



NEW STAMP:
NOT A B-24...BUT AT LEAST
IT HONORS ONE OF
THE AIR FORCE FOUNDERS

THE JOURNAL

Official Publication of the



**Veterans of
WORLD WAR II**



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“ABOUT LONDON”



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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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PRESIDENT'S MESSAGE

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

This is being written on November 10th, one day before "Armistice Day." I well remember what a special day this was in the 1930s. Dad with his American Legion cap proudly marched with his comrades in our small town. The whole town turned out. There were cheers for the veterans of World War I and speeches lauding their contribution to the war to end wars!

After our own return from World War II, the parades grew longer as a new generation of veterans observed November 11th with their fathers and uncles. How different from tomorrow's celebration, or lack thereof. There will be a shortened parade in this metropolitan area of almost four million. While there will be a grandstand with assorted dignitaries, the crowds along the streets have grown sparser over the years. What has happened to us?



THOSE WHO FORGET THE LESSONS OF HISTORY ARE DOOMED TO REPEAT THEM

I think our schools have failed our children sadly in the teaching of history. My own grandchildren are exposed more to the "civil rights" controversy than to a definitive study of World War II. Recently, while at the Heritage Museum, I observed seventh- and eighth-graders from an elite Atlanta school as they emerged from the "Mission Experience." Noting our volunteer name tags, they were eager to know if we were there and if "that was how it was?" They clustered around the aging veteran volunteers for what seemed like hours while the veterans answered their questions and recounted their experiences so graphically displayed in the museum.

There has been some criticism of the presentation of Hitler and the steady march of the German nation to war in the thirties. As historical narrative it is correct and displays the rallies and re-arming of the German nation under the guidance of one we all regard as a megalomaniac. The face of evil is often deceptive. Hitler is no exception as he stands benignly with the children of Goebbels while his storm troopers extend their iron grip on the German nation. In recent days we have seen the likes of Saddam Hussein and Slobodan Milosevic pursue identical atrocities, now referred to as "ethnic cleansing."

There is, in the museum, an exhibit showing the hanging of two teenagers, sweethearts perhaps, by German troops. Another displays the terror of innocent women and children as they face machine guns about to end their lives. Nearby is a concentration camp jacket with the Jewish star and the stripes of rough camp garb. There are appalling pictures of concentration camp dead, which are just as compelling now as they were 55 years ago. It is as difficult for the younger generation to grasp the enormity of the crimes committed by Hitler and his henchmen as it was for me when I first viewed the movies of the concentration camps at a newsreel theatre just off Leicester Square in London.

This graphic history of the background to war, and the difficulties we faced due to our lack of preparedness, resonate with the current generation. I am pleased to report that the museum has an extensive educational program for middle school and high school students. It is being steadily expanded to schools in the area. In time, there could be a traveling exhibit nationwide to expose our youth of today to the lessons we had to learn the hard way as the United States edged toward participation in World War II. Thus can the story of the 8th Air Force live on.

The peacetime draft act extension passed the Congress by a single vote just three months before the attack on Pearl Harbor. If you take a look at LIFE magazine in the issue after Pearl Harbor, you will find that the German Bund (Nazi sympathizers) were meeting in Madison Square Garden and across the land on the very day we were attacked. Pearl Harbor changed those attitudes and united the nation in action to win the war.

One of our group vice presidents expresses it this way: "Except for the actions of the World War II generation, we would be speaking German or Japanese."

OCTOBER, MONTH OF REUNIONS: October was a hectic and challenging month. Two events which I attended were the Second Air Division Association Executive Committee meeting in Tampa and the annual reunion of the 8th Air Force Historical Society where I spoke on behalf of the Association. I also attended a 392nd BG dinner meeting, and met with the Board of Trustees of the Heritage Museum. A busy, satisfying time.

DICK BAYNES, NEW PRESIDENT OF 8TH AFHS: Dick Baynes of the 466th BG was elected president of the 8th Air Force Historical Society, which was the brainchild of another 466th member, John Woolnough. Their reunion featured the groundbreaking of the "Chapel of the Fallen Eagles" at the Heritage Museum. The Society raised approximately \$450,000 to finance the building of the chapel.

MEMOIRS: At the 2ADA Midwest-Southeast Regional Reunion, which also featured survivors of the Kassel Mission, several authors and would-be authors reported on their efforts to research that mission. Luc Dewez, who frequently attends our 2ADA reunions, presented me with a copy of his book, *Cruel Skies*, an account of forty-seven members of the 445th Bomb Group who survived the Kassel slaughter. A remarkable undertaking by this Belgian, who completed his book

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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, with the exception of the Winter issue (October deadline) which is mailed early in January. 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. ■

THE PAST HAS NOW LOGGED ON TO THE FUTURE!

www.warbirdcentral.com

World War II aviation history has made history once again! Army veteran Robert Henderson, warbird sculptor, is now just a click away. www.warbirdcentral.com is a visual opportunity for enthusiasts of all kinds — fine art, warbirds, World War II — to view replicas of warbirds and portraits of those who flew them. Log on to revive memories and become involved in projects which assure the World War II legacy will be left for generations to come. For more information about this website, call 1-800-305-1738 or just log on! ■

Executive Vice President's Message

BY FELIX LEETON (389TH)

By the time this is published, the holidays, the Year of the B-24, Bowl games, and the Y2K critical date will be past. I hope you are all happy with the results!

The Second Air Division Association, 8th Air Force will be entering a period of great activity and importance. For a "Last Man" organization of some 6,000+ veterans, "activity" and "importance" may be surprising terms. At our average age of 79 years, one would expect some years of leisurely slowing down, but we have been most fortunate to have been a part of the Second Air Division and therefore a part of a unique veterans organization!

At the end of World War II in Europe, General Kepner, CG of the Second Air Division of the 8th AF, was inspired to collect funds for a memorial in England. We will never know whether this inspiration was caused by an understandable urge to "get even" with our contemporaries (divisions contaminated by the B-17s); a genuine admiration for the people of East Anglia; a realization that, in order to maintain our status as the premier fighting force of WWII, we needed to do something out of the ordinary; or all of the above; but he took the first step to where we find ourselves today.

