your car is gassed up before coming onto the campus grounds.

The U.S. Air Force Academy phone number is (719) 333-USAF (8723). The Visitor Center phone number is (719) 333-2025. Admission is free. Check its Web site, www.usafa.af.mil, for parade schedule, graduation dates, and details on the Academy.

The Barry Goldwater Air Force Academy Visitor Center is open daily 9 a.m. to 5 p.m. During the summer it is open until 6 p.m. Closed Thanksgiving, Christmas, and New Year's Day. Pick up a free self-guided tour map and information at the information desk.

For more visitor information on the area, contact the Denver Metro Convention & Visitors Bureau, 1555 California, Suite 300, Denver, CO 80202, telephone (800) 393-8559. ■

Attlebridge Tales



by Jim Lorenz

As our 466th Bomb Group was gathering at our van last November, after a superb lunch at the Parson Woodforde Pub in Weston Longville, Digby Horner, our British Legion friend, presented me with a bright red book. It is titled *An Historical Walk Round Weston Longville*, published in July 1997 by Marjorie Futter. She drew on the memories of the residents as well as the county, university, and church records. Here are a few excerpts from her book about our "home away from home" in the 1940s:

"Weston Longville is a small village some ten miles northwest of Norwich, in the old Eynsford Hundred, and in the county of Norfolk. It was mentioned in the Domesday Book as a village named Westuma, having 1 villager, 12 smallholders and 1 slave. There were 10 freeman with 80 acres, 7 ploughs and 1 church with 12 acres, a total value of 8 pounds, 10 pence . . . The parish had long links with the Longueville Priory, France, going back almost a thousand years, becoming Weston Longville, which we know today.

"The principal manor was sequestered by King Edward III in the 14th century and given by King Henry VI to New College, Oxford in the 15th century . . . Today the village area is just under 3,000 acres . . . with a population of 311 . . . it was 323 in 1921! . . . All Saints Church is an ancient building of flint in the Perpendicular style . . . dating from the 13th century. It has been restored and rebuilt in 1880, 1915, 1917 (tower was re-lead for 22 pounds) and the main roof was overhauled in 1972 . . . The church has always attracted gifts from 1914 on . . . later gifts from the 466th Bomb Group, USAAF, including a Roll of Honor and a U.S. flag which was flown over the Capitol Building on March 16, 1989. The 466th Group also made a handsome gift of the village sign, which stands outside the churchyard, inscribed: *Presented to the people of Weston Longville 27th August, 1977, by the 466 B.G. U.S. 8th A.F. in memory of the 324 men from this group killed in action flying from the airfield in this parish, March 1944 - May 1945.*" [Editor's note: Our current number is 330.]

"The airfield at Weston Longville was constructed in the early part of 1941 . . . RAF Attlebridge opened in June, 1941 with the No. 898 (Hong Kong) Squadron . . . with their Bristol Blenheim light bombers . . . they switched to American built twin engine Boston III . . . and did some anti-shipping mis-



The Parson Woodforde Pub was named for Rev. James Woodforde, rector, 1776-1803. Above, base guide Ted Clarke and 466th Group VP Jim Lorenz discuss logistics at the bar in November 1998. "You can't get there from here!" PHOTO BY MARY LORENZ

sions . . . During the winter of 1942 . . . concrete runways were laid out . . . up to this time Attlebridge had been only a grass strip . . . No. 320 Royal Netherlands Navy Squadron arrived in March, 1943 with Hudson VI and the new B-25 'Mitchell' aircraft . . . It became apparent the B-25 was unsuitable for low level bombing and they undertook air-sea rescue . . . in 1943 . . . Attlebridge was to be enlarged for the operation of heavy bombers . . . the main east-west runway was doubled to 6,000 feet, which meant much of the settlement at Hungate Common would be demolished . . . Towards the end of February, 1944, the first aircraft of the 466th Bombardment Group (Heavy) arrived from the U.S.A. . . . the 466th, part of the 2nd Bomb Division . . . was equipped with the B-24 Liberator . . . On March 22, the group flew its first mission to bomb Berlin. The 466th continued to fly missions deep into Europe, and, on August 8, 1944 completed its one hundredth mission . . . To mark the event a huge party was held, and because the group had purchased more War Bonds than any other group in the 8th Air Force, the famous Glenn Miller band made a special visit to the base . . . it is said the film star James Stewart, a serving B-24 pilot, was also at the party . . . The 466th Bomb Group remained at Attlebridge (known to the American military as Station 120) until the end of the war in Europe and moved back to the U.S.A. in June, 1945, having completed 231 missions."

There — now you know more facts than you ever wanted to learn, and from the locals' viewpoint.

During our November visit to Attlebridge, Everett Jones recalled that he had bailed out from his P-47 as his plane crashed onto a nearby golf course. Mike Harris and Digby Horner took Everett over to the golf course to show him the site here where the P-47 had



Carol Kendrick speaks with Rev. Illingworth at All Saints Church as The Archdeacon of Norfolk, The Venerable Michael Handley, looks on. PHOTO BY MARY LORENZ

crashed on June 4, 1945. Digby has now informed Everett that the golf course management would be interested in displaying any information, photos or items from his bail-out that he might supply for their club room. We'll have another stop to add to our next visit to our base area — and maybe a round of golf?

Digby also communicated that the church members are preparing a second edition of the historical book about Weston Longville, which would have further information about the wartime use of our base. Digby has researched the RAF use and plans to expand on the 466th BG activities on the base. We'll check with him on how we might help.

LOOKING FOR A COMRADE?

I have recently received several inquiries from people seeking information about 466th BG people or activities. My friends had noticed these inquiries on the 8th Air Force Heritage Museum web site "Message Board." If you are on the Net and want to list your inquiry, check it out at:

www.mighty8thmuseum.com ■

Our Mighty 8th Museum Jewel

Mary Beth Barnard, Director of History and Archives

Editor's Note: Twenty years ago, Mary Beth Barnard became curious and began searching for her late father's crew. At the time she was a technical illustrator at Northrop Electronics Systems in Norwood, Massachusetts. After several years she found the present Journal Editor, the first crew member that she located, and since then her interest in the 8th Air Force kept growing to the point that she became the 445th Bomb Group's historian. In the intervening years she became an avid 8th AF historian, archivist, contact person, and a number of other tasks too numerous to mention. The turning point in her life was at the 1993 2ADA convention at Hilton Head, SC when Mary Beth met the newly appointed CEO of the Mighty 8th AF Heritage Center, Lt. Gen. E.G. "Buck" Shuler, Jr., USAF Ret. In May of 1994 she was hired and asked to "join the team" that made the M8AFHM a reality.

Following is a copy of the story that appeared in her former employer's house organ, "The Northrop News," in 1990. All this editor can say is, "You've come a long way, baby!"

Only hours before Iraqi tanks rolled into Kuwait and troops killed or wounded 200 Kuwaitis before seizing that tiny country, four German and four American former airmen had gathered together in West Germany and joined hands in a show of friendship, praying for peace. The fliers had come together to dedicate what is believed to be the only memorial ever erected to honor servicemen from opposing armies. The same men who had tried to kill each other almost half a century before came together as a warning for future generations "that something like this will never reoccur."

The eight fliers gathered on August 1, 1990 in the serene quiet of the Seulingswald Forest in Friedlos, West Germany, at the site where the first plane had crashed in the Kassel Mission air battle they fought in on September 27, 1944. The quiet of the forest today is in stark contrast to the way it was on that day, when eyewitnesses say that in the skies overhead, "all hell broke loose" with the deafening noise of firing guns and planes crashing to the ground. The ten-minute battle resulted in the deaths of 136 German and American airmen and the destruction of 60 fighters and bombers. These are said to be the highest losses ever suffered by any 8th Air Force bomb group on one mission.

Early on the morning of that fateful day, a group of 283 American B-24 bombers and 198 fighter escorts set out to bomb the Henschel aircraft engine factory in Kassel, Germany. As the aircraft hit dense cloud cover, 35 of the B-24s from the 445th Bomb Group strayed away from the stream of planes and were spotted by 150 German fighters over the area of Bad Hersfeld.



Mary Beth Barnard stands before part of her collection of B-24 photographs and shell casings from the Kassel Mission.



This photo from Mary Beth's 445th Bomb Group collection shows "chaff" (strands of metal that were thrown from aircraft by American fliers to muddle German radar) that was used to decorate this Christmas tree in an American barracks in 1944.

In three minutes, twenty-five B-24s came crashing to the ground around Kassel and five more were crippled and never made it home. American fighters that arrived late on the scene, along with B-24 gunners, shot down 29 of the German fighters. In all, 118 American fliers were killed and another 121 survived in concentration camps as prisoners of war.

Walter Hassenpflug, a 12-year-old member of the Hitler Youth movement, saw the lead plane in the American bomber group come crashing to the ground in the Seulingswald Forest, and he ran to the crash site. The next day, he and his companions helped to capture an American airman whose plane had been shot down and the flier was made a prisoner of war. In 1986, Hassenpflug's research on the battle led him to write to the newsletter for

veterans of the 8th Air Force. This helped him contact Frank Bertram, who had recently written about the battle. Bertram wrote to Hassenpflug and told him that he was the American flier whom he had captured.

Mary Beth Barnard has, since 1980, become a historian on the 445th Bomb Group. She has a wealth of information on the subject including hundreds of photos of B-24s and the crews who flew and maintained them, as well as personal accounts of various missions of the men who flew them. Included in her files are the personal accounts of 75 men who were involved just in the Kassel Mission.

Mary Beth's intense interest in the subject began when, after her father's death, she found a B-24 crew photo of her father. Her father never spoke about the war. It was when she found the photo that she realized she knew very little of his life during the war. That was when Mary Beth set out to find out as much as she could about the 445th Bomb Group and the B-24 her father flew in. Starting with a solitary name, she began to correspond with people who had flown in B-24s, and after a few years, she began to receive more correspondence from people all over the country making inquiries about crew members of the 445th. She now gets mail on a daily basis from people who either were part of a crew or were related to or knew someone who was. Mary Beth has gone to countless B-24 crew reunions all over the United States as well as numerous visits to England. On one of her excursions to a reunion in England, she met actor Jimmy Stewart, who had been a B-24 squadron commander in the 445th Bomb Group.

Her work as a historian takes a great deal of her time. "It's like having a second full-time job," explains Mary Beth. The benefits, however, make all of the time she spends on it worthwhile. "Most of the letters I write are attempts to put people in touch with others. I look at myself as a sort of clearinghouse of information. I like it because it's living, these people are still alive. Once they're gone, it's lost forever." The experience has also given her great confidence, according to Mary Beth, who says she routinely speaks about the subject at reunions before gatherings of 200 to 300 people at a time.

Mary Beth says that very often she acts as a catalyst to help other people put the pieces of a puzzle together. For instance, she routinely tries to help people to identify what happened to crew members or to locate someone who may still be alive who was in a particular group.

In the case of the Kassel Mission Memorial, Mary Beth acted precisely as that catalyst. She had learned of Walter Hassenpflug's interest in fliers who had flown on the Kassel Mission

(continued on page 20)

MARY BETH BARNARD (continued)

who had made it back to England, and had photographs she wanted to send him. Before she gave copies of the photographs to Hassenpflug, Mary Beth asked permission from the man who originally gave them to her, who himself had returned to England from the Kassel Mission. That man was Bill Dewey, who Mary Beth met in 1987 at a B-24 reunion in England.

She says, "I asked if Bill minded if I sent copies of his photos to this fellow in Germany, and he asked if he could have Walter Hassenpflug's address because he would like to go back there some day. That's how my involvement started." From there, she says, "it grew and we realized that Walter wanted to have some kind of memorial, to have something lasting . . . so we formed an association to handle the financing of the Kassel Mission Memorial." That is how the Kassel Mission Memorial Association (KMMA) was formed. Mary Beth is one of six KMMA directors.

"Everything was donated," she says. "It was a joint effort. The German town officials donated the land that the site is on, the U.S. Army Corps of Engineers in Germany did the site preparation, the stones were donated, and the bronze plaques were donated by Americans." Mary Beth says that one major source of funding for the memorial has come from the proceeds of a book written by former 445th waist gunner Harold Robinson, *A Reason to Live*, which is donated to the KMMA. That book tells of the role in Robinson's survival that was played by his strong love for his wife and his faith in God.



THE KASSEL MISSION MEMORIAL

The intention of the monument was perhaps best summed up by the words of KMMA President Bill Dewey and Wilfried Blum, Mayor of Friedlos, who were just two of the many officials who addressed the 500 people who attended the dedication of the monument. Their words have great significance for today's world.

Dewey said, "Together with our former German foes, we pause to honor the 136 brave young fliers of both sides who made the supreme sacrifice. We pray that Americans and Germans may henceforth meet in friendship, peace, and brotherhood."

Said Mayor Blum, "The memorial stones have nothing to do with glorifying war and violence. They are supposed to be a warning to the generations to come to make sure something like this will never reoccur." ■



Radio operator Tom "T.P." Hart (left) and Mary Beth's late father, Harold Kennedy, assistant engineer/gunner on Jack Pelton's crew, do the "Glad you made it" handshake after their shot-up borrowed B-24 (Arnold Nass' "Sweetest Rose of Texas") was "crab-dropped" 100 feet onto the emergency strip at Manston. Ray Pytel, the engineer on this mission to Dessau, Germany (August 16, 1944), commented that despite severe flak damage and the subsequent ground hitting jolt, this was Jack Pelton's "most perfect landing." Everyone came out from all sides of the B-24 in a hurry, fearing an explosion, and later found each other all around the plane safe and without a scratch! "Any landing you can walk away from is a good one — but in this case, if you can run away from it, it is even better!" said Mary Beth's father.

And Now, Nine Years Later . . .

Here is an excerpt from a recent 3rd Strategic Air Depot Association Newsletter.