The former 2AD Headquarters "Chicago Revelers" who gathered in 1948 conceived and started the organization of the Second Air Division Association. They fleshed out the Kepner idea, and we can show 51 years of solid achievement. In addition to establishing our Memorial in perpetuity in accordance with British law, the 2AD Memorial Library installation maintains our link with the people we saw on an almost daily basis during our combat tour and who have supported us over the years: the Board of Governors whose guidance, cooperation, and financial support have been indispensable; and the friendship and support of our friends. The establishment of the 2ADA/Fulbright scholar to represent us in our library is one accomplishment that makes us unique.

Notwithstanding the close ties with England, over the years we have not been one-dimensional. Our leadership in the placement of a bronze B-24 model into the Honor Court of the Air Force Academy was a project we should have done as the major organization dedicated primarily to this particular fighting machine. All who attended the installation in September of 1998 will attest to the fact that it was an inspirational and emotional event. The 467th BG paid for the pattern used in the production of the casting, had it fitted out in the colors and markings of their favorite plane, WITCHCRAFT, and donated it to the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. I have not visited there since it was put on display, but I understand it has made a significant improvement. We have also collected funds for the Mighty Eighth Air Force Heritage Museum in connection with our dues



This photo was taken in early July, 1944 as we were sweating out a delayed takeoff. There are seven flight crew members (all identified) and four of the ground crew (I have only the name of the crew chief). Back (L-R): 2nd Lt. Felix Leeton, S/Sgt. Conely N. McKinnish, ground crew (name unknown), S/Sgt. Terrence Moriarty, 1st Lt. A.E. Cearnal. Middle (L-R): S/Sgt. Fred N. Dingeldain, T/Sgt. J.W. Mitchell, Jr. Front (L-R): ground crew members (names unknown) with the crew chief M/Sgt. William O. Potter on the far right.

payments. There have been many group gatherings at the museum over the years. I am sure that the next similar endeavor, the Master Database Program under Dick Butler's committee, will be equally successful!!!

The next big project is the Norwich visitation scheduled for November of 2001 when we shall open the new library and our 2AD Memorial. The Second Air Division Memorial Library will be twice the size of the one destroyed in the fire, and in addition to our Roll

of Honor will contain the stained glass panel which 2ADA Past President Earl Wassom so eloquently presented during the Executive Committee visit in 1998.

This will be the 2ADA's third visit to Norwich since our 1987 convention, then advertised as our "Last Mission"! At a recent meeting, a show of hands indicated that 100 percent wanted to go!! The Norwich hotel and meeting facilities will be limited, so I recommend you make your reservations early! ■

Updates from the Honorary President

BY JORDAN R. UTTAL (HQ)

My apologies for missing the opportunity to communicate with you in the Fall issue of the *Journal*. Just after the Austin convention, I left for England for two weeks, and after an equal length of time back home, I had to leave for another two weeks in the Northeast. Thus, I missed the deadline for the last issue, as a result of which I am late in this report on the Roll of Honor and other matters.

ROLL OF HONOR

On page 24 of the Fall issue, in his 392nd BG report, Fred Thomas alerted you to the fact that the 2ADA Executive Committee voted in Austin in May to make changes in the long-established criteria for eligibility to be included in the Roll of Honor. In the time that has elapsed since then (I write this on October 10), problems have arisen as to how, physically, to add additional names, but this will be worked out and probably be confirmed at the next ExCom meeting, October 23-24 in Tampa Bay.

In the meantime, please note that the letter I handed out to the group VPs at the Austin meeting, identifying the specific individual in Washington to confirm casualties, was for the sole use of the group VPs. According to procedures in effect for years, it is they who are responsible for the investigation of circumstances of death of those whose names are to be added to the Roll of Honor.

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THE EDITOR'S CONTRIBUTIONS

BY RAY PYTEL (445TH)



TWO BELLIES AND A BUST: Ray Pytel (left), Jimmy Stewart, Don Whitefield.

The Jimmy Stewart bust dedication brought together some 200 midwest and southeast members of the 2ADA on October 1, 1999 at the Mighty 8th Air Force Heritage Museum in Savannah. The Kassel Mission navigational error was outlined in detail by Don Whitefield. The main speaker at the event was Col. Starr Smith. Due to space limitations, Col. Starr's speech entitled "Jimmy Stewart The Quintessential Airman" will be printed in full in the next issue.

FALL QUIZ ANSWERS

The picture on the cover of the Fall *Journal* was taken by William T. Larkins in late fall of 1945 at Kingman, Arizona. Earl Zimmerman (389th BG) submitted the picture and a figure of 521 planes for the front and back. I never counted them, so if you want to dispute the figure write to ZIM at 8922 Haverstick Road, Indianapolis, IN 46240. There were estimates as high as 797 and as low as 400. Take your pick! Finally, if you ignored the masthead, look again! All these B-24s were turned into pots and pans!

THE WINTER QUIZ

During WWII it was often said among the crews that "You've never been to town, until you've spent a ROYAL NIGHT in London Town." The front cover of this issue gives you a chance to identify at least six attractions which you should have seen while there. If you missed some, you have a chance to stop in London on your 2001 visit to the 2AD library dedication in Norwich and take a peek at the old, and new, London in the new "millennium."

THE OOPS! DEPARTMENT

Misprints, errors, key omissions and missing lines always seem to slip through, and are usually noticed only in the final print.

In the Summer 1999 *Journal* on page 27, the answer to question #7 from the Spring *Journal* should have been that Admiral Yamamoto's plane was shot down by our P-38s over Bou-

ganville on 18 April 1943. The answer given applies to question #8.

Again in the Summer 1999 *Journal*, on page 3, a line was inadvertently omitted in paragraph #2 listing the four goals of the 2ADA in item #1: the line should have read (1) perpetuate friendships made in the 2nd Air Division, 8th Air Force during our service together (past)

In the Fall 1999 issue of the *Journal* on page 14, the 8-Ball column should have been identified as a 44th BG report.

OF LIBRARIES, MUSEUMS, BELL TOWERS, AND SCULPTURES (CABBAGES & KINGS)

We have much to look forward to in the new millennium, but nothing more exciting than moving *our* history ahead for generations to come. As a recent article in *The Boston Globe* so eloquently stated, "today there are some 75 million Americans born between 1945 and 1964 who have no memory of what happened at Pearl Harbor." Many of those same people are now teachers and professors in too many history departments who "are just waiting for the veterans to die, so they can rewrite history to suit their own warped ideas of what happened!" Because this is such a prevalent fear, WE, and only WE, can tell it like it was!

Don't forget to read Geoff Gregory's article on the underfunded 2AD Capital and making a request to correct this shortage (see page 7). Would certainly help, so when are you going to get in gear on this? NOW would be nice! The Memorial Library has a story to tell our future generations — let's not "cut them short." This should be the 2ADA's prime concern!

The American Air Museum will exhibit a B-24 for eons to come, but first it has to be restored (see the *Duxford appeal* on the back cover). Many of our citizens, and friends abroad too, do not realize that the B-24 served in Europe in virtually equal strength in the 8th Air Force)

to the B-17 at the time of D-Day and the height of the air war over Europe.

Finally, President Al Asch of the B-24 Groups Memorial Inc. has announced that they will sponsor the bell tower at the Chapel of Fallen Eagles in Savannah's Mighty 8th AF Heritage Museum Memorial Gardens with an appropriate sponsorship plaque.

NO "20TH CENTURY LIST"!

This publication will not list all the "great events" of the last 99 years, as many other publications are doing. If you still don't know what happened, that's too damn bad — you won't learn it from us!

AND LEST WE FORGET, SCULPTURES TOO, HAVE A STORY TO TELL.

"If we are truly bent on leaving our factual history, we must disperse these warbirds in many areas around the globe," says Dale Brown, president of the B-29 Groups Memorial, Inc. "Not everyone lives in Washington, D.C.! Nor will most of us travel very far anymore — we must concentrate on spreading these replicas for many, many people to view." We are still alive, and because of that, we are still responsible for leaving our history. We cannot rely upon future generations of historians to feel as strongly about our era as we do.

That rational fear is one motivating reason that our "warbird sculptor," Army veteran Robert Henderson, has dedicated the past thirteen years to recording our World War II aviation era. He plans on continuing this "recording of history" until WE are assured it will endure.

Most of us are well aware of "The Study Hall" outdoor sculpture garden at the United States Air Force Academy. This prestigious Honor Court now holds six bronze warbird memorials — a P-51, P-38, P-47, P-40, B-17, and B-24. On September 8, 2000, Paul Tibbets (pilot of the Enola Gay) will help unveil the bronze B-29 Superfortress which will join the others.

"The Bronze B-29 is now in progress," says the sculptor. "Fundraising is on course and donors will, again, be memorialized on the plaque below the 1/7th scale warbird." The largest airplane (to date) on the Honor Court, the Superfortress will have a wing span of 20 feet. There is still time to include your name or the name of someone you know. But, that time is limited! Call 1-800-305-1738.

On December 7, 2001, the 60th anniversary of the attack on Pearl Harbor, two more bronze warbirds will "fly in" to Hickam Air Force Base adjacent to Pearl Harbor, Honolulu, Hawaii. The B-17 Flying Fortress and the P-40 Warhawk will find a permanent site which will mark our history, once again. Personnel at Hickam Air Force Base are excited that, not only will they provide a unique educational opportunity for visitors, but they will dedicate their bronze replicas sixty years to the day history was made there.

You may also be interested in knowing that discussions about creating a B-24 in San Diego are still taking place. We'll update you as the West Coast B-24 veterans progress towards making this a reality. ■

Report from the 2ADA Representative on the Board of Governors

BY CHUCK WALKER (445TH)

Since my last report, I have visited Savannah and the Heritage Museum; Tampa and the 2ADA Executive Committee meeting; and Norwich for a Memorial Trust Governors meeting. All were exciting trips and I learned from each.

The Mighty Eighth Air Force Heritage Museum has made giant strides since I attended the grand opening some years ago. It is a museum, not a memorial. The 2nd Air Division is but a small part of the museum, and I am concerned about how the 2ADA will be portrayed in the future now that Mary Beth Barnard is no longer associated with the museum.

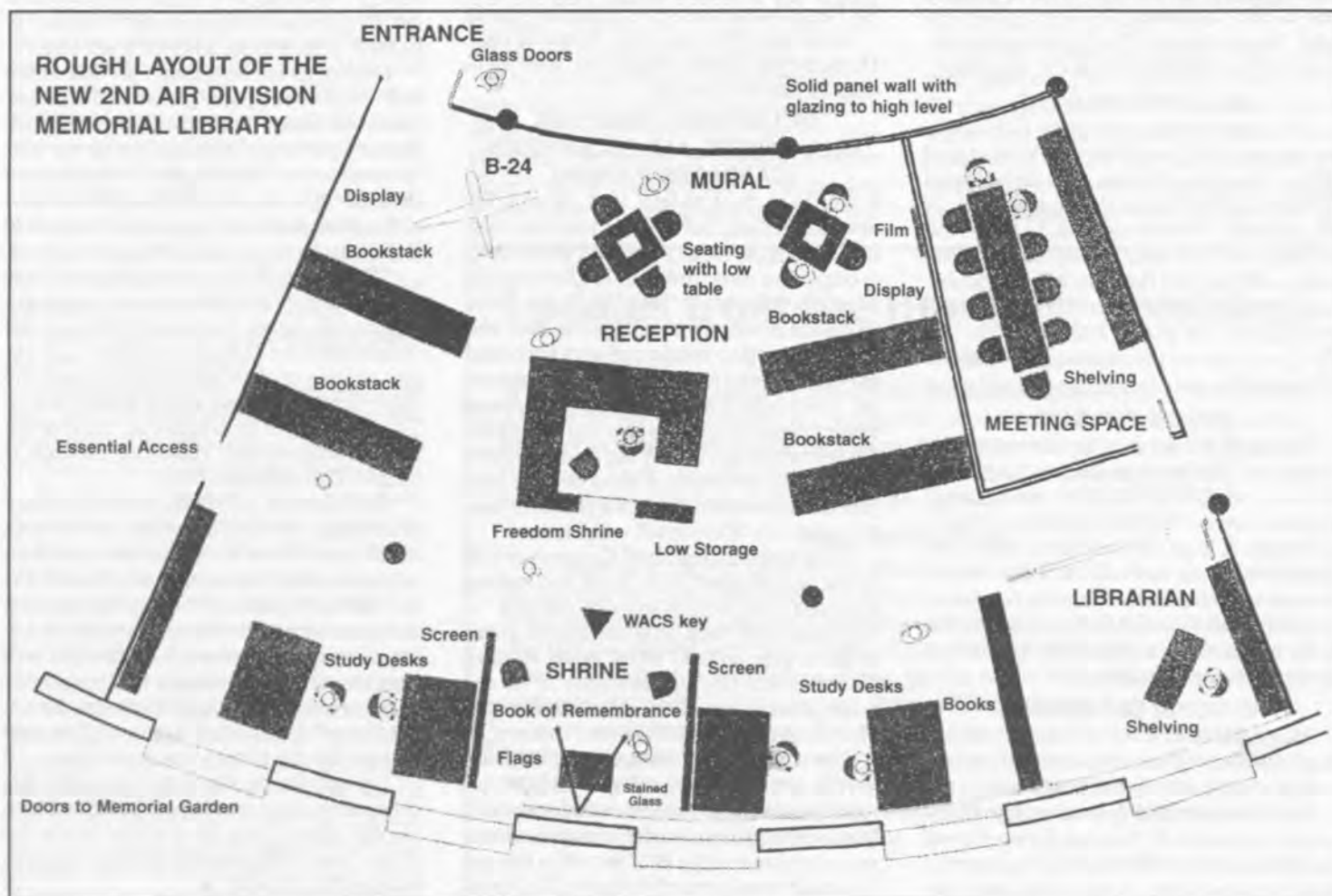
The 2ADA Executive Committee continues its good work of managing the affairs of the Association and, in spite of all the cussing and discussing, problems are solved and we all depart good friends.