Mary Beth Barnard, Director of History and Archives at the Mighty 8th Air Force Heritage Museum, met recently with members of the 3D SAD for a full examination tour of the library and her records. It was a revelation how she preserves all photographs and historical records under acid free paper, always handling such while wearing white cotton gloves so as not to cause disintegration of the artifacts. When she saw the huge B-24 Liberator nose art collection the 3D SAD had brought, she became overjoyed with excitement, as her dad was an assistant engineer and gunner on a Liberator of the 445th BG near Watton. As she looked at each photograph, Mary Beth knew the various bomb groups



3D SAD Secretary Wiley Noble presents B-24 nose art collection to Ms. Barnard.

to which each belonged, exhibiting a fascinating knowledge of the Liberators of the 2nd Air Division. Her knowledge and enthusiasm for the nose art photographs equaled that of 3D SAD and 2ADA friend Tony North of Norwich. Each photograph will be scanned by digital equipment for display on a 2 x 2 foot screen. Suppose a former crewman on a Liberator visits the museum . . . he can call up a photograph of his wartime Liberator and view it on the huge screen. (It's remarkable what computers and new technology can do!) After scanning, all photographs are placed in the Archives Section for Mary Beth's permanent preservation. Most of 3D SAD's huge B-24 Liberator collection came from members of 3D SAD's base photo shop and was donated by Louis Lawrence, Gene Correll, Frank Siebell, Art Naher, Herschel Argo, and so many other 3D SADers. "This is a call to all 2ADA members to also donate their artifacts now," said Mary Beth. Every donor should be most pleased that their donations will be where they belong — in our own 8th Air Force Museum, forever! ■

A WONDERFUL MOMENT IN HISTORY: APRIL 7, 1944 AT OLD BUCK

BY ABE WILEN (453RD)

I wrote this story on July 4, 1997, two hundred and twenty-one years since our nation was born. During those ensuing years we have had many leaders, many heroes, and many people in public life who have exemplified the character, integrity, decency, and humanity that America stands for.

On July 2, 1997 we lost such a national icon. James Maitland Stewart, Brig. Gen. USAF Ret., movie actor, war hero, and every American's ideal passed away. If anyone could be characterized as Mr. America, it was Jimmy.

Back in early 1944, while I was flying as a navigator with the 453rd Bomb Group, we were informed that the movie star Jimmy Stewart had joined our group as our new operations officer. His job was to brief us on our missions, help plan, and at times to debrief after the flights ended. We were all there to fight, win a war, and stay alive. We accepted him as one of us.

One day after a mission we heard an announcement: "Anyone from Pennsylvania, come to Operations." Being from Monessen, PA, I reported in. They had photographers and wanted to take pictures of Jimmy with other Pennsylvania airmen.

There were four of us with Jimmy: Keith Dibble, Roger Counselman, Joseph Fiorentino, and myself, A. Edward (Abe) Wilen. We took three photos, including one where we were looking at a map of Germany and I was sitting at the edge of the table pointing to the map. I was the navigator of the group. In another picture the five of us were walking away from the plane "Male Call," and the third picture was in a Jeep with Jimmy at the wheel while I was in the back seat.

Jimmy, a command pilot, flew 20 missions over enemy territory. A month later, on May 8, 1944 (my 20th), we were shot down by enemy fighters and spent the next year in three German prisoner of war camps, starting with Stalag Luft III, where "The Great Escape" took place. As a result I lost touch with Jimmy Stewart.

After liberation and the end of the war, I went back to the University of Pittsburgh to get my degree, and went into business in Monessen, PA.

In 1965 I read a story in the column of Kasper Monahan, the movie editor of the *Pittsburgh Press*, that Jimmy Stewart was being honored in Pittsburgh by the Movie Theater Owners of America. I contacted the editor. He arranged for me to get together with Jimmy prior to the banquet at the William Penn Hotel. The editor brought his photographer and I brought a friend who was my walking and golfing partner as well as my attorney, Bernard Shire.

Jimmy and I reminisced over the 1944 photos which I brought along. The photographer took photos which I have copies of. Jimmy was just as down to earth and as regular a fellow as I remembered.

Over the passing years I kept watching his movies and following his career.



At Old Buckenham, 1944. Left to right: Dibble, Counselman, Stewart, Fiorentino, Wilen.



Stewart and Wilen in Pittsburgh, 1965

Early in 1983 I received a letter from the 2nd Air Division Association. Our presence was requested in Indiana, PA on the weekend of May 20, 1983 to celebrate the 75th birthday of Jimmy Stewart. His hometown of Indiana was honoring him with the dedication of a bronze statue, a long parade, and a banquet. Once again I brought along my golfing attorney, who was in the photos in 1965 and again in the photo of that weekend in Indiana, PA, eighteen years later.

Jimmy had been in other bomb groups in the 2nd Air Division before and after his stay at our 453rd, and all were invited.

Those of us who had flown on missions with Jimmy reminisced at City Hall after the statue unveiling and at the banquet on Saturday night. Again we took pictures and re-



Stewart and Wilen in Indiana, PA, 1983

viewed the 1944 photos. Jimmy was a regular fellow and one of us again fighting the air war over Germany.

Next, in October 1987 Jimmy was being honored by the Radio Stations of Pennsylvania at the Vista Hotel in Pittsburgh. I was contacted by the committee from Indiana, PA whom I had met before Jimmy's birthday celebration. Jimmy and his wife Gloria were giving a reception the afternoon before the banquet in their suite at the Vista to thank the committee for their marvelous efforts during his birthday celebration. They invited me since I lived in the area and they recalled that we flew together during World War II.

I asked if I could bring a guest, Andrew S.

(continued on page 22)

A WONDERFUL MOMENT (continued)

Low, Major General, USAF (Ret.), who was Jimmy's assistant operations officer and his roommate in the 453rd Bomb Group. (Andy himself was shot down on July 29, 1944, and was in the same three POW camps I was in.) They said great! I phoned Andy, who came down from Narragansett, Rhode Island. I picked him up at the Pittsburgh Airport the afternoon of the affair, and we went right down to the hotel.

In their suite Jimmy and Gloria stood at one end of the room while the people from Indiana, PA went through a receiving line shaking hands with their hometown hero and in turn being thanked for their efforts several years before. At the end of the line were Andy Low and myself. When Jimmy saw Andy, his mouth dropped and they grabbed each other as the long lost buddies they were. By then he knew and remembered me since I had shown him the 1944 photos often enough. Again we took pictures.

Jimmy was called to a press conference, and Gloria, Andy and I were left in the suite since the rest of the group left. The three of us spent the next hour talking about Jimmy, their family, and the war. Gloria was friendly, down to earth, and a devoted and understanding wife and mother.

After Jimmy returned, the four of us spoke a few minutes and then proceeded down to the banquet. On the way down Jimmy was continually approached by fans and admirers who wanted to speak to, touch, or just be near the man. They ignored the rest of us despite the fact that Andy Low outranked Jimmy as a two-star general against a one-star general.

We parted, the Stewarts to the head table and Andy and I to elsewhere in the room. That was the last time I saw Gloria or Jimmy. Although he is as close to me as the movies I see of him on television and the photos I have of and with him from 1944, 1965, 1983 and 1987, it is no longer the same. Those of us who have rubbed shoulders with him, as well as the rest of the country who knew him through the screen, have lost a man we looked up to, admired, and can all relate to.

As I look back at my "moment in history" when I first really met and became friendly with Jimmy Stewart, on April 7, 1944 at our 453rd Bomb Group airfield in Attleborough, England, and the various times our paths have crossed since, I feel that my life has been enriched by knowing and having associated with a man who, on the 4th of July 1999, still exemplifies best what America stands for!

✦ ✦ ✦ ✦

Editor's Note: Due to the fact that the Journal carried a book review on Jimmy Stewart and several subsequent articles upon his death, we delayed the publishing of the then-submitted articles so as not to overload the Journal with the many good articles on Jimmy within the same time frame. More submissions will be printed in future Journals as space allows. ■



Last meeting with Jimmy, Pittsburgh 1987: Abe Wilen (left), Gloria Stewart, Andy Low.

NEW MEMBERS OF THE SECOND AIR DIVISION ASSOCIATION

HDQ

Irving Bloom (AM)
John Honey (AM)
Judith S. Honey (AM)
Andrew S. Payne (AM)

44th

Robert D. Vance
William P. Biolsi (AM)

93rd

Claire W. Palestri (AM)

389th

R.V. Elliott
Robert R. Neuens
Paul H. Pflug (453rd)
Kenneth Reiff
Roberto Ruiz
Joseph J. Crocher, Jr. (AM)
David Hughes (AM)

392nd

Frank B. Demchok
Joe C. Johnson
Donald R. Satterthwait

445th

Leonard Newton
Joseph A. Pepino
Robert F. Scarlett
George E. Schmidt, Jr.

446th

David P. Kratovil (AM)

448th

Stephan J. Beskid
William C. Burgemeister
Dewey D. Conn
James A. Crisman
Jay R. Dempsey
William M. Garrett
R.L. Henderson
Clayton H. Johnson
Ralph A. Nicholas, Jr.
Phillip D. Ray
William H. Thomas
Doyle W. Tucker
James F. Wagner
Kathlynn E. Jackson (AM)
Viola F. Metzger (AM)

453rd

Harrison L. Saunders
Jack N. Ward

458th

Edgar K. Call
Wallis J. Tolles

466th

Paul D. Gilson

467th

John P. Bosko
Frederick J. McCardry
Herbert A. Vaughn
Luella Harter (AM)
Cindy Stevens (AM)

492nd

Karen Branch Cline (AM)

SM

Larry J. Herpel
Eric W. James
Charles V. Moore



BY FRED A. DALE

Bill Dewey reported to me recently that registration for the Midwest/Southeast Regional Reunion of the 2nd Air Division Association, to be held in Savannah, Georgia, September 30 – October 3, 1999 is going very well. Of the 100 rooms available, there are about 20 rooms left and we expect them to be gone by August 31. Arrangements are falling into place, and the cooperation they are getting from the Mighty 8th Air Force Museum is outstanding. It looks like another super Midwest/Southeast reunion.

PERSONALIZED MISSION HISTORIES

Dick Gelvin is now accepting orders for the personalized mission history of anyone who flew with the 445th. He asks that you allow him 30 days to complete the history, and recognize that he must ask \$40 each to defray the cost of gathering the background data, plus \$5 shipping and handling. This history includes names of all crewmen, targets and dates, and identity of each plane flown. Contact Richard F. Gelvin, 448 Leisure World, Mesa, AZ 85206, phone (602) 654-9249.

445TH ASSEMBLY SHIP MODEL

The picture of George Wright's model of



L-R: Fred Dale, 445th Group VP; Charles Walker, 2ADA Trustee, and David Patterson, 2ADA Secretary with the 445th BG Assembly Ship model built by George Wright.

our 445th assembly ship was taken in Norwich in November, 1998.

FRENCH CROIX DE GUERRE

The new address of The American Order of the French Croix de Guerre is 18 E. 41st Street, Suite 401, New York, NY 10017. If you served with the 445th in any capacity, ground or air crew, between December 1, 1943 and February 1, 1945, you are eligible to join the order. The 445th was awarded the Croix de Guerre for group valor on September 17, 1946. Write the order for details.

445TH BOMB GROUP B-24 FOUND IN FRANCE

A letter I received from a M. Bernard Huntzinger of Strasbourg, France is seeking help

in information about a B-24J No. 42 50453 MK that was assigned to the 701st Bomb Squadron in the 445th Bomb Group that was lost on a bombing mission and crashed in the village of Zinswiller, France on December 11, 1944 (54+ years ago). The village of Zinswiller is located in a region called Alsace (Department of BOSHIN), 48 kilometers north of Strasbourg. The B-24 was found again in April 1998 with the members of the crew.

Bernard is looking for answers and help in getting additional information. He has gathered quite a bit about the plane and crew, but needs more. If you are interested or know more about this B-24 or crew, contact M. Bernard Huntzinger, 11 rue Lauth, F-67000 Strasbourg, France. ■

2ADA Florida Regional Reunion

BY LAWRENCE G. GILBERT (392ND)



Having fun in Sunny Florida (L-R): Louise and Carl Alexanderson (491st), Bob Bieck and Russell Harriman (both 453rd).

The annual 2ADA Florida Regional Reunion was a great success. Held on January 23, 1999 at the Clarion Hotel in Orlando, attendees included representatives of eleven of the fourteen bomb groups plus one fighter group, and the commander of the 2nd Air Division Scouting Force, Gen. John A. Brooks.

The highlight of the entertainment program was the song-and-dance act of Pixee Wales, backed by her husband with the sound equipment. Doing a classic rendition of Satchmo Armstrong, her act turned into audience participation when several of our old veterans were moved to jitterbug with her.

In a more serious change-of-pace, 2ADA President Earl Wassom gave a fine presentation of the current objectives and focus of the 2ADA. An excellent summary of the thrust of his remarks may be found in his article "Keeping in Focus" in the Winter 1998-99 Journal. ■

ENGLAND — The big Liberator wasn't pretty. She had a turned-up nose. Her curves weren't graceful. She wasn't sleek. She had been patched up many times.

But *Heavenly Daze* — how she got that name no one can explain — had bombed and slugged Hitler's fortress on 24 missions. She had roared proudly over Danzig, Oslo, Bremen, Kiel, and Brunswick, acquiring a personality as well as a reputation with the 93rd Bomb Group.

"She's a wonderful ship," her pilot "owner," 1st Lt. Walter McCartie of Oskaloosa, Iowa, often boasted. "She always comes through, because she's got a lot of heart in her."

But *Heavenly Daze* made her last flight on the crisp morning that she headed out over England for her 25th operational mission. The big Liberator was under "new management," piloted this time by 1st Lt. Richard J. Pettit of Los Angeles.

Soon after the takeoff, she developed a conglomeration of mechanical troubles ranging from runaway propellers to a cooked-out electrical system. The plane lurched forward and began climbing with the speed of a Thunderbolt.

"We had one engine run away shortly after we got off the ground," Pettit said later, "so I started to circle back for a landing. But at 4,000 feet, with two more runways, it looked as if the vibration would tear the ship apart. We were climbing at 200 miles per hour with a full bomb load."