Now for the Governors meeting, a truly exhilarating experience. Chairman Paul King conducted the meeting in his usual excellent fashion. The minutes of the Planning Group were approved, and reports of the Trust Librarian and the 2ADA/Fulbright Fellow were received and unanimously approved by the Governors. Vice Chairman Hastings reported on plans for the opening of the new 2nd Air Division Memorial Library in November 2001. He is working in coordination with Evelyn Cohen.

(continued on page 8)



L-R: T.J. Dowling, U.S. Assistant Cultural Attache, U.S. Embassy in London; Charles Walker, American Representative on the Board of Governors, Memorial Trust of the 2nd Air Division USAAF; David Hastings, Vice Chairman, Board of Governors; and Paul R. King, Chairman, Board of Governors. Mr. King commented: "The generosity of our friends who served with the Second Air Division is overwhelming. The love and affection felt by our American friends towards those who welcomed them here in those bleak wartime years persists until this day and is reciprocated by us here. Our Memorial Library does so much to foster good Anglo/American relations."



Geoff Gregory's "BEST SHOT"! (a real neat "bequest request")

BY GEOFF GREGORY (467TH), 2ADA PAST PRESIDENT, CHAIRMAN OF BEQUEST COMMITTEE

In the last few weeks, I have been solicited for monetary donations by my university, by my high school class, by the 8th Air Force Heritage Museum in Savannah, by our grandson's high school band (they have been invited to play in the Rose Bowl Parade), and by two local charities. It never seems to stop, does it? Yet each has a genuine need for help, and we usually find a way to give. And now, with the approval of the 2ADA Executive Committee, I AM ASKING YOU FOR HELP.

For many years, the centerpiece of the table of the 2nd Air Division Association (along with conventions, camaraderie and friendships) has been the 2nd Air Division Memorial Library.

In two years time, the devastating fire which destroyed the Norwich Central Library will be a memory. We are now looking forward to the completion of our spanking new library, which is still the only one of its kind in the world. Therefore, it is now time for us to take a realistic look at our financial situation. The fact is, that in this era of low interest rates and low inflation, WE ARE UNDERFUNDED!

Nourished by the Board of Governors of the Memorial Trust, our Capital Fund — which began with a very modest amount of money — now stands at over £700,000. This figure includes moneys donated by the 2nd Air Division Association, which has provided the lion's share of the library support. It should be noted here that the library belongs to ALL members of the 2nd Air Division and their families and friends, as well as our friends in England. This £700,000 is a tidy sum, but remember that the library's operating capital is derived from the *interest* generated. With our *new* library coming on stream, *we need your help!*

We know you are tired of reaching for your checkbook. This appeal does *not* involve that. There is another way — the same approach used by universities and charities of all kinds. It is called a "BEQUEST." Some of us have already made bequests in our wills or trusts, in which the library is the beneficiary. For this we certainly are very grateful! However, many of you may not have thought of this approach.

Pursuant to the instruction of the Executive Committee at its Austin, Texas meeting in May, 1999, your 2ADA Bequest Committee (Geoff Gregory, Hap Chandler, Earl Wassom, Neal Sorensen, Jim Reeves, and Walter Mundy) has determined that its appeal should encompass a bequest from the smallest to the largest amount you can make available. *Any amount* will certainly be deeply appreciated. However, it is thought that the amount of \$2,000 would be of significant benefit to our cause, yet not materially deplete the average estate.

You will find two forms opposite this article. One is a "CODICIL" for making a CHANGE in your will. The other is a PLEDGE FORM.

A word of caution: The 2ADA Bequest Committee has no legal background, and we know that the laws from state to state can vary in the area of wills and codicils. Therefore, we recommend that you check with an attorney to be sure that you are complying with the laws and procedures of your state. The examples shown here are just that — "examples."

We sincerely hope that we can encourage you to help us provide for the long-term future of our beloved, unique Memorial Library, and not once reach for the ole checkbook!

PLEDGE FORMS SHOULD BE SENT TO:

Elwood "Bill" Nothstein
Treasurer, 2nd Air Division Association
40 Meadow Drive
Spencerport, NY 14559-1142

The amount you pledge will be held in *absolute confidence*, and each pledge will be acknowledged.

As have many of you, I have been to Madingley! I have seen the rows of crosses and Stars of David, and this thought has always struck me: *Resting there is one man who took my place! One man allowed me to continue with my life! I can never thank him personally. But there is one thing I CAN do! I can help make sure that this Memorial erected in his honor will last for many years to come.*

Won't you join me in making a bequest to our 2ADA Memorial Trust of the 2nd Air Division USAF?? Today!! ■

CODICIL

TO THE LAST WILL AND TESTAMENT OF

THE PURPOSE OF THIS CODICIL IS TO BEQUEST TO THE MEMORIAL TRUST OF THE SECOND AIR DIVISION USAF THE FOLLOWING \$ _____ AMOUNT FROM THE PROCEEDS OF MY ESTATE/TRUST WITH THE UNDERSTANDING THAT THIS BEQUEST WILL CAUSE NO UNDUE HARDSHIP ON MY HEIRS OR BENEFICIARIES, AND WILL BE AVAILABLE AFTER ALL DEBTS, TAXES, AND OBLIGATIONS HAVE BEEN SATISFIED.

THE EXECUTOR OF MY ESTATE IS DIRECTED TO SEND THE INDICATED AMOUNT TO:

THE MEMORIAL TRUST OF THE SECOND AIR DIVISION USAF
CARE OF THE MEMORIAL LIBRARY (2ND AD)
NORWICH CENTRAL LIBRARY, NORWICH, ENGLAND NR1 3AD

SIGNED: _____

DATE: _____

WITNESS: _____

NOTARY

BEQUEST PLEDGE

THE UNDERSIGNED MEMBER, ASSOCIATE, FAMILY OR FRIEND OF THE SECOND AIR DIVISION ASSOCIATION, OR MEMBER, ASSOCIATE OR FRIEND OF THE SECOND AIR DIVISION USAF, HAS EXECUTED A CODICIL OR PROVISION TO MY WILL OR TRUST, PROVIDING FOR A TAX FREE DONATION TO BE MADE UPON MY DEMISE, FOR THE PURPOSE OF ENSURING THAT THE OPERATION OF THE SECOND AIR DIVISION MEMORIAL LIBRARY CONTINUES IN PERPETUITY.

(1) I HAVE READ AND UNDERSTAND THE PROPOSED CODICIL AND HAVE EXECUTED A DOCUMENT SIMILAR, AND HAVE ATTACHED IT TO MY WILL/TRUST. ACCORDINGLY, THIS PLEDGE IS TO INFORM THE 2ND AIR DIVISION ASSOCIATION THAT MY BEQUEST WILL BE IN THE AMOUNT OF \$ _____.

(2) I HAVE PREVIOUSLY EXECUTED A BEQUEST IN FAVOR OF THE 2ND AIR DIVISION MEMORIAL TRUST USAF IN THE AMOUNT OF \$ _____.

I UNDERSTAND THIS PLEDGE WILL BE RETAINED BY THE 2ADA TREASURER AND WILL BE HELD IN THE STRICTEST CONFIDENCE. NO RELEASE OF THIS PLEDGE OR THE CODICIL PERTAINING THERETO WILL BE MADE EXCEPT BY THE WRITTEN CONSENT OF THE UNDERSIGNED.

SIGNED: _____ DATE: _____

NOTE: THIS SIGNED PLEDGE SHOULD BE MAILED TO THE TREASURER OF THE 2ADA, CURRENTLY, ELWOOD "BILL" NOTHSTEIN, 40 MEADOW DRIVE, SPENCERPORT, NY 14559-1142.

FOR PURPOSE OF CLARITY, THE "CODICIL" SHOULD NOT BE CONFUSED WITH THE "PLEDGE." YOU SHOULD FORWARD THE "PLEDGE" TO THE 2ADA TREASURER, AS STATED ABOVE. THE "CODICIL" EMPOWERS YOUR EXECUTOR TO FORWARD THE STIPULATED AMOUNT OF MONEY TO THE MEMORIAL TRUST OF THE SECOND AIR DIVISION USAF, IN CARE OF THE NORWICH CENTRAL LIBRARY, NORWICH, ENGLAND, AS STATED IN THE CODICIL FORM ABOVE.

HONORARY PRESIDENT (continued)

MEMORIAL LIBRARY APPEAL

At this time it looks very likely that I will be able to report to the Executive Committee that by the end of October we will have reached our \$106,000 target. This was to be half of the £125,000 total target set as a goal by the Board of Governors when they started this appeal while the ExCom was in Norwich in November 1998. They have more than reached their half in England, and it appears that this drive will be a success.

To repeat for emphasis, these funds are for furnishing the new, double-sized 2AD Memorial Library within the new Norwich Central Library. I believe the correct new name will be the Norfolk and Norwich Millennium Library. The increased size of the space allotted to the Second Air Division will require more books, papers, magazines, and audio and video tapes, all of which represent our unique living tribute to our fallen, to ourselves, and to the abiding friendship between the people of East Anglia and ourselves.

My report to the Executive Committee will state that 134 contributions were received, 11 from outside the 2ADA membership and 123 from within our ranks. Three of those were Group gifts, and of the balance of 120, there were 18 from the Headquarters unit and 13 each from the 389th and the 392nd, tied for second place. Our thanks to all 123, and to all of you who have sent in donations for the Memorial along with your annual dues.

CONTRIBUTIONS FOR BOOKS

Since my last report, we have had another \$600 in contributions. All are appreciated, and will honor the friends and loved ones in whose honor the donations were made. At least three of them represent human interest stories:

One was from a sole surviving crew member in honor of the eight of his crewmates who went down in June 1944. Each crew member will have a book in his memory. Another donor, desperately ill, honors the M.P. company with whom he served at one of our bases and another book is in memory of a childhood friend who was on a combat crew at that same base.

The third donor was a 90-year-old sister of one of our members, in honor of her kid brother's 84th birthday. These kinds of stories make me even more happy than I have been since I suggested this program back in the early 1980s. My thanks to all who have participated, and a special salute to all the honorees.

FRIENDS OF THE 2AD MEMORIAL

What great news it was to learn of the 1940s style Hangar Dance held on 4 September at Horsham St. Faith's Hangar 09, with music supplied by the talented Jonathan Wyatt band. It is my understanding that over 350 attended, and that the proceeds of this event have enabled the Friends to reach their £5,000 Memo-

rial Library Restoration Appeal pledge.