Pettit and his copilot, 2nd Lt. Humphrey J. Elliot of Richmond, VA, wrestled desperately

ONE OF OUR B-24s IS MISSING... SHOT DOWN BY FRIENDLY SPITFIRES!

REPRINTED FROM "STARS AND STRIPES,"
JANUARY 31, 1944

with the controls. They were above the overcast and had no idea where they were, except that it was somewhere near the North Sea coast.

They didn't dare jettison their bombs, because there might be English towns down below. They couldn't crash-land, because visibility was less than 2,000 feet and the ceiling 800 feet. Pettit gave the order to bail out.

Two RAF Spitfires were sent up when the "intruder" failed to answer radio calls and British ack-ack gunners were alerted. The RAF pilots radioed back the startling report that there was apparently nobody in the plane.

Meanwhile, the crew of *Heavenly Daze* had landed one by one and telephoned to base. The bombardier, 2nd Lt. Robert F. Leesley of Chicago, IL, landed in a WAAF camp where the girls eyed his silk enviously. Elliot, the copilot, landed in a tree. 2nd Lt. Leslie A. Jacobson, the navigator, landed in a field, started down a road, and was picked up and taken to a hospital where he became conscious the next morning. He recalled nothing after pulling the

rip cord.

The waist gunners, Sgt. John P. Kogut of Clayville, NY and Sgt. Erharot D. Lange of Marinette, Wis., landed near a haystack. S/Sgt. James R. Stanley of Midland, Tex., the engineer, was challenged by a youngster who "took some convincing that I was a Yank and not a Jerry."

S/Sgt. Peter Bortua of Palmerton, PA, the radio operator, and Sgt. Joseph A. D'Atri of Brooklyn, NY, dropped into farmyards. Pettit landed in a drainage ditch, a bare 100 yards from the sea. He telephoned to base and reported that he was the last man out of the ship.

Crewless *Heavenly Daze* continued to soar above the clouds under the watchful eyes of the two Spits. A lively exchange over the radio telephone, between the Spitfire pilots, their ground station, and the Liberator base, finally produced a decision: the abandoned B-24 and her 6,000 pounds of high explosive should not be shot down.

The Spits circled the lumbering Liberator until she headed out to sea again. *Heavenly Daze* had been flying alone for more than an hour and a half now. The RAF pilots debated over the radio who was to go in first; they didn't like the idea of bombs exploding in their faces. Finally they went to work.

Pass after pass at the helpless bomber quickly convinced the Spit pilots that the Libs aren't easy aircraft to shoot down. One fighter even ran out of 20mm ammunition as his point-blank cannon fire ripped into the wings. At last *Heavenly Daze* plummeted into the icy sea. ■

Folded Wings

HDQ
Mary Williams Elder
Merton J. Roberts

93rd
David W. Robison

389th
Joseph J. Crocher
Benjamin Kubala

446th
John Kivlehan

448th
A.J. Barnabee
Maurice L. Hooks
Charles L. Wingo

453rd
Julio R. Alonso
Carl M. DeMedio
W.D. Faulkner
Leonard J. King (467th)

Carl D. Lutz (445th)
Charles H. Mosgar

458th
James Eloff
Robert S. Feist
Walter F. Landers, Jr.
Ray Lytle

467th
Eugene A. Aichroth
George Y. Dong
Harold P. Goldman

489th
Joseph H. Dean, Jr.
Seth L. Lobdell
Kenneth Raisch

491st
Clayton M. Storhaug

492nd
Charles P. McLaughlin

Announcements of Folded Wings should be sent to Evelyn Cohen, VP Membership, address on page 2.

A Message for Those Who Follow Us

BY ROGER L. GARRISON (466TH)

The Winter 1998-99 *Journal*, page 4, was a real eye-opener. I believe the younger generations have not realized full the impact that World War II had on the future of America. Several years ago, a high school senior impressed me with a question he asked: "Mr. Garrison, tell me again, was Hitler on our side or theirs?"

I replied as follows: "Well, kid, if it hadn't been for good American citizens answering the call to arms, you would probably be a goose stepping little Nazi right now." That was an inappropriate response on my part, and I regret it.

On December 7, 1941, I was the acolyte at the eleven o'clock service at the church my family attended. That afternoon we heard about Pearl Harbor. Next day, I quit my senior high school class and headed for the recruiting office. The Navy line was too long, so I went over to the shorter one, and a week later I left for Air Force basic training and later mechanics school at Wichita Falls, Texas, then went to San Diego for B-24 familiarization.

I was in the cadre forming the 466th Bomb Group until we returned from England when the war in the ETO ended. It wasn't until after returning to my hometown that I began to miss some of the guys and began to ask questions. Among my acolyte group, high school class, Boy Scout troop, and neighbors, I found that twenty-five had died — some in POW camps, some lost at sea, some in air battles in all parts of the globe.

While it is not healthy to dwell on our loss, it is well to realize how swiftly life can change. We perhaps should feel a duty to speak with young people, and help them understand that the devastation we survived was also a devastation for all of the world. I am sure that when their turn comes to govern, they too will recognize the necessity to answer the call to serve. ■

A POST-WAR TALK WITH TOP NAZI ALBERT SPEER

By the late Lt. Gen. Ira C. Eaker, USAF (Ret.) and Arthur G.B. Metcalf • Reprinted from AIR FORCE Magazine, April 1977

On October 21, 1976, retired Air Force Lt. Gen. Ira C. Eaker, who commanded both VIII Bomber Command and then Eighth Air Force in 1942-43, and Dr. Arthur G.B. Metcalf, Chairman of the Board of the United States Strategic Institute, met with Albert Speer, Hitler's minister of armaments production, at Mr. Speer's home in Heidelberg. These highlights of their discussion concerning the effects of Allied airpower on German production were made available to AIR FORCE Magazine by General Eaker and Dr. Metcalf. The insights that were revealed in the conversations are a significant contribution to understanding the development of strategic airpower and its contribution to victory in World War Two.

→ → → →

EAKER: Mr. Speer, it seems we worked at cross-purposes in the last war. It was your mission to supply the weapons for the Nazi land, sea, and air forces. It was my job to prevent your accomplishing that by bombing your munitions factories and their supporting systems — oil, ball bearings, power, and transportation.

If I had had a more accurate estimate of your problems, it would have improved our chances of accomplishing our mission.

Now, more than thirty years after Allied bomber operations began in World War II, there is a renewal of interest in airpower operations in that war. One of the major current interests concerns this question: Which hurt you more, the RAF night bombing or the American daylight bombing? Or was the combination, called "round-the-clock bombing," the most effective Allied strategy?



LT. GEN. IRA C. EAKER



ALBERT SPEER

SPEER: At first, of course, it was the British night bombing. We had that to deal with a year before the American daylight raids began, and a year and a half before you made significant attacks with a hundred or more of your daylight bombers.

After the British night bombing raids on our industry in the Ruhr, and especially their heavy raids on coastal cities like Bremen and Hamburg, I was directed to concentrate on night fighter production. Eventually, we began to take heavy toll of the British night bomber force as a result of devising tactics and techniques and developing equipment to deal with the night bombing effort.

I often wondered why the RAF Bomber Command did not continue their thousand-plane raids on our cities. Had they been able to do so, the morale of the German population and the German labor force might have been significantly weakened.

Of course, one reason why the burning of Bremen did not hurt the morale of our people more was because they did not know at the time the full measure of that catastrophe. Hitler's Propaganda Ministry had full control over all communications. Naturally they did not play up bad news. I, myself, did not know the full extent of the fire bombing of Bremen, the horrible loss of civilian life, until much later.

Later on, when American bombers came in daylight in ever-increasing numbers, attacking our munitions factories very effectively, our military leaders repeatedly told Hitler that unless the daylight bombers could be stopped, the end of war was clearly in sight. So I was ordered to concentrate on day-fighter produc-

tion. For a time we held our own, often causing your raids heavy losses, as at Schweinfurt and Regensburg on August 17, 1943, but eventually you overwhelmed us. So I should suppose that it was the combined air effort that destroyed our means to wage war, and eventually the will and resources to continue.

You will note that in my book *Spandau* I pointed out that you in fact had started a second front long before you crossed the Channel with ground forces in June 1944. Air Marshal Milch told me that your combined air effort forced us to keep 900,000 men tied down on the so-called "West Wall" to defend against your bombers. This, of course, included the fighter defenses, the antiaircraft artillery people, and the firefighters, as well as a large number of workmen needed for repairing damaged factories. There was also the large number of artillery pieces required all over Germany because we never knew which of our industrial cities you would attack next. It was your freedom of target choice and our uncertainty that enabled a limited number of bombers to tie down such tremendous numbers of people and equipment in our defense effort.

I suspect that well over a million Germans were ultimately engaged in antiaircraft defenses, as well as 10,000 or more antiaircraft guns. Without this great drain on our manpower, logistics, and weapons, we might well have knocked Russia out of the war before your invasion of France.

EAKER: Your view of the bomber offensive as constituting a second front is one I have never seen advanced elsewhere.

(continued on page 32)



DR. ARTHUR G.B. METCALF

I was rummaging through some of my files the other day and came across this information furnished by Joe Whitaker. Since my memory is not as good as it once was, I hope that I have not previously published this. As all of you know, Joe was the division bombardier. He arrived at Ketteringham Hall on April 15, 1944, and departed on VE Day in 1945. I quote from his information as follows:

"Being the Division Bombardier, I was involved in the planning of missions in A-3. Worked closely with the Photo Lab and Intelligence on the results of missions. I contributed regularly to Target Victory. Worked with the Wing and Group bombardiers on training, etc., promoting better bombing results. Attended briefings and interrogations regularly at Group and Wing level. Visited targets we had bombed on the Continent and reported to Gen. Hodges and Gen. Kepner on results. My job was to improve results throughout the Division."

Joe had the following to say about his most memorable experience: "Flew my combat missions with the 392nd BG as group bombardier. We were equipped with the Sperry bombsight in the B-24Hs. The mission to Norway (Oslo) was my most memorable one, and I received a DFC. Was later awarded the Legion of Merit for my leadership and service. General Leon Johnson pinned that on in the Pentagon where I served on his staff. Jim Stewart and I flew together in the HQ. Mosquito twice. General Timberlake had me as his guest the night Jim got his eagles. I sat opposite Jim that night and was the first person to congratulate him."

And about the last 50+ years, Joe had this to say: "I was active in the reserve for 17 years. Served with American Cyanamid Co. in the Explosives Division. Owned a distributorship of explosives for thirty years. Went with PBS Coals, Inc. stripping coal in Somerset, PA; Maryland; and West Virginia. I was Director of Safety and in charge of explosives, etc. Worked to my 70th birthday. Was married in 1945 and we had two boys and two girls. My wife of 47 years died in 1992. Recently married, happily, a retired professor at the University

DIVISION



BY RAY STRONG

of Maine. My sons are internationally recognized scientists in robotics. The oldest is head of the Robotic Institute at Carnegie Mellon University, and my youngest is the Tech. Dir. of Redzone Robotic Corp. My oldest son and I have a 750-acre farm in Somerset, PA and breed beef cattle. Spend six months in Florida and six in Virginia, plus do a lot of traveling. Past president of 2nd Air Division Association and an early member.

"The WACs might be interested in this information: In the Pentagon, I served under Gen. Johnson making staff studies on the role of the Air Force in the future. I was assigned the subject 'The Role of the WACs in the Post War Air Force.' I interviewed Col. Hobby and others, and highly recommended the WACs be given a greater role based on their outstanding performance, theatre wide, and particularly in 2nd Air Division HQ."

I regret that it took me so long to get this info from Joe into print. It got lost on my desk and just came to light recently. I hope that more of you who served at Headquarters will send me your own memories. All you need to do is: (1) Write a few lines about your job at HQ. (2) Write a few lines about your most memorable incident or experience. (3) Write a few lines about what you have been doing over the last 50+ years. Write it in long hand if need be, on any old piece of paper, and I will decipher it.

In the Summer 1998 issue of the *Journal*, I reproduced one of three letters written on April 28, 1972 by General Kepner. It was addressed

to the Lord Mayor of Norwich. You might want to go back and reread it. In this issue, I am including the letter he wrote to the Chairman of the Board of Governors:

Mr. Richard Gurney, Chairman,
and the Board of Governors
The Second Air Division Memorial Trust
Norwich, Norfolk, England

Dear Friends,

Greetings to all and a sincere "well done" to a dedicated and truly great custodial group. Your record of success in handling the 2nd Air Division Trust is a model for all organizations to copy.

Much had to be taken for granted, when we first talked about a memorial to those who lost their lives when flying to combat from the many airfields around Norwich during World War II. We hoped the money could be found. It was. We hoped patriotism and love for our fallen comrades would find those who could guide the project to final success.

These hopes were indeed justified. Through the years of honest and dedicated care, your group has accomplished the great responsibilities you accepted. We are most grateful to each member of the Board of Governors. With best wishes for your future success, we, the 2nd Air Division, say "thank you."

Sincerely,

William E. Kepner, DSC CB DSM
Lt. Gen. USAF (Ret.)

Former Commander, 2nd Air Division



If you haven't already done so, I hope that you will make a contribution toward the effort to raise funds for furnishings, equipment, etc. for the new 2AD Memorial Library. For more information, go back to the Winter 1998-99 issue of the *Journal* and read Jordan Uttal's article on page 14. We need to make certain we leave our Memorial Library sufficiently endowed so that it will have the funds to keep up to date with new technology long after we are gone. ■

392ND BOMB GROUP (continued)

Now, an item I should have reported last issue. You will remember several members and we contributed £700 as the 392nd BG Endowment Fund to the 2AD Memorial. Well, after being invested for a year, the income was used to purchase two new books: *14th Combat Bombardment Wing (H): A History*, edited by William B. Taylor, Lt. Col., Air Corps, and *Buckskin and Buffalo: The Artistry of the Plains Indians* by Colin F. Taylor. Each book has the book plate which reads: "Presented to 2nd Air Division (USAAF) Memorial Room - Norwich Central Library. In memory of all who served in the 392nd Bomb Group during World War II,

1943-1945, Wendling, England."