Their annual Thanksgiving Dinner was being planned for 25 November, and as I write this, the reservations are sold out!

Further, I heard today that the annual general meeting of the Friends was held recently at Hardwick. David Neale, a stalwart supporter of the Friends since its inception in 1988, has been elected chairman for the upcoming year. I offer him our congratulations, and at the same time, repeated thanks to John Page, the outgoing chairman, for his great efforts during the past two years.

Once again I urge our members to support this fine group of British friends who are devoted to the welfare of the Second Air Division Memorial, to all who served in the Division, and to the Association. How about sending me your 2000 dues: \$6.00 single or \$10.00 family. Checks are to be made out to me — I convert

the funds into pounds and forward them several times a year as dues come in.

Just as a reminder (and at our age, reminders come in handy), your group VPs have a list of British base contacts who are available to any member going over to Norwich to visit the old bases. As we have suggested before, ask your group VP for the names on the list, get in touch with one of them enough time in advance so that it will be convenient for both of you, and he/she/they will make it easier for you to get to the 2AD Memorial Library, to your base, and so on. Most of the volunteers on the base contact list are members of the Friends of the 2AD Memorial, but indeed there are other long-time admirers of those of us who were part of the Yankee Invasion.

Good friends of the 2ADA, I extend to you and yours my sincere good wishes for a healthy and serene Year 2000. ■

BOARD OF GOVERNORS (continued)

It was my pleasure to present Mr. King with a check in the amount of \$27,000 (\$26,000 to complete the 2ADA's pledge of \$106,000 for the restoration fund and \$1,000 for the capital fund). This equates to our British friends having raised £110,479 and our 2ADA members some £69,500 for a grand total of £180,000. These are exciting numbers, and the Governors wish to express their appreciation to all who participated.

On a personal note, I presented Chairman King with three books and a \$200 check from my crew for books in memory of John Demshock, our flight engineer. I also gave Paul two books and a videotape on behalf of Bud Chamberlain. These gifts were gratefully received.

Christine Snowden's replacement has been chosen; Jennifer Christian, a current member of the library staff, has joined our Memorial staff. The process for choosing Judy Jerome's replacement is entering the final stages. Derek Hills, in coordination with John Creber, continues a scheme of cross-training Central Library staff in the workings of our Memorial Library for the purpose of assuring that our library can be manned in an emergency. You are reminded that all the people working in our library are part-time employees. Our capital endowment fund must be increased!

Now for the meat of this report. First, Alan Ward of the Events group described the plan for the Heritage Visitors Attraction to be next door to our Memorial Library. It is to display the history of all the foreign influences on the region. The 2nd Air Division will be presented in a most interesting and engaging way — you will like it.

David Gosling of Events then took over and described in detail the plan they have developed, in conjunction with the Governors design committee, for what I feel will be a most fitting

memorial to those who made the supreme sacrifice as well as all those who served in the Second Air Division. The accompanying schematic drawing gives the essence of how our library is to be arranged. You will note that the reception desk will have a clear view of the entire library. As for the mural, it is planned to be a montage of the 2nd Air Division's life and times in East Anglia. It will feature the B-24 and will show bombs dropping from a plane with an engine on fire. I am excited about the concept and the largeness of the whole mural. I believe the completed mural will be applauded by every one of our members.

I visited the construction site and was treated to a detailed briefing by Hilary Hammond, Robin Hall, and David Janssen, project manager, at the Millennium Company's offices overlooking the project. The general scheme for the new Central Library including our Memorial Library, will emphasize openness with extensive use of glass walls and petitions. The exterior walls will be constructed of special hand-made bricks of a color to assure that the library fits in with the appearance of existing buildings in the area. The roofed forecourt will house an upscale restaurant, the space for which can be expanded to accommodate a banquet the size of our 2ADA affairs.

Construction goes on at a feverish pace. The activity of the yellow hatted workman reminds one of a beehive. The car park is well along to completion, and work is expected to rise above ground shortly. I was assured that construction is on schedule and on budget.

I am exceptionally pleased and excited with the progress being made and for the future of our cherished Second Air Division Memorial Library.

I hope your holidays were happy ones and that 2000 will bring good health and good cheer. God bless you all. ■

Fly In a B-24 Like My Husband Did Years Ago? Yes! And What an Experience!

BY VIRGINIA ELIZABETH ROBINSON, WIFE OF JOHN HAROLD ROBINSON (445TH)

Writing stories is not one of my great talents, but I suppose that I should try to attempt it at least once. So here goes.

Being a woman, wife, housewife, companion, mother, hostess, grandmother, and now great-grandmother of my generation, there were not many things that were not most memorable. As I take the time to think back over the years (which us women very seldom do) relative to the Air Force and events associated with my husband's activities, I must take my thoughts back to the forties, when I was working in an aircraft factory as "Rosie the Riveter" building B-25 bombers. This experience helped prepare me for the things to come.

My husband Harold's leaving for war after a few weeks of our marriage was followed by the longing days of the unknown, reading letters and news clippings of combat missions from England that he would send home. The desire to do the best I could to help build airplanes to win and end this war helped to keep depressing thoughts from my mind until we could be united again.

The one most memorable time was being reunited with my husband returning from war. In later years, after many eventful and wonderful activities living with each other and raising our family, our thoughts turned to retirement.

After retiring, to my amazement and surprise, my husband wrote a book about the forties and had it published. He had said very little about his experiences during the war over the years we shared together before his retiring. Now the book being published and spreading over the country began to bring on events I never dreamed could happen to me.

The U.S. Air Force invited me to accompany my husband to a B-52 Bomber Strategic Air Force Base in Michigan for six days to talk with air crews and airmen and to help boost their morale. It was a thrill being escorted by the high ranking officers and enlisted young men and being allowed in big B-52 bombers and big tanker airplanes. Wearing the latest flying clothes. Standing within one hundred feet and looking at four strategic bombers with motors (engines) running and heated, loaded with atomic bombs sitting on alert that could destroy the world, then seeing and talking to these great young men who were ready to give their lives for their country, being filled in on the details of combat flying. It was more than a thrill, maybe awesome. Words cannot express the feeling.