Another death reported, John Beder, a 579th Squadron vet, flew West 12/27/98 at age 78. John was not a 2ADA member at the time, so you won't find his name in "Folded Wings."

As for our travels, we went to Orlando in January for a good visit and a demonstration of the database program by Arlo Bartsch. Also, a good chance to keep in step with our 392nd BGMA. Then, along with a number of other things, February brought our annual Southern California El Toro reunion dinner. Another good program. I was asked to tell how I came to start the program back in 1981. I remembered most of it; otherwise I winged it. It was

nice to have a tolerant audience. March brought the "Grim Reaper" to my family. My oldest brother died March 19 in North Carolina. I am now the senior member of our family. So goes life. During the visit to NC, we visited our old friends, Bill and Betty Wall. Bill was one of those who saw our mission assignments come in, and then was in on our debriefing later. He still keeps all the skeletons hidden. No mistakes were made. To that end, Art and Lee Olsen visited our area about the time we returned from NC. Art is a peer of Bill Wall; although a great visit, no secrets from him either.

You all take care. 'Til Austin and/or later
... bomberb24@aol.com ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

I attended the Brigadier General James M. Stewart Award Banquet on March 1, 1999 at the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. The award was given to General Michael E. Ryan, Chief of Staff of the USAF, for outstanding leadership during critical times of our Air Force history. Many of the 2ADA members served with General Stewart during WWII. The following is a brief resume taken from the program given to us at the banquet.

JIMMY STEWART AND THE B/G JAMES M. STEWART AWARD

James "Jimmy" Stewart was already an established motion picture star when he enlisted in the Army Air Corps in March, 1941, nine months before the United States entered the war. Commissioned in 1942, he was a Captain commanding the 703rd Squadron of the 445th Bomb Group when it went overseas the next year. In 1944 he was promoted to Major and became Operations Officer of the 453rd Bomb Group. By March 1945 he had been promoted to Colonel and was Chief of Staff of the Second Combat Wing. Stewart flew a full tour of combat missions, 20 as command pilot, 14 as wing lead, and one mission as division lead pilot. Stewart received two DFCs, four Air Medals, and the French Croix de Guerre for his service. He remained active in the Air Force Reserve as he resumed his acting career after the war and was promoted to Brigadier General in 1959.

The Eighth Air Force Heritage Museum B/G James M. Stewart Award is given on an annual basis in honor of General Stewart and to an individual or group in recognition of distinguished contributions to United States civilian or military aviation or exceptional airmanship and leadership involving aerial flight. This award recognizes uncommon aviation skills, dedicated leadership, and high competence of aviation-minded men and women whose actions are distinctively noteworthy.

The first B/G James M. Stewart Award was made to Colonel John H. Beard, USAF, for leading the longest combat mission in history.

Selections for this prestigious award are made annually by the Board of Trustees of the Mighty Eighth Air Force Heritage Museum. The award includes a trophy, life membership in the museum, and placement of the recipient's name on the museum's Wall of Honor.

HELPING OUT AT THE MUSEUM

I spent four days helping with the visitors at the museum in connection with attending the banquet. There are a number of veterans from the local area who get on a master schedule to greet guests and give them a few minutes of introductory material prior to their

seeing the mission movie. They are indeed doing a very useful service, and it helps the visitors to better understand the air war against the Luftwaffe during WWII and how critical it was to the success of our landing forces on D-Day. If you want to help out at the museum for a few days, please contact me at 6205 Meadow Court, Rockville, MD 20852, phone (301) 881-1376. The following is a short description of the museum:

The Mighty Eighth Air Force Heritage Museum was built to honor the more than one million men and women who have served in the Eighth Air Force since its activation in Savannah, Georgia in 1942. The 90,000 square foot museum opened in May of 1996 and has attracted more than 225,000 visitors. Museum operating hours are from 9 a.m. to 6 p.m. daily. Admission provides access to all exhibits, the Art Gallery, the Lewis E. Lyle Rotunda, The Mission Experience, four theaters, research library and archives, the Memorial Garden, The Canteen & Snack Bar, and The Mighty Eighth Gift Shop. Group tours are welcome. For more information, call the Mighty Eighth Air Force Heritage Museum at (912) 748-8888 ext. 102, or visit their Web site at www.mighty8thmuseum.com.

Our 93rd Bomb Group display is still intact at the museum, and the banners of the 2nd Air Division bomb groups arranged by Evelyn Cohen have been completed and are hanging from the ceiling of the rotunda, with the overflow of a few in the art gallery. Also, the 2AD has a separate display just to the left of the entrance to the Rotunda as one enters. The display is directly below the wood model of the B-24 "Witchcraft" provided by the 467th Bomb Group. It's a good museum and does a great job of telling the story of the WWII air war and the Mighty Eighth Air Force operating from England.

A new display is being added to the Rotunda to show the low level attack against the oil industry in and around Ploesti on August 1, 1943. It is being sponsored by the 44th Bomb Group and is located next to a rather large display of a B-17 airfield, which will give the B-24 a better billing with the B-17. The Ploesti display was not complete when I was there, but I believe it will be a useful addition to show the versatility of the B-24.

We should all support the museum. It is one of the few legacies devoted to the history of the air war we fought in.

REUNION IN AUSTIN

By the time you read this, many of us will have attended the 2ADA reunion in Austin, Texas, Memorial Day weekend. Evelyn Cohen

informed me that the 93rd had the largest number attending, over 70. The main theme for the Executive Committee at the reunion is arranging finances and administrative considerations to keep our beloved Memorial Library in Norwich, England operational long after we are gone. Further, we must begin activities to keep the 2ADA active for as long as we can remain active. ■

EDITOR'S COMMENTS (continued)

of 1944 made the move to the Mariannas, i.e. Guam, Tinian, and Saipan, a complete necessity for the B-29s.

6. Iwo Jima provided a halfway emergency landing base in the 1500-mile trip to Japan. Also it became a handy P-51 escort base for B-29s.

7. The 5th, 7th, 10th, 11th, 13th, 14th, and 20th Air Forces took part in the Pacific campaign, with the 8th "on the way" at the time Japan surrendered.

SUMMER QUIZ

1. What was the official title of General "Hap" Arnold during World War II, and how many stars did he have?
2. When did General Arnold obtain this title and what was under his command?
3. What was the relationship of Arnold to the other Army generals in equal rank within the War Department?
4. What authority did General Eisenhower have over the 8th Air Force in the European Theater?
5. What was the final disposition of Arnold's command at the end of World War II?
6. One of the key factors in the range of our escorts was the underslung detachable fuel tank... extending the range of our P-47s, P-38s, and P-51s all the way to Berlin and beyond. When did Washington approve the use of these most important tanks?

NBC NEWS, NEW YORK
April 19, 1999

Dear Mr. Pytel,

The response I have received to *THE GREATEST GENERATION*, book and documentary, has been overwhelming and most gratifying. I appreciate your letter and kind words.

Thank you for writing and sharing your own perspective on that era. I look forward to reading the issue of the *2nd Air Division Association Journal* you sent.

All the best,

TOM BROKAW ■

458th BOMB GROUP



BY RICK ROKICKI

As I sat down to start this column I received the 458th "drop list" from 2ADA Membership VP **EVELYN COHEN**. All group VPs hate to see this notice. Basically, it gives names (in this case, 30) of those who haven't responded to the second notice for dues payment. In many cases, it's because they have made their "Last Flight" and no one had advised either Evelyn or myself. As always, I write up my third notice and wait for responses. Looks pretty good so far — eleven replies — one more deceased, but ten have "re-upped."

In an attempt to clear out some "old stuff" I've accumulated over the last 19 years as group VP, I came across a 1974 roster. At that time, there were 1834 total 2ADA members. I checked every 458th member — we had 58 listed. Of that number, 30 are still members and 18 that I know passed away from old group records. No accounting for the remaining ten. I became a member the following year (1975) after visiting the Memorial Room in Norwich and discovering that there *was* a Second Air Division Association. The rest, as they say, is history.

Those 30 members still with us since 1974 are: **GEORGE ADKINS, HAROLD ARMSTRONG, ROHL BARNES, BERT BETTS, CHARLES BOOTH, ALFRED CIMEI, FRANCIS T. COLEMAN, WILLIAM CUNNINGHAM, JOHN CURCIO, CHARLES DYOTT, WILLIAM EDKINS, JOE FISHER, LOU FREIBERG, IRVING GOODMAN, KERMIT GREENE, ALLEN HERZBERG, HOWARD HILL, EVERETT JONES, JAMES KECK, JOHN KRAUSE, GORDON LAMERS, JOHN LUFT, CHARLES MATEER, ROBERT NIXON, ROBERT SINSABAUGH, HOWARD TINKHAM, ART VANDERBEEK, CURT VOGEL, M. LEE WATSON, MORRELL WHIPPLE, and VALIN WOODWARD**. These are the "25 years and over" class of our group. Congratulations!

ENDOWMENT FUND

Latest word from **DEREK HILLS**, Trust Librarian, advised that the interest from our \$3,000 Library Endowment Fund has allowed them to purchase the following: *In Search of Lady Jane* by Richard Clements (account of 458th Liberator which crashed in Norwich, 24 November 1944); *Liberator Album: B-24s of the 2nd Air Division USAAF* by Mike Bailey and Tony North; *Dreamland: America at the Dawn of the Twentieth Century* by Michael Lesy; and *Meet the Press: Fifty Years of History in the Making* by Rick Ball and NBC News; *Imaging the Law: Common Law and the Foundations of the American Legal System* by Norman Canter; *Crossing the Frontier: Photographs of the Developing West 1849 to the Present* by Sandra Phillips; and *Vintage International Harvester Tractors* by Ralph W. Sanders.

FOLDED WINGS

Generally, Evelyn Cohen or I receive word from one of our members or a family member of the demise of a 458th member. We're grateful for this reporting, which helps us keep current with the membership. However, in late February while watching the Bravo channel, a program called "Inside the Actors Studio" hosted by John Lipton showed a B-24 with a 458th air crew and the commentary, "LEO PENN, Bombardier and Crew." The actor being interviewed was his son, Sean Penn, who mentioned that his father had passed on ten weeks before this taping. Leo Penn had been a film actor, director, and producer. I knew he was the director of the TV series "Matlock" with Andy Griffith. That's how I learned that Leo Penn had passed on.

ON FINAL

Received a letter from **DOUG WILLIES** of Sheringham, England, who was kind enough to copy me in on the letter he sent to **ARTHUR PAY** (Thanet Allied Aircrew Memorial). In the second article I wrote (Winter 1998-99, page 31) I said that the radio operator, **SGT. P.V. KENT** (392nd BG) bailed out but his body was never found and he was listed as MIA. Later on in the text, I mistakenly listed him as KIA. As it turned out, Parke Kent was originally injured in a crash on January 4, 1944, and after recovery was put in charge of radio operator training. He filled in as radio operator on the second mission of the day, which was to be at Chalon-Sur-Marne.

The aircraft, #41-29509, 578th BS, was severely damaged and attempting to get back to England when it crashed in Thanet. Kent bailed out over St. Omer and became a POW for over a year before being freed. Doug Willies writes that Parke Kent died a few years ago. The Willies book *Not Forgotten* was a non-commercial enterprise intended for the families and relatives, but also found its way to libraries, etc. Any questions about the availability of *Not Forgotten* should be addressed to Doug Willies, 17 Champion Way, Sheringham, Norfolk NR26 8UN, England. The letter to Arthur Pay was accompanied by a check for the Thanet Aircrew Memorial.

The Department of Veterans Affairs has published the 1999 edition of *Federal Benefits for Veterans and Their Dependents*, S/N 051-000-00217-2. Cost is \$5.00 per copy. Mail your request to: Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954, fax (202) 512-2250, phone (202) 512-1800. You don't have to be a retired vet or on disability to receive the benefits described in this book. It's worth many times the cost.

Thanks to those who have copied me their letters to the Stamp Advisory Committee. Even if you have previously written, another letter will "increase the chances" for a future B-24 Liberator stamp. Write to: Dr. Virginia Noelke, Chairperson, Citizens Stamp Advisory Committee, 475 L'Enfant Plaza SW, Room 4474E, Washington, DC 20260-2437.

The Friends of the Second Air Division Memorial in England publish a newsletter called "Second Thoughts." This organization has done much to help our cause, the Memorial Library. They have and will continue to raise money and promote activities beneficial to the 2nd Air Division Memorial. Dues are £3.50; as I see it, a \$5.00 bill is the equivalent. Send to: Jordan R. Uttal, 7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230-4939.

I had stated in my column in the Spring *Journal* that **CHRISTINE ARMES** was returning to the United States, but recently received from her the following: "Due to the volume of work and research that I've been doing on crashes in and about Norwich, plus other USAAF work and commitments I've assumed from other groups, I have chosen to remain in Norwich for an unlimited time." She is working on a request from 467th airmen. ■

More Aviation Proverbs

1. Takeoffs are optional. Landings are mandatory.
2. Speed is life. Altitude is life insurance.
3. It's best to keep the pointed end going forward as much as possible.
4. Any attempt to stretch fuel is guaranteed to increase headwinds.
5. Good judgment comes from experience. Good experience comes from someone else's bad judgment.
6. An airplane may disappoint a good pilot, but it won't surprise him.
7. It's better to be down here wishing you were up there, than to be up there wishing you were down here. ■

18th Annual Southern California Regional Reunion Dinner

BY DICK BAYNES (466TH)

A record attendance of 330 attended the 18th Annual Southern California Regional Reunion Dinner of the Second Air Division Association. It was held on the last Saturday of February, the 27th, *for the last time* at the Marine Air Station El Toro Officers Club. (The Marines leave the base in July of this year.)

The theme of this year's dinner was "The Year of the B-24," and before the gathering at the club, the crowd was entertained by the flight of a B-24 — a model, one-tenth the size of a real one, with an 11 foot wing span. Model builder Nick Rivaldo of Long Beach has won international honors with this model. It takes off, retracts its landing gear, drops the ball turret, maneuvers, drops bombs, and lands. Bob Young of the 389th, who discovered Nick Rivaldo for us, was in charge of crowd control.

As members came in from the flight line, they were greeted by Rex Tabor (466th) and Willie Wilson (453rd), who pointed them to the efficient ladies at the registration table, Margaret Baynes (466th), Mike Chamberlain (489th), and Agnes Rowe (448th), who checked them in and handed them their name tags.

Bud Chamberlain (489th) introduced Maria Gunnarsson, wife of Frank Grew (448th), to open the meeting with our National Anthem, followed by the 2nd Air Division Association candle-lighting ceremony. **1ST CANDLE:** William Moorhead (492nd), Morton Schecter (467th), Dick Boucher (445th). **2ND CANDLE:** Will Lundy (44th), Fred Sparrevohn (93rd), Bob Young (389th). **3RD CANDLE:** Richard Hoover (392nd), Charles McBride (448th), Robert Kleinman (479th FG). **4TH CANDLE:** Wilbur Clingan (453rd), Lillian Moore (HQ), Frank Cohen (466th). **5TH CANDLE:** Larry Bachman (392nd), Elwood Jones (491st), Henry Wedaa (467th). **6TH CANDLE:** John Foster (489th), Dario de Julio (458th), Morton Weinstein (44th). **7TH CANDLE:** Dick Peterson (389th), Mathew Brockmeyer (445th), Ben



Malcom "Mac" Dike's grandson with the radio-controlled B-24 built by Nick Rivaldo.



L-R: Margaret Baynes (466th), Agnes Rowe (448th), and Mike Chamberlain (489th).

Engstrom (446th). **8TH CANDLE:** William Caplinger (492nd), Marvin Davis (448th), Julian Wilson (453rd).

Malcolm "Mac" Dike (446th) gave the invocation, and master of ceremonies Delbert Mann (467th & 491st) took over and introduced our Marine Corps host for the evening, Col. Stephen Mugg, Marine Air Station El Toro base commander. Dick Baynes (466th), committee chairman, gave a special recognition to Col. Mugg, who has been our host for an unprecedented four years.

After dinner, master of ceremonies Delbert Mann read a letter from 2ADA President Earl Wassom (466th), then introduced Craig Beasley, president of the 2ADA Heritage League, who offered greetings.

Bud Chamberlain, chairman of "The Year of the B-24" committee, then reviewed the past and coming events planned for the 60th anniversary of the B-24.

George Welsh, owner-manager of The International B-24 Club and editor of the quarterly "Briefing," was our speaker and gave a most appropriate talk to carry out our theme, "Year of the B-24." The International B-24 Club appeals to all who flew, serviced, manufactured,

or have an interest in the history of the B-24 and its variants.

Committee chairman Dick Baynes introduced the dinner committee: Fred Bromm (445th), Bud Chamberlain (489th), Amador Espinosa (445th), Malcolm Dike (466th), Julian Ertz (44th), Delbert Mann (467th & 491st), John Rowe (448th), and J. Fred Thomas (392nd). Dick then gave tribute to the contributions of Jay Jeffries (453rd), who had been co-chairman of the committee for the last few years prior to his death. Bill Beasley (492nd), chairman of the 2ADA awards committee, then read a citation and presented a special award for Jay Jeffries to the several members of the Jeffries family in attendance.

J. Fred Thomas (392nd), founder of this regional reunion dinner, spoke about the history of the dinner and its various locations before Harry Orthman (492nd) reserved the El Toro Officers Club fourteen years ago.

Members were very generous in donating raffle prizes and buying tickets for the raffle. A record amount was collected, and will be donated to the 2nd Air Division Memorial Library Fund in Norwich, England, and the Mighty 8th AF Heritage Museum in Savannah, GA. ■



Master of ceremonies Delbert Mann (left) with Marine Air Station El Toro Base Commander, Colonel Stephen Mugg.



NEWS OF THE 453RD FROM FLAME LEAP

BY JULIAN K. WILSON

There have been interesting things happening since the last issue of the *Journal*, changes of importance to you, and especially to me. Some of the changes I could only have guessed at when these words were being molded into a column. Events that materialized at our 2ADA convention in Austin, Texas will be reported in the September issue of our Group Newsletter and the Fall issue of the *Journal*.

The advent of e-mail as a means of rapid written communication has added much to our ability to have our finger on the pulse of the organization. Besides eliminating postage costs, and beating "snail mail" in reducing time of transmission, it has added an element that is both interesting and exciting. Communication can be had with contacts in distant lands as rapidly as domestic communication. Example: recent correspondence with Northern Ireland and France, as well as with a Web site in England on our old air base, no less!

The Northern Ireland contact was with a fellow named **ERNIE CROMIE**, actually an associate member of the 2ADA due to his contact with J. Fred Thomas, group VP of the 392nd BG. Cromie is chairman of an organization of aviation enthusiasts who have created the only museum dedicated to aviation in Northern Ireland! You can reach him via e-mail at ernie@airni.freemove.co.uk.

The e-mail address for the Web site of Old Buck is www.touchdownaerocentre.co.uk. This gives info about the Old Buckenham airfield, now called the Touch Down Aero Centre, operated by **PAUL LAYZELL**. The e-mail address for the Centre is flying@touchdownaerocentre.co.uk. The e-mail address for Paul Layzell is paullayzell@touchdownaerocentre.co.uk.

For those of us who most often communicate with others served by the same Internet access provider, we get away with an address as simple as one consisting of just five characters, while those addresses for Layzell and company require a bunch!

At this writing it was planned that the 453rd be represented at the April dedication of the ring of bells at Carlton Rode by **DON WHITTAKER**, now of London. Don was the radio man for **JAMES CROCKETT's** crew. Don will have popped on up to Carlton Rode, paying a visit to **PAT** and **AGNES RAMM** en route.

Hopefully, many of us will be able to get back to England for the dedication of the new Norfolk & Norwich Millennium Library, and we can also get out to the air base. Paul now has one of **ROBERT HARPER's** great poster prints on display in the clubhouse. I was the fortunate holder of the lucky number in the door prize drawing at El Toro when this print was given away. Thanks to the generosity of

Robert, numerous such prints have been given away over the years. Having one framed Harper print over my desk already, I had been keeping my prize at the ready, waiting for the right opportunity to pass on the "spare." Paul Layzell at the Old Buck Aero Centre was the next lucky one in line!

The print, signed and numbered by Robert Harper, depicts aircraft from the 453rd BG, as well as aircraft from several other groups. They are seen flying over our base area of East Anglia. There are base runway patterns visible in the print. I think this print, when framed and hung, is going to be a focal point of interest for conversation by the aero club members at the Old Buck flying field. Paul reports that the print, in its specially reinforced mailer, arrived in perfect condition. Because of this print, our prior existence as temporary residents of Station 144 shall be remembered a while longer.

My roster of the 453rd members who are also members of the 2nd Air Division Association shows Robert Harper as still on muster. Great! So he must read the *Journal* and know how far-reaching and appreciated his artwork has been through the years. Thanks, Robert!

It has been custom for these past eighteen years to hold a Southern California Regional Reunion Dinner. For a slew of these years, it has been held at the Officers Club of the El Toro Marine Air Base in Irvine, CA. This year was no different, except that 1999 marked the last such dinner to be held at El Toro. With the military base closures by our military/political leaders, El Toro stands down, with its aircraft and personnel being transferred to other bases.

This year, 453rd members present to participate in the final dinner at El Toro included **BUNNY & BILL BANINS, HAZEL & BOB RICHNER, DIANA & WIB CLINGAN, BILL GARRETT, BEULAH & HARRY GODGES, BETTY & WALT MEYERS, TOOTIE & ALEX WALLACE, and MARY JEAN & JULIAN WILSON**. Plus, family members of **JAY JEFFRIES** were out in number to honor their departed father. Included were daughter **JULIE**, son **JAY JR. III**, and son **ROBERT**. Their table was rounded out with spouses and grandchildren. Absent, and much missed, was Jay's widow and mother of this clan, **ANNA JANE**. Julie reported that Anna Jane had fallen and fractured a hip! You did not deserve this, Anna Jane. Get well soon!

A highlight of this year's program included the display of a model B-24. Nothing new about that, for remember we even had a model chiseled from ice at a recent convention. But this model had a wing span of eleven feet! I guess it is the poor man's equivalent of the "All American"! Sure doesn't soak up \$600 worth of aviation fuel per hour to fly, but fly it did!

After the final taxi out to the spot on the apron chosen as the takeoff point, all four of the engines "roared" to life, and off it went down the course to liftoff and then a steep climb to formation altitude! It flew unhesitatingly in a circle over our heads, even dropping bombs that seemed to detonate upon impact! I captured the flight with camcorder, having a tough job tracking that realistic B-24 fairly whizzing around, until it made a landing that any of you pilot types would be envious of.

In stepping down as your group chair, I wish to thank each of you for the support you have given me. I have been honored to have represented you.

Got to go help pull through the props! ■

A Young Doolittle and His Air Force Highjinks

BY ROY W. ROGERS, JR. (319TH BG)
SUBMITTED BY LORN MATELSKI (392ND)

I was at Mitchell Field on Long Island (Aerodrome #2 — #1 was Langley Field) during 1947, as the only graduate of the A.G.D. Adv. Adm. School at Ft. Lee, Virginia. I was awaiting command assignment, so the base adjutant decided that because of my training I should run a "Paper Purge" throughout the base.

People are the greatest squirrels in the world, and particularly the military. In the basement of base headquarters I discovered a false wall, and when I had a door cut through, I discovered many old wooden file cabinets. As I was packing up all of the records to be sent to Wright-Patterson, I came across a cabinet marked "Summary Courts Martials and Reprimands." Upon thumbing through, I found a folder marked "2nd Lt. James H. Doolittle." The Summary read, "After repeated warnings, 2nd Lt. James H. Doolittle is fined \$25.00 for taking out the chain at the end of the runway with his tailskid."

I packed all available copies except one for Wright-Patterson, and one for me, and shipped them out. I sent all the copies to Sun-Oil Company, where "Jimmy" was chairman of the board. He wrote me and said that he had completely forgotten about this, and it gave him a good laugh to remember it.

We can almost see the mischievous twinkle in the "Young Lieutenant's" eyes as he dipped down low over the runway end marker and snagged the chain with his tailskid. He was a superb airman and he took great delight in doing the difficult. ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

2ADA SOUTHERN CALIFORNIA DINNER

We attended the 2ADA Southern California Dinner at El Toro Marine Corps Officers Club on February 27, 1999. It was great to get together again with members of the 492nd Bomb Group and the 2ADA. This is the last year the dinner will be held at El Toro because of the base closure. Those members of the 492nd in attendance were: Bill, Norma & Craig Beasley,

George & Hope Dukes, their daughter Patricia Lasiter, Carl & Verla Johnson, Bill & Sydney Moorhead, Tom & Mary Anne Nelson, Harry & Sally Orthman, Bill & Molly Sparks, and Carl Taylor and his fiancée Shirley Peterson. We were sorry that due to the untimely death of Norman Burns, who had pre-registered, Vera had to cancel their reservation. They were greatly missed.



L to R: Robert Jeffries, Julie Jeffries Shandrick, Jay Jeffries III, and Bill Beasley.



Nick Rivaldo with his radio-controlled model B-24.

As the chairman of the awards committee, and newly elected vice president of the B-24 Groups Memorial Inc., I was privileged to present the family of Jay Jeffries with a certificate of recognition, posthumously, for his vision to have a bronze B-24 sculpture placed in the Honor Court of the United States Air Force Academy. Jay, serving as president with the help of daughters Julie and Tracy, launched a systematic mail order campaign that resulted in the 453rd Bomb Group ranking number one among all groups in support of the campaign. Accepting the award were Jay's children, Julie Shandrick, Kathy Rodibaugh, Jay Jeffries III, and Robert Jeffries. Kathy Rodibaugh was unable to attend; accepting for her was her granddaughter Amy Rodibaugh. Also attending were granddaughter Mimi Woods with husband Tim Woods, Steve Shandrick, Michelle Jeffries, and Matt Newbill. Anna Jane, Jay's widow, was unable to attend.

William "Bill" Moorhead, son of Mellicent "Buck" Moorhead, represented the 492nd BG in the candle lighting ceremony, lighting the first candle.



Bill and Sydney Moorhead

One of the highlights was the flight demonstration of a radio-controlled B-24 model built by Nick Rivaldo, assisted by Jim Reed and Larry Wolfe with the flight. The model took one year to build and flew beautifully, with a "bombs away" demonstration as a finale. The model was built from "scratch" — no kit.

MEMORIAL DAY

A wreath was laid at the Ardennes AMBC on May 29, 1999, and one was laid at Cambridge AMBC on May 31, 1999, in honor of the men of the 492nd BG who were KIA or MIA. May they rest in peace. Lest we forget!

COLD WAR CERTIFICATES

According to VFW "CHECKPOINT," applications for Cold War Certificates would be accepted April 5 — nearly two years after it was approved. All armed services personnel and qualified federal employees "who faithfully served in the United States during the Cold War era, from September 2, 1945 to December 26, 1991" are eligible. This includes

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A TALK WITH ALBERT SPEER (continued)

[The summary referred to by Speer appears on page 339 of the English translation of *Spandau, The Secret Diaries*. An excerpt follows:

August 12, 1959. Recently a book was smuggled into my cell, The Army Air Forces in World War II, a semi-official history by Craven and Cate . . . It seems to me the book misses the decisive point . . . It places its emphasis on the destruction the air raids inflicted upon German industrial potential and thus upon armaments production . . . The real importance of the air war consisted in the fact that it opened a second front long before the invasion of Europe. That front was the skies over Germany . . .]

EAKER: Which of the target systems — shipbuilding, fighter plane and engine factories, oil, ball bearings, or transportation — was most decisive?