The Air Force again asked me to accompany my husband to two Air Force bases in Alabama to attend what the military considers a Dine In engagement for the Logistic Command and tour the bases to meet the airmen. Again it was a thrill, walking through the reception



ELIZABETH AND HAROLD ROBINSON line at the Dine In and meeting the officers and NCOs; watching the events of the Dine In; speaking to 300 of the finest young men America has to offer. The attention they showed to me was intoxicating.

The excitement didn't stop there, as once again I was asked to the United States Air Force Senior NCO Academy, Gunther AFB, to attend the cadet graduation class of five hundred fine young men. There I was treated as the queen of the event. Words cannot describe the humble and proud feelings that I felt.

Many other activities developed since the book inception — book signings, memorial dedications, receptions, and others. One that stands out was the dedication of three memorials in Bad Hersfeld, Germany. It was a very humbling experience for me to help honor the twenty-five air crews that fell to their death there in 1944 along with seventy-five German airmen. We had dinner at a banquet with some of the German fighter pilots who actually were shooting at my husband's airplane. They even knew the number on the tail.

Later in England, flying in a small airplane with my husband over the Tibenham air base, ten feet above the length of the runway that my husband took off from when going on a combat mission, was another experience I will never forget.

I had really put my foot down when the pilots of the flying club at Tibenham wanted me to fly in a glider. I said "thanks but no thanks." I was just not going to get in that little thing without an engine and fly around in England. No way! I have made flights in helicopters over five islands of Hawaii and into volcanic craters, and in a small airplane below the rim of the Grand Canyon for a hundred miles, ten feet above the Colorado River, but I was not getting into that glider thing without an engine.

Standing and walking on the runway in Tibenham where the B-24 bombers once took off on their deadly missions makes you feel that you may once have been here with them. Seeing an old church near the end of the runway while flying over it, I wondered how the

bombers could have missed hitting it in bad weather.

A World War II Canadian fighter pilot and his wife invited us to have tea with them at their home, "The Old Vicarage." It was rebuilt in 1880 near the All Saints Church, which dates to before 1437 and stands near the end of the Tibenham runway. Tea was served in beautiful china dating back to the seventeenth century. What a moving experience to hold and drink from such old and beautiful cups and saucers, but really afraid that you may break something that could never be replaced. After learning how old the china was, my husband put the china down and never touched it again.

Events related to the book and the Air Force keep developing as time goes on, and each event becomes a memorable lifetime experience. The publicity at times overwhelms me.

An invitation for me to fly in a B-24 bomber over the city of Memphis, Mississippi River, Mud Island, and the Memphis Belle in honor of Jimmy Stewart after his death was not something I was sure I wanted to do. Flying in an old fifty-five year old B-24 bomber — I didn't think that was my thing, but I felt that I must do it for my husband, for he flew beside Jimmy Stewart. I felt that I wasn't going to let my husband go in that old bomber without me beside him.

I walked into the B-24, sat down on a metal seat, and strapped myself in. The engines started one after the other, and the noise and vibration were as if the airplane was coming apart. I closed my eyes and reached for my husband's hand. I realized that there was a public relations woman sitting across from me, so I began to smile a little. After the bomber left the ground, I began to breathe again, and the old bomber quieted somewhat. I walked up to the jump seat behind the pilot and looked out the little window, where I saw a small fighter plane just a few feet from the wing tip of the bomber. I punched my husband, who was sitting between the pilot and the copilot, and tried to tell him that the small plane was close to our wing tip. He pointed to the other side, and there too was a small fighter plane on that wing tip. I just felt that they were too close, but there was nothing I could do but look at them and wait for one to touch us — but they never did. We made several passes over Memphis and the riverfront that was lined with about 20,000 people. The missing man formation returned to the airfield and landed. Yes! It was an experience of a lifetime for me — and NO! I am not going to fly a mission in an old B-24 bomber. This was my first and will be my last. It felt really good to stand on the ground again.

At two recent events I met the commander of the U.S. Navy Personnel HQ Command,

(continued on page 34)

Almost from the first 2ADA convention, there have been many comments from WACs and others about Evelyn Cohen's visit with the Pope, and as the years rolled on, the stories became more varied. I have always wanted to get the story from Evelyn herself, as I believe it should be printed in the *Journal* and saved for posterity, and I asked her if she would write up the incident and let me include it in our column. She agreed, and here it is.

EVELYN'S VISIT WITH THE POPE

"After reading Willie's story, I was dumbstruck. (*Willie was Mary Frances Williams Elder, who was interviewed for an oral history project for the Women Veterans Historical Collection at the University of North Carolina at Greensboro.*) It is nothing like I recall, nor anything I ever said about the trip. In fact, I cannot even remember who the two girls I went with were. Okay, here is the unvarnished truth:

"In June 1945 the Army, in its wisdom, sent the 2nd Air Division WACs to a hell hole called Istres, France (north of Marseilles) to wait for transportation to Okinawa. We had no jobs; nothing to do but get into trouble or find an airplane that was going anywhere where we could hitch a ride.

"One day two of the girls and I decided we would try to get a flight to Rome, and so we did, on a Friday with return on Sunday. We had heard that Pope Pius had a meeting with GIs only, and we were determined to get to this. I had promised the girls left behind that I would bring them rosary beads blessed by the Pope.

"When we arrived at the hotel in Rome, we found that the meeting was held only on Wednesdays. We spent two days sightseeing, and then the other two women decided that they had best get back to Istres. Not me — I was going to see the Pope and have him bless the rosary beads, and, therefore, was going AWOL. I took my bag and was walking around

KETTERINGHAM HALL DIVISION



BY RAY STRONG

Rome when I spotted two 8th AF officers, saluted, and told them my tale of woe. They laughed and said, 'No problem, come with us.' Away we went to the officers' hotel. They told the sergeant at the desk to just give them a key to an end room and not to look and see who would occupy it. They put up a sign — 'Off Limits' — and then took me to lunch, dinner, bars, etc. for two days.

"When Wednesday morning arrived, they drove me to Vatican City and said they would wait for me and then drive me to an air base outside Rome. I went into St. Peter's Church and found the room where the audience would be held. It was full of GIs and only one woman (me). After about ten minutes the Pope came into the room and everyone knelt for a special prayer (except me, standing in back trying to hide). After about fifteen minutes, we were told to line up and the Pope would greet each of us. There was no way out of the room, and the guys were pushing me to get in line. When I did get to the front, the Pope shook my hand and then said, 'You are not of our faith,' and I told him I was Jewish. He wanted to know what I was doing with two dozen rosaries. I explained that they were for the women back in France, and he gave them a special blessing.

"Now the problem was to get back to France. My two officers were waiting, and off we went

to the air base, where they told me to stay low in the Jeep and they would go to the tower to see if they could get me a flight. In a few minutes they came back and said there was a plane on the field that was going to Marseilles and this was the best they could do, so out we went to a B-17. The pilot came to the door to hear the tale of woe, and said 'No problem, come on board.' I stood on the Jeep and climbed aboard. After several hours of flying, we landed in Marseilles and the pilot said he would get me a driver and a Jeep to take me into town. We got into town and I told the driver to take me to MP Headquarters, which he did. When I walked in, the sergeant asked me what I wanted and I told him I had a problem. He looked at me and said, 'Are you Evelyn Cohen?' and I had to admit I was. Anyway, he had a good laugh and told me that the women were all packed and ready to leave for Camp Philip Morris to go home. I had another Jeep ride, and quite a reception when I arrived.

"The following morning we left for home, and I have to say I had a great time those five days; wouldn't have missed them even had I missed the trip home."

And so there it is, the true story of Evelyn's visit with the Pope. And somewhere in the archives of the WAC Detachment there is a Morning Report showing Evelyn Cohen as still AWOL! On second thought, knowing First Sergeant Puch, Evelyn was probably never shown as AWOL. In any case, she has been "present for duty" ever since she became affiliated with the Second Air Division Association.

Once more, I beg each of you to comb your memories for experiences you can write up and send to me for publication in the *Journal* or the Newsletter. The archives of the Second Air Division need all of this to be placed on the record for posterity.

LUDWIG LUND'S WATERCOLOR PAINTINGS

Some of you may have heard of the watercolor paintings done by Ludwig Lund. There were 23 of these paintings by T/Sgt. Lund done at various places in Norwich, at Horsham St. Faith, and at some of the bomb group bases. They were placed in a leather-bound album and presented to General Hodges for Christmas in 1943. The album ended up in the possession of General Hodges' grandson, James P. Hodges III. Last spring, Mr. Hodges presented the album to the Second Air Division Association. Two full-size color photographic sets of the original watercolor paintings were made. A set was given to both the Second Air Division Memorial Library in Norwich and the Mighty 8th Air Force Heritage Museum in Savannah. The leather-bound album was placed in the archives of the Memorial Library. We are all very pleased to have this outstanding gift from General Hodges' grandson. For those of you who have a copy of the second edition of the Second Air Division history book, you will find some of the pictures on pages 142-144, but unfortunately they are not in color. It is hoped that the full-size pictures will at some time be on display at both the 2AD Memorial Library and the 8th AF Heritage Museum. ■

METFIELD / NORTH PICKENHAM



491st BOMB GROUP
POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY JOHN D. LEPPERT

Over 175 Ringmasters from the 491st BG met at the Fort Magruder Hotel in Williamsburg, Virginia, October 12-15, 1999. Highlights of the reunion included a trip to Langley Air Force Base with lunch at the officers club followed by memorial services in the base chapel. This included the "Lighting of the Candles" with Rev/Dr William L. McClelland, our group chaplain.

The services were conducted with the assistance of Ed Watson, Charles Murphy, Nelson Leggett, John Shabbaz, Ben Napolitano, and Cloyd Mellott. Connie Fagen, Lola Hubbard, and Gladys Tice performed the

candle lighting ceremony. The Langley Air Force Color Guard posted the colors and provided Taps.

Following the services, we had a command briefing on present day Air Force strength, equipment, capabilities and mission, which was most enlightening. This was followed by a base tour.

This was, I believe, the best reunion we have ever had. Our next reunion will be in Tacoma, Washington on October 21-22-23, 2000. The 491st BG reported to McCord AAB in August and September of 1945 to refit and move to Okinawa to join the air war against Japan. Of course, the war ended in August so the group was stood down for the last time.

Our Great Pacific Northwest offers many great places to go, so the reunion in Tacoma will result in many of us enjoying this great area which contains Mt. Rainier, Mt. Hood, Columbia River, Victoria, and the Olympic National Forest, just to name a few. And don't forget the great seafood! ■



PRESENTATION AT WYMONDHAM COLLEGE TO DAVID HASTINGS • JUNE 10, 1999

BY GEOFF GREGORY (467TH), 2ADA PAST PRESIDENT

Nestled in the countryside south of Norwich is the small village of Wymondham (pronounced "WINDHAM").

A hospital, which patched and mended many 2nd Air Division personnel, was located in this village during the war. As the years passed, memories of the hospital faded. In its place is Wymondham College, which has preserved some of the original buildings, thus establishing a link with the 2nd Air Division.

David J. Hastings, our friend and Vice Chairman of our Memorial Trust, is also a Governor of the College. For health reasons, David was unable to attend our 2ADA convention in Austin this past May. Nevertheless, we are all aware that David, working with Evelyn Cohen, has always been indispensable to the organization of our conventions and meetings in Norwich. He has consistently and enthusiastically worked very hard on our behalf to ensure the success of our gatherings. All this was brought to the attention of the 2ADA Executive Committee at that Austin meeting, and to make a long story short, the committee felt that an appropriate gift should be presented to David in heartfelt appreciation of his efforts.

After a thorough search, we settled on a beautiful, large "litho" print. The print depicts a soaring Bald Eagle, beautifully framed. This litho, accompanied by a dedication plaque, was to be presented to Wymondham College in David's honor.

Swearing all to secrecy, we packed and shipped the framed print to England, trusting all to Federal Express! Believe it or not, all went well; and it arrived completely intact.

Thanks to Principal John Haden and his staff, a gathering of David's family and friends was arranged. Since 2ADA Honorary President Jordan Uttal was planning to be in Norwich in June, he volunteered to be the "presenter."

It should be noted that the litho was "overprinted" with the following words (the title is "EXCELLENCE"):

*"Excellence is the result of caring more than others think is wise;
Risking more than others think is safe;
Dreaming