SPEER: It was the combination. At first I was most worried about ball bearings. If you had repeated your bombing attacks and destroyed our ball bearing industry, the war would have been over a year earlier. Your failure to do so enabled us to get bearings from Sweden and other sources and to move our damaged ball bearing machines to dispersed localities.

EAKER: There were several reasons why we did not repeat our attacks on Schweinfurt immediately. In the first place, the strike photos showed great damage. Secondly, we sent out 376 bombers that day against Schweinfurt and Regensburg and lost sixty. No air force can sustain that loss rate. We always tried to hold our operational losses below the programmed number of replacement bombers and crews. I was determined that our bomber force should always be a growing force.

In addition, we had other target systems of high priority, such as aircraft production, oil, transportation, etc. If we had continued all our effort against one of these systems, you would have concentrated your defenses around that system, and our resulting losses would have been unacceptable. Further, we always endeavored to send our daylight bombers against a high-priority target, which was for that particular day free of cloud cover. All these conditions naturally diversified our bombing attacks.

SPEER: You are quite right. Ball bearings were not our only critical weapons production system. Your attacks on our petroleum supply, for example, were also decisive in our pilot training program. After your successive raids had severely damaged Romanian oil sources, you followed up by mining the Danube and by constant attacks on locks and barges so that eventually our supply of gasoline and oil from natural sources was greatly diminished. Then you turned, quite logically, to our synthetic oil production. By that time you had such overwhelming air superiority that your long-range fighters were not all required to protect your bombers, but began very disastrous attacks on fighter planes on our airdromes.

Your air attacks on our transportation system were also very effective. They not only interfered with transport of troops and their equipment, but also disrupted my weapons

production system. We often were producing engines and planes in required numbers, but we could not get them together from our dispersed factory sites. This was particularly true with respect to rail and barge transportation throughout Germany, especially in critical locations like the steelmaking Ruhr, which also supplied coal and coke to other critical industries.

The Allied air attacks on our shipping did much more damage than you apparently realized at the time — not only the destruction of the shipbuilding facilities in our coastal cities, but the attacks on our submarine pens in the occupied Channel ports as well. And, of course, it was your long-range air reconnaissance over the Atlantic sea lanes that eventually reduced our submarine effectiveness and enabled the Americans adequately to supply those vast invasion forces. Sir Arthur Harris undoubtedly was correct in his contention that the so-called Combined Bomber Offensive was critical, perhaps decisive, in the three campaigns he described: land, sea, and air.

EAKER: Aside from the bombing of German industry, a very high priority with the Allies was the destruction of the Luftwaffe. Since the Luftwaffe did not show on June 6, 1944, when that great naval armada appeared off the three French invasion beaches, we thought we had positive evidence that our Allied air offensive had largely destroyed the Luftwaffe.

SPEER: I think your surmise was essentially correct. I was still turning out the required number of fighter planes, but by that time we were out of experienced pilots. We were so short of fuel that we could give the incoming pilots in our flying schools only 3 1/2 hours flying training per week. These poorly trained and inexperienced Luftwaffe pilots, by that time, were suffering heavy losses. A pilot only survived for a maximum of seven missions against your bombers and their accompanying long-range fighters in 1944 and '45. This was very discouraging to German pilots. It represented an attrition of fourteen percent for each mission. I do remember Hitler had ordered that 1,000 fighters take to the air on the day of the invasion. I do not know the reason for their not showing up. Perhaps General Galland [chief of German fighters] could tell you.

METCALF: Do you believe, as some do, that the Luftwaffe was misused?

SPEER: Yes, I do. First of all, the performance of our fighters and bombers, which had been developed well before the war, was inferior to our military aircraft. Hitler insisted that the Me-262, the twin-jet fighter we developed, be converted to a bomber, since Hitler was interested only in offensive weapons. It was a great mistake. I believe that as a fighter, it would have offered much more serious opposition to your bombers than the fighters we did use. When we removed the guns, ammunition, and other fighter armament from the ME-262, it was capable of carrying only a single 500 pound bomb, which was hardly worthwhile. Also, the shift of our aircraft industry from the production of bombers to the production of fighters and then back to the

production of bombers was a nightmare. This disruption was hardly conducive to producing the aircraft we needed with which to fight the war.

METCALF: Was Göring's leadership of the Luftwaffe bad?

SPEER: One would have to say yes. After all, he spent most of his time at Karinhall, his country estate, dressed in long, exotic robes, heavily bejeweled, etc. As you know, he was on drugs for a time. At the time of the Nuremberg trials Göring was, of course, off the drugs and he had lost a great deal of his excess weight. At that time he behaved like a new person and exhibited many qualities of leadership and clearheadedness. It was quite a surprising transformation.

METCALF: Was the German failure to execute the cross-channel invasion of England ("Sea Lion") due to your inability to gain command of the air over Britain?

SPEER: Yes. And here again, the need was for a superior fighter capable of knocking down the Royal Air Force, which would have played havoc with our invasion flotilla and our troops on invasion barges during the long passage across the Channel.

METCALF: Was it a mistake to interrupt your campaign against the Royal Air Force, whose fighters were having such telling effects on the Luftwaffe during the Battle of Britain, in order to bomb population centers? That shift in strategy gave the RAF a breather — a chance to recover from the systematic attrition of its fighter forces.

SPEER: Yet, it was. Here again was seen the influence of Adolf Hitler.

EAKER: As I remember, you were charged at the Nuremberg trials with the use and abuse of a so-called slave labor force of some 6,000,000 conquered people.

SPEER: The foreign labor force was guarded, housed, fed, and under the general supervision of Himmler. I only made requisitions and was allotted the labor required in our factories. In hindsight, I should have been more concerned about the treatment of this labor force. My factory managers complained about the training problem resulting from the frequent loss of labor, probably due in part to lack of proper housing, feeding, and care.

This labor force had some distinct limitations. As you probably know, the loss of our code machine, which enabled your Ultra process to intercept [and decode] our radio communications, was due to this labor. There were many factory fires that probably were set by the laborers, and continual reports of sabotage.

How much wiser you were to bring your women into the labor force. Had we done that initially, as you did, it could well have affected the whole course of the war. We would have found out, as you did, that women were equally effective and, for some skills, better than male labor. We never did, despite our hard-pressed munitions production in the late years of the war, make use of this great potential.

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ATALK WITH ALBERT SPEER (continued)

METCALF: Was foreign labor worth the number of occupation troops you had to use to combat local resistance activities that were heightened by taking those workers out of the countries?

SPEER: We had an expression that "Saukel [Fritz Saukel, Gauleiter of Thuringia, who was in charge of all foreign labor] was the greatest ally of the French Maquis," whose activities pinned down large numbers of military manpower. On balance, I guess it was not worthwhile. It was also a management problem within our own country to guard these people to prevent sabotage, etc. It was through [Polish workers] that the cryptographic machines for Ultra were handed over to the enemy. No, I don't think the foreign labor program did as much good as it did harm.

EAKER: In your book you refer often to the unity of effort of the whole German people behind Hitler and his war effort.

SPEER: Your premise that the German people were all united behind Hitler I do not believe to be entirely valid. You will recall, there were many attempts to assassinate him. As the dreary war years wound on, there was great disaffection about various phases of his leadership. Undoubtedly Hitler's early successes in the Low Countries and in France gave our people hope that all Germany would again be reunited, that all the territories lost in the First World War would be recovered. Also, as you may remember, we had been suffering great economic depression and deprivation with many people out of work and the tragic depreciation of the mark. With the Second World War, all that changed, of course. This undoubtedly made a tremendous impression on our people, and I can see where you, on the other side, would get the idea of our united effort.

There was great doubt about the wisdom of attacking Russia. I believe most of our military leaders and knowledgeable citizens doubted the wisdom of fighting on two fronts. After 1944, we frequently heard of Churchill's remark that Hitler was the Allies' secret weapon, and that was probably true.

Now I would like to ask some questions about the Allied air effort in World War Two. I have often wondered why you began your bombing attacks with such limited forces. Would it not have been better to have waited until you had several hundred, perhaps a thousand, bombers available?

EAKER: We did not have that option, for several reasons. After Pearl Harbor, there was great pressure, both at the political level and among the military leaders, to send all our bombers against the Japanese. If we had not begun operations against the Nazis, according to our prewar plan, this Pacific deployment would have taken place. The RAF bomber force would then have been left to deal alone with the Luftwaffe and German weapons production. It was only by demonstrating, as early as possible, that the daylight bombing offensive against Germany was feasible and productive that we were able to sustain our bomber buildup for operations out of Britain, as originally planned.

We learned during those limited early operations how to operate bomber forces under the conditions that then prevailed. If we had waited for the arrival of a thousand bombers before making attacks on German-occupied Europe, it probably would have been a tragic disaster. We learned how to deal with the weather, what kind of training we would have to give our combat crews, what types of formations to fly, and what communications we would require. We also learned that significant changes would be required in our aircraft.

Here is another consideration you may not have taken fully into account. Armies and navies have clashed for centuries, and their battles, strategies, and tactics have been recorded, studied, and analyzed by historians and war colleges of many nations. Prior to World War II, airpower had never had similar experience. Although Lord Trenchard of Britain, General Douhet of Italy, and Gen. William Mitchell of the U.S. had prophesied that strategic airpower could exercise a decisive influence on warfare, those theories had never been tested.

The airplane was less than fifty years old. Flying machines with the power and capacity to test the visions of Trenchard, Douhet, and Mitchell had not been developed. For the first time, the U.S. Eighth Air Force, operating out of Britain, and Britain's own Royal Air Force were to be given the resources to test those theories of the use of strategic airpower.

Gen. H.H. Arnold, head of the U.S. Army Air Forces, was a dedicated Mitchell disciple. His instructions to Gen. Carl Spaatz and to me were clear-cut, specific, unmistakable. We were to take the heavy bombers General Arnold would send us and demonstrate what airpower could do. Could it, as he hoped and believed, exercise a decisive influence on warfare by destroying the weapons-making capacity of an industrial nation like Germany?

General Spaatz was diverted from the test temporarily when he was ordered, in October 1942, to accompany General Eisenhower to Africa to conduct the campaign against Rommel and to seize North Africa. I moved up from leading VIII Bomber Command to be Eighth Air Force Commander. Air Marshal Arthur Harris had been RAF Bomber Commander for six months. This responsibility for the vital test of airpower fell upon us for the next two critical years.

So, during 1942 and '43, this process continued, cooperatively, out of Britain — the RAF by night, the U.S. Eighth Air Force by day.

SPEER: Why did you not attack our sources of electrical power upon which our weapon production so largely depended? We were always apprehensive about the vulnerability of our dams, our transformers, and our electric grid, so essential to continued war production.

EAKER: Our target planners had suggested electric power as one of the critical Nazi targets. However, the operational people, including myself, pointed out that the bomber was not an effective weapon against electric power production and distribution. We had no bombs available of a size and characteristic needed to destroy your dams, and thus interrupt your water power. Transformers could not be seen at night, or even in daylight from

bomber altitudes, and they were much too small to be attacked successfully. The power lines were discernible, but any bomb damage could be quickly repaired, and we realized you undoubtedly had provided for quick repairs of lines and transformers.

You will recall that the British spent a great deal of effort in the development of a bomb large enough to damage your dams. But the work of the dam-busters, though spectacular, did not accomplish decisive results.

As late as the Vietnam War, with the great technical advances that had been made in the meantime, the North Vietnamese power plants, transformers, and electric grid did not become especially lucrative targets until the smart bombs were available. Of course, with nuclear weapons, power sources of the enemy would be productive, perhaps decisive, targets.

SPEER: Why did you not join the British in attacking civilian industrial centers and our labor force?

EAKER: Airpower pioneers, including Lord Trenchard, General Douhet, and General Mitchell, had long believed that bombardment aviation might be able to reduce the will of civilian populations to resist. Our own doctrine held that the way to reduce civilian morale was not by killing people, but by depriving them of the resources for further resistance.

The U.S. airpower doctrine, which covered the employment of the Eighth Air Force out of Britain, never contemplated attack on civilian populations, other than that incidental to attacking munitions factories. A letter I wrote to General Spaatz in 1943 contained this often-quoted observation: "We must never allow the record of this war to convict us of throwing the strategic bomber at the man in the street."

I do not imply any criticism of the Royal Air Force bomber effort. Their position was entirely different. German planes had brutally attacked London, Coventry, and other cities, inflicting heavy loss of life. When the RAF began to retaliate with the limited resources available, all they could do with their night operations was to hit German industrial areas. As the bomber force grew, they were able, as you have said, to effect considerable destruction of your war effort by bombing German industrialized areas.

METCALF: At what time in the war did you feel that the Allied bombing was becoming unbearable to the German people?

SPEER: The best answer I can give is that the gradual buildup of your bombing attacks permitted the German people to become accustomed to and fortified against the great increase in destruction. So it is difficult to say at what point the tolerance of the population may have shown signs of being exceeded. Of course, the fire bombings of Hamburg, Dresden, and the like were great disasters locally. It would have been better if you had been able early in the war to have abruptly increased the size and weight of these bombing raids.

EAKER: I believe you expressed some surprise that there was not closer cooperation between the British night bomber and American daylight operations. It was realized early

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TALK WITH ALBERT SPEER (continued)

that the British and American bombers had differing characteristics and limitations and crews with different training and experience. This made it advisable for each to be assigned the distinctive air task that each was best qualified to perform. Occasionally there was close collaboration. The RAF attacked targets we had hit and set afire in daylight, bombing on our fires. We in turn made daylight attacks on installations they had hit at night and which were discernible, even in bad weather, by the fire and smoke.

There was close cooperation in the exchange of target data, operational data, and in logistics and communications. This was necessary with so many planes operational in such a limited airspace as the British Isles. I would not want to leave the impression that there was any lack of mutual support and cooperation. Seldom, if ever, have two national military forces cooperated as effectively as did the RAF and the U.S. Eighth Air Force in the war years.

Albert Speer was convicted of war crimes in 1946 at Nuremberg and spent twenty years in prison for his role in Hitler's Third Reich. Within two years after becoming munitions minister in 1942, he almost tripled production of armed vehicles, quadrupled that of large guns, and more than doubled aircraft production.

Speer won a measure of respect at Nuremberg when he alone among those on trial confessed general responsibility for wartime crimes.

Caught in the gravitational pull of the megalomania's magnetism, Speer spun in Hitler's orbit until the end. His diaries are a valuable contribution to the knowledge of Nazi Germany and the personalities of the imprisoned top Nazis when stripped of power.

The late Lt. General Ira C. Eaker completed pilot training in 1918. Prior to World War II, he served as Executive Assistant to the Chief of the old Air Corps and participated as a pilot in many pioneering flights, including the "Question Mark" endurance flight and the Pan-American flight of 1926. During the war, he commanded successively VIII Bomber Command, 8th Air Force, and Mediterranean Allied Air Forces. General Eaker flew on the first heavy bombing raid against occupied Europe and the first shuttle bombing mission to bases in Russia.

Dr. Arthur G.B. Metcalf is the Chairman of the Board and President of Electronics Corp. of America, the founder and Chairman of the U.S. Strategic Institute, and Strategic Studies Editor of "Strategic Review." A former faculty member at MIT and Harvard, Dr. Metcalf has been a test pilot and was a pioneer in the field of aircraft control and stability. During World War II, he served as a lieutenant colonel. He is the author of many articles in the fields of mathematics, aerodynamics, and strategy and doctrine.

Editor's Note: Despite the Air Force Magazine's claim, General Eaker did not fly on the first heavy bomber raid against Europe. His was the first RAF raid from England by B-17s on August 17, 1942. The first raid by heavy bombers, B-24s in fact, occurred on June 11, 1942 by 12 "HALPRO" Liberators from Fayid, Egypt, bombing for the first time, Ploesti, Romania. ■



BY R.D. "DICK" BUTLER

It was great to have such a good turnout of 44thers and their guests at the annual Second Air Division Association Southern California Regional Reunion at El Toro Marine Corps Air Station on 27 February. There were 32 of us in attendance. Our Julian Ertz provided the entertainment for the evening, and, as usual, brought along several family members to assist, cheer, and applaud for him: Scott and Jill Ertz, Ron and Bera Dordoni, and friend Dr. Mason. The rest of our 44th contingent consisted of Frederick and June Fowler; John and Bernadette Gately; Will and Irene Lundy; Roger Markle; Walter and Lottie Reichert; Robert and Shirley Schrader; William and Betty Houston Seal and their B-17 guests, Jack and Phyllis Novak; Richard and Betty Smart; Norman and Joyce Tiltner and their son Chad; Tom Spencer and Estelle Voelker; Morton and Ida Weinstein; and my wife Ardith and me. The El Toro facility has been very convenient for our Southern California members to get to, and we have truly appreciated the Marines' hospitality there. It is no wonder we have such good response from our 44th people. Joining us again was our friend Roy Newton. Roy was in the 98th Bomb Group and a crew member on "Hadley's Harem," the wreckage of which he was responsible for locating off the coast of Turkey a few years ago. He helped to recover part of the plane and the remains of the two pilots. He attended our 44th Bomb Group Veterans Association reunion in Savannah last October, and also is a regular attendee at the monthly 2ADA Debriefing Team luncheons. Obviously, Roy knows a good outfit when he sees one.

We were pleased to see Brigadier General Robert Miller, USAF Retired, and his wife, Helen, at the reunion. Bob joined the 44th Bomb Group at Barksdale AAB and accompanied the original 44th contingent to England. He later transferred to the 389th Bomb Group and flew his missions with that group. He had a distinguished career in Strategic Air Command, where he served as both a B-47 wing commander and as a B-52 Air Division commander. The Millers sat with their 389th friends at the dinner.

Steve Adams in England has advised us that he has withdrawn all of his and Will Lundy's items from what was called the Eight Ball Museum at the former Aero Air facility on the airfield at Shipdham. As I mentioned in the Winter 1998/1999 issue of the *Journal*, we were very disappointed in the condition of

the place when we visited it last November on Remembrance Day. Steve said it had regressed even more, and with the concurrence of Roy Owen, president of our 44th Bomb Group Veterans Association, and Will Lundy, he had removed the items which has been loaned to the museum so that they were not allowed to deteriorate further or get lost. As a result of this action, we no longer have any 44th memorabilia on Shipdham airfield.

In late 1996 we solicited funds so that a book endowment fund could be set up in Norwich Memorial Library to honor Pete Henry for his many years of service on our behalf to the Second Air Division Association and the help he had given to numerous 44th veterans, relatives and friends. The fund was established in early 1997. Derek Hills, Trust Librarian, recently advised me as to the recent purchase of five books on behalf of the 44th Bomb Group in honor of Pete Henry under the 1997/98 endowment program. The titles indicate that they all appear to be very interesting books on subjects pertaining to America.

This endowment fund was made possible by the generous contributions of many of you. Pete was very pleased when I advised him of the books which had been purchased. He advised that he and Mary would probably not be attending the convention in Austin, as traveling is now very difficult for both of them. They would enjoy hearing from you at any time.

At our 1997 2ADA convention in Irvine, California, the Dzenowagis family, through their Military VideoHistory Project, videotaped interviews with several of our Ploesti veterans. Joe recently sent me a copy of the interview they did with me, and at the risk of sounding egotistical and considering the subject they had to work with, namely me, they did a wonderful job, and my family and I are most pleased to have the tape of my interview. We thank the Dzenowagis family very much for what they have done. I quote from Joe's letter to me, which came with the tape:

"As with all of our interviews with 2AD veterans, a copy of your interview will be donated by the MVHP to the 2AD 8th USAAF Memorial Room in the Norwich Central Library. Following our procedure of naming an interview collection for the place of interview, your interview will be accessed there as "The Irvine Tapes." In addition to their placement there, we are also working toward their eventual placement in repositories in the United States where they can be more readily accessible to students of history here."

For the foregoing, I think I can speak for all of our members of the 2ADA when I say, "Thanks, Joe, Helen, and Joe, Jr., for all your wonderful work in helping to preserve the history of the Second Air Division and its people and for your generosity."

The 44th BGVA reunion in September is shaping up to be a good one, and we hope to see a good many of our members there. ■

● THE PX PAGE ●

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

WHITE FLAK: Vignettes of a Franciscan Friar The Life of Father Gerald Beck

White Flak: Vignettes of a Franciscan Friar, The Life of Franciscan Father Gerald Beck by his niece Jane Beck Sansalone, has been published by means of a grant from the Cincinnati Franciscans.

The work is the culmination of four years of research and writing in which many men contributed their remembrances of Father Beck.

Father joined the 389th BG in Libya, North Africa. He was the chaplain for the men who took part in the Ploesti raid. He and his assistant, Bud Doyle, went back to England with the group and stayed at Hethel until the end of the war. They are the only two people who had this long service with the group. Father also ministered to other groups of the Eighth Air Force.



Father Gerald Beck distributes Holy Communion at Hethel, England to 389th Bomb Group personnel before a mission over the Continent.

The book begins with Father's childhood and youth in Cincinnati's flamboyant Over-the-Rhine district and continues through his seminary years. The author relates his ministry at German-American and Hispanic parishes and institutions. Father ministered to unrepatriated German prisoners-of-war after he returned to the United States and to veterans at the VA Hospital in Little Rock, Arkansas. He died in Cincinnati in 1962.

The book is \$18.00 plus \$5.00 for postage, handling, and insurance. Please contact Jane Beck Sansalone, 4902 Chalet Drive, No. 8, Cincinnati, OH 45217-1436. The book may very well go into a second printing, so if any of you have additional information, Jane would be glad to receive it. When sending info, please give the name of your plane (or ground crew), your crew position, and the dates you knew Father Beck. ■



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WEST POINT OF THE WEST (continued)

The bright sunlight through the glass casts a peaceful and gradually changing light show onto the wooden pews.

Outside the chapel is the viewing area for the Cadets. Unlike the service academies of Annapolis or West Point, where you can wander freely past the buildings and cadets, the Air Force Academy keeps its guests safely out of harm's way by limiting access to the long cement balcony overlooking the Cadet Area. This is the hub of cadet life and includes the Academy's two dormitories and its 1.7-acre dining hall that can feed AFA's 4,000 cadets in one sitting. In the center of these buildings is the Terrazzo, a large square standing empty in the constant sun, each corner marked with a full-scale fighter jet.

The building names sound a roll call for anyone familiar with Air Force history. The Cadet Social Center is named after Henry "Hap" Arnold, commander of U.S. aviation in World War II. Mitchell Hall is the huge dining hall named after Gen. William "Billy" Mitchell, an early proponent of air power who was court-martialed and forced out of the service in 1926 for his unorthodox views. Mitchell is memorialized at the Academy for one of those views: advocating an officer's school for the air ser-

vice. The first dormitory built was named after Gen. Hoyt Vandenberg, the Air Forces' second chief of staff and often called the chief architect for today's Air Force.

To experience the intense rivalry between the armed services, try to visit AFA during a home game against one of the other service academies. The competition is particularly heated during football games in the race for the Commander-in-Chief's Trophy. Even a walk into the gift shop can introduce civilians to the competition. On the Saturday during a Navy vs. Air Force game, retired and active duty members swarmed the gift shop early, many wearing name tags and buying souvenirs — even young men in Navy Academy sweatshirts were collecting Air Force memorabilia.

"Every weekend is busy, but during a game like today, it's the worst," the young lady behind the register told me while scanning ball caps and T-shirts as quickly as she could.

Sgt. Tony Hill, a spokesman for the Academy, says "the crowds can get even worse during parents' weekend" — the first weekend of a home football game — or graduation. Because of the congestion during those popular weekends, he recommends that visitors interested in getting a true feel for the campus pick another day. One event to plan

your visit around is one of the parade days that feature the Cadet Wing Honor Guard, Drill Team, the Parachuting Team, and the Drum and Bugle Corps. Given only a few times a year, the parade schedule is posted on the Academy's Web site.

I met up again with the retired B-24 pilot as I stopped at an overlook for a last panoramic view of the campus. Had he served at the academy? No, he retired here because his last duty station was the Space Command in Colorado Springs years ago.

"The Air Force has changed a lot since then," he said, his tone making it clear that he didn't think it was for the better. Today, he was showing his brother-in-law from St. Louis the new bronze statue commemorating the B-24. But, obviously, despite his concern for the future of the Air Force, he still loved the service.

During a service football game there is always a fly-over of the stadium by planes before kick-off, so he was at this overlook, waiting for the air show. Looking south towards the stadium, he held his left hand aloft to block the sun from blinding him. "I can't see out of one eye anymore, but I still enjoy watching 'em," he said.

Ken Morris is a free-lance writer from Alaska and former U.S. Navy officer. ■

492ND BOMB GROUP (continued)

more than 18 million people who served during the 46-year war, the nation's longest.

The Army is the designated agent for the certificate's distribution and has established an Internet information site at sdw.army.mil/coldwar. The site provides information about how to obtain the certificates and what supporting documents will be needed. It also shows a sample certificate.

The Army will provide Cold War application forms on the Internet site and begin processing them. Army officials say that although they prefer applications to be made online, they will accept them by e-mail, fax, and regular mail. But supporting documents (such as DD-214s or WD AGO 53-55s for military personnel or Standard Form 50s for civilians) must be faxed or mailed.

The Army says applicants should send photocopies of documents because they will not be returned. The application may be printed from the Web site and mailed or faxed with supporting documents. The fax number for the public affairs office of U.S. Total Army Personnel Command is (703) 325-3008.

THE AIR FORCE MEMORIAL

The "Friends of Iwo Jima" group has failed to stop the Air Force Memorial project in the courts and in Congress, so they have started a letter-writing campaign to the two commissions responsible for the final approval of this outstanding site for the memorial. The issues raised by this group are a bunch of smoke and mirrors, but they can still win the game if you don't fight back.

The proposed site for the Air Force Memorial is of significance to the men and women of the United States Air Force, as it is several hundred yards away from where the military flight took place on the parade grounds of Fort Myers. More significantly, the site is close to Arlington National Cemetery where so many brave Air Force veterans lie in their final resting place. The men and women of the United States Air Force deserve a memorial in a fitting place. There is simply no more fitting place than its approved site on Arlington Ridge. The Air Force Memorial will pay tribute for all eternity to those who have paid the ultimate price for their country.

Please visit and download the two letters: (1) NCPC and (2) CFA from the AFA Web page at www.afa.org. Click on "What's New" — "Request With Support Letters" and then the individual letters. Please read the letters, download them, date and sign and put them in the

mail today. Pass on copies to other friends and ask them to also support this effort.

Letters of support for the Arlington Ridge site can be sent to: National Capital Planning Commission, Attn: H.B. Gantt, 801 Pennsylvania Avenue, Washington, DC 20576, or The Commission of Fine Arts, Attn: J. Carter Brown, The Pension Building, 441 F Street NW, Suite 312, Washington, DC 20001.

SOMETHING TO THINK ABOUT

A man who had become down on his luck and almost destitute turned to God in desperation with a prayer: "Oh, God, please let me win the lottery." Nothing happened, so the next day he again prayed, "God, please let me win the lottery." Still nothing happened. Finally on the third day, the man cried out in a louder voice, "Oh, God, please let me win the lottery! I am in great need of money." God finally replied, "Give me a break and buy a lottery ticket." ■

Seeking Liberator, Privateer Crew Data

A database of former B-24/PB4Y-1 Liberator and PB4Y-2 Privateer crew members is being developed by the Pueblo Weisbrod Aircraft Museum, home of the International B-24 Museum. The database will provide a source for historical research and assist others in locating former crew members. Veterans and family members of veterans may add the names of former crew members to the database by completing a B-24 Crew Member Form, available by writing to: International B-24 Museum, 31001 Magnuson Ave., Pueblo, CO 81001. Forms may also be requested by e-mail at pwam@usa.net. ■



To the editor:

Tom Brokaw's book, *The Greatest Generation*, has certainly generated quite an interest in World War II. Baby boomers and their children relate to it through their fathers and mothers, grandfathers and grandmothers.

Dot and I vacationed recently in Puerto Rico, and there we met quite a few people who had either read the book or seen us on NBC Nightly News.

The book has also brought us together with many past war buddies and friends who moved out of town. Unfortunately, when I departed from France in 1945, my duffle bag never arrived in the States. Therefore, I lost all the addresses I had — until now. Six of my POW barracks buddies from Stalag Luft I have made contact with me after 54 years.

Jim Dowling (445th)
508 Moriches Road
St. James, Long Island, NY 11780

→ → → →

To the editor:

I would like if possible to make contact with any of your readers who crewed airbase ambulances here in England, 1942-1945. I have contacts among those dedicated Friends of the Eighth who help preserve the history of the AAF in East Anglia, and own a Dodge ambulance myself which is believed to have served on the airfields of East Anglia during those distant years. Owning a piece of history as I do, details and stories of ambulance life as seen through the eyes of the medics who crewed these vehicles are of great interest to me. Through my contacts in Thorpe Abbots and Tibenham, I know that some of your readers visit the airbases, and I look forward to meeting some of them. If anyone would like to contact me I would be very interested in hearing your stories.

Norman Denchfield
142 Templegrove
Bakers Lane
West Hanningfield CM2 8LJ
ENGLAND
Tel/Fax +44 01277 841546

→ → → →



December 1, 1998 at the Rainbow Room, New York City. Jim and Dorothy Dowling (445th) look on as Tom Brokaw of NBC News speaks at the mike.

To the editor:

I doubt if there are many pilots who can match this bit of trivia. In August of 1943 I was handed the keys to a B-24, #42-7596. A member of the 701st Bomb Squadron, 445th BG, I flew the plane to Tibenham, England and flew my first mission on December 13, 1943 to Kiel. After a few missions, some other group wanted a plane, so they took mine. After that I flew any plane they gave me and was eventually transferred to the 389th, where I crashed one plane on the runway while returning from a raid and then blew up another (after thirteen of us bailed out). After all these different planes, I still don't have (don't ask me why) hanging on a hook on my dresser, a key ring with the keys to my original plane, #42-7596. God rest its soul.

Baldwin C. Avery (445th, 389th)
15951 Candle Drive
Fort Myers, FL 33908

→ → → →

To the editor:

Around 1988, while visiting Norwich, a veteran made a phone call from the railroad station to a Mrs. Jane Burden in Devon, informing her that while stationed in England, he worked with the Sgt. McNeal she was seeking.

Unfortunately, this veteran's name has been misplaced. If you are that ex-airman, please contact me. It is important. Thank you!

Christine Armes
5 Primrose Court
Primrose Crescent
Thorpe St. Andrew
Norwich, Norfolk NR7 0SF
ENGLAND
Tel. 1603 700776

→ → → →

To the editor:

Today I went to our one-horse post office and the clerk disillusioned me about our highly acclaimed postal service.

According to her, the class of mailing for the *Journal* is the LAST thing that is sent. In fact, she said they consider this class of mail "junk mail"!! We have to allow *at least* one month for delivery.

She may have been ticked because I told her I thought their "Pony Express" must be running with donkeys!! So I must wait.

Dwight W. Bishop (453rd)
10125 Black Angus Road
Dewey, AZ 86327

→ → → →

Editor's Note: Well, there you have it from the horse's mouth — it's a long way (and time) from Massachusetts (where the Journal is mailed) to Arizona! And it's still farther from Tipperary!

To the editor:

I was in the original cadre forming the 466th BG, as a M/Sgt. crew chief until the end of the war in the ETO. My aircraft: Polaris, The Heavenly Body, and The Ol' Witch.

I am a long-time member of the 2ADA, and have long felt that we vets have not paid enough attention to getting the message across to the younger people who will be deciding the major issues of the future (*please see page 24*).

I have done presentations to sixth graders about our part in the air war, and find the children extremely enthusiastic.

Roger L. Garrison (466th)
2113 East Avenue, Apt. E
Rochester, NY 14610-2634

→ → → →

To the editor:

Upon receiving the latest issue of the *Journal*, I was delighted to see that I am a "new associate member." Also I was a little mystified.

I first joined the 2nd Air Division Association in 1948, and have been a life member more years than I care to remember. So much for editorial excellence!

Charles E. Dye
8th Air Force Historical Society
4949 San Pedro NE #87
Albuquerque, NM 87109

Editor's Note: Compliments will get you nowhere. I'm passing the buck to Evelyn Cohen — she is the Membership VP, and when she says you just joined — then you just joined! Welcome to the club.

→ → → →

To the editor:

In the first place, I want to thank you for sending me your very, very good publication, the *Journal*. It really is a pleasure to read it, because I am very interested "day and night" in the 8th Air Force. I have read that you, like my wife Tiny and I, constantly spend hours to produce the *Journal* with help from your family. I admire this greatly.

I read in the Winter 1998-99 *Journal*, page 37, a letter from Mr. Theodore J. Smeenk. I have a reaction to the letter as follows:

Mr. Smeenk says the bombing of Rotterdam in May of 1940 killed "thousands of innocent citizens," but I must say that this is not true. After doing some research together with others, I have found that the bombing of Rotterdam was indeed a monstrous attack, but there were not *thousands* of civilians killed — the number was 800+. That is a historical fact.

I have many contacts with former pilots, as I ran the Bulletin "Air War 1939-1945" for almost 23 years. I hope you receive it regularly. And I have many friends and contacts in England. I regularly go to the U.S. Margraten Cemetery to take photographs, and have some photo negatives of graves at Margraten, men from different bomb groups. I do not need these negatives any more, and could share them with you.

Here in Leiden, every year on May 5 (our Liberation Day) we organize a big "Liberation Ball." We have done this for many years, and hundreds of citizens of Leiden attend the evening of dances! We always have two bands. One of them, "The Frits Landesbergen Big Band" (21-man!) plays many Glenn Miller tunes. In this way we remember the day the Nazis fled away from Holland. And in 1995 (the 50th anniversary celebration) three members of the 390th BG (Framlingham) who dropped food near Leiden on May 3, 1945, were able to attend our "Liberation Ball."

Henny Kwik
Postbus 1020
2302 BA Leiden, Holland

→ → → →

To the editor:

I am trying to find an American airman who passed through the air base at Perranporth in Cornwall UK in 1943. I learned from the Royal Air Force Museum that the 44th Bomb Group did stop there enroute to North Africa.

In the summer of 1943 this American airman saved my sister's life. She was six years old, and while playing in a cove, got her foot trapped under a girder, which was used for sea defences. The tide was coming in rapidly, and without help she would have drowned. Her only companion was me, the baby of the family, who was totally unable to lift the girder. I went for help and found this young serviceman who not only listened to a very small child, but immediately went down the steep cliff and rescued her before the water was over her head. He may not even have realised that he saved her life, but he did. He was with other servicemen who just may remember it too.

It has made a lasting impact on the lives of my sister and myself, and very belatedly, we would like to thank him.

Jan Zuckerman Mather
Ingate House, Ingate
Beccles, Suffolk NR34 9RZ
ENGLAND

→ → → →

To the editor:

I would like to locate a photo of Lt. Donald K. MacDonald's crew from the 445th Bomb Group, 702nd Bomb Squadron. This crew was shot down by an ME-262 on 4 April 1945 . . . no chutes. Please contact:

Chelius H. Carter
Historian, 364th Fighter Group
1105 Grandview Drive
Nashville, TN 37204-3210



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"Lucky" navigator shot down before entering combat

REPRINTED FROM THE 3D SAD ASSOCIATION NEWSLETTER, MARCH 1999

Arnold Dovey, 392nd BG navigator, has the dubious distinction of being shot down before ever being assigned to a combat mission. It happened on May 8, 1944, Dovey, not yet assigned to the 392nd, was with a group of Mickey navigators on a training mission out of the 44th BG. The only trained gunnery crew members aboard were the flight engineer and the radio operator; the rest of the crew was the pilot and copilot, with no bombardier.

Dovey recounts that it was about noon and they were at about 23,000 feet, doing their thing with the Mickey equipment. No one expected enemy action, and no look-outs had been posted.

Suddenly, they were under fire, taking hits in the tail. The aircraft went out of control, and the bail-out was sounded.

The pilot did not survive the jump, and the radio operator was killed, but the rest of the occupants of the plane reached the ground safely. They landed near Acle, between Great Yarmouth and Norwich.

Dovey left the aircraft by the bomb bay, but was injured by the premature opening of his chute. He spent about a month in the hospital recovering.

He went on duty with the 44th BG, but was transferred to the 392nd on July 29, 1944, and flew with a lead crew in the 579th BS. He finished his tour on March 23, 1945. ■

To the editor:

I write you this letter from France as part of my research on the air war in central France. One of my projects is to install a commemorative stone marker to express our recognition for the sacrifice of the American airmen for our liberty. This marker will be placed near Blois (settled between Tours and Orleans on the river Loire, near the remains of a bridge that was destroyed by the 8th AF. This bridge was never rebuilt.

I am studying several bombings, including Blois, Pruniers, Tours (St Cyr), Chateauroux, Bourges, and Avord. So I have many questions.

I am looking now for information about these missions: Tours (8 June 1944), Roorantin/Pruniers (10 April 1944). How many aircraft were engaged? Bombs dropped (number, type, tons)? What was the result on the American side? What was the bombing altitude? Who was the group leader?

I would also like to hear from veterans who can explain about the Loire bridge attack by the 445th BG on 11 June 1944.

I have some archives about the French side of the Bourges mission (official wartime map of the bomb impacts and 15 very good photos of the destruction) that I can share. My searches are personal and non-profit. In return I offer my help if you want information from the French side.

I am 35 years old and a teacher of history and geography.

Your replies would be greatly appreciated by this American air force enthusiast.

Philippe Canonne
2, rue Assolant
41 000 Blois
FRANCE
E-mail: p.canonne@wanadoo.fr

To the editor:

This photo was taken in 1944 in front of Barracks #1, Base Defense Area, North Pickenham, England (home of the 491st and 492nd). I am the first one from the left, kneeling in the front row. Can anyone identify the others?

Chris Dracopoulos (492nd)
39 Harris Street
Malden, MA 02148

✈ ✈ ✈ ✈

To the editor:

The photo enclosed depicts Crew 23 of the 713th Bomb Squadron, 448th Bomb Group. We finished our 30 missions the same day that the 448th made its 100th mission. Our crew flew lead 75% of the time.

Missing from the picture is copilot Evan Evans, a volunteer who flew P-47s afterwards and was shot down. He was held in Stalag Luft V and released after the war.

George Heropoulos (448th)
12130 S.W. 96th Street
Miami, FL 33186

✈ ✈ ✈ ✈

To the editor:

Michael Foedrowitz wrote a book on the history of the biggest building program of mankind, the so-called "Führersofortprogramm" of October 1940 which would provide fifty million Germans with bomb-proof shelters (bunkers) in the biggest cities. The book was successful, and a TV station in Hamburg has contracted with him to make a TV documentary on the book, including interviews with German eyewitnesses living in Kiel telling about the U.S. air raid on Kiel, December 13, 1943. He would also like to get statements from U.S. airmen who participated in that raid. It was the first mission for the 445th Bomb Group, and Jimmy Stewart flew "Nine Yanks and a Jerk." Please contact:

Michael Foedrowitz
Dorfmarkhof 28
30625 Hannover
GERMANY
Tel. 0511 - 57 70 36

✈ ✈ ✈ ✈

To the editor:

Does anyone remember which crews flew the October 10, 1943 diversion mission from the 44th and 492nd Bomb Groups?

I would also like to know how many missions and to what targets these two groups flew between September 1 and November 1, 1943.

Finally, I ask anyone who was on the 5 November 1943 mission to Munster, Germany to please contact me. Thank you.

Forrest S. Clark (44th)
703 Duffer Lane
Kissimmee, FL 34759
E-mail: b24vet@aol.com

✈ ✈ ✈ ✈



Barracks #1, Base Defense Area, North Pickenham, 1944. Chris Dracopoulos is the first on the left, kneeling in the front row. Can anyone identify the others?



Crew 23, 713th Squadron, 448th Bomb Group. Kneeling in front (L-R): Mike Fuller, gunner; George Heropoulos, gunner; Bill Sanville, gunner; and Cliff Harris, gunner. Standing in back (L-R): Bill Maxwell, radio operator; Phil Baskin, navigator; Jim Sullivan, pilot; Lloyd Drury, bombardier; and Larry Vogtman, engineer.

Remember the Liberator Stamp Petition?

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

It's numbers that count in this game! We have tried to make it as simple as possible.

Please take a few minutes of your valuable time to express yourself to the Post Office. You'll be glad you did!

ADDRESS PETITION LETTERS TO:

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

PLEASE SEND A COPY TO:

Bill Hendrix, 2467 N. Vinegate Circle, Wichita, KS 67226

DRESS UP YOUR CORRESPONDENCE AND HIGHLIGHT THE B-24 LIBERATOR'S 60TH ANNIVERSARY!



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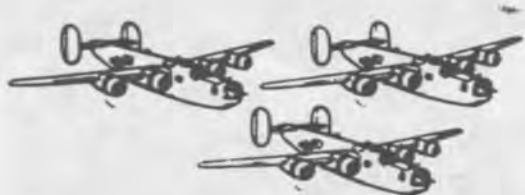
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**C.N. CHAMBERLAIN
21055 George Brown Avenue
Riverside, CA 92518-2518**

SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

RAY PYTEL, JOURNAL EDITOR
P.O. BOX 484, ELKHORN, WI 53121-0484



CHANGE OF ADDRESS?

Address changes should be sent to:

**Evelyn Cohen
6410 Delaire Landing Road
Philadelphia, PA 19114-4157**

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Ipswich, MA 01938
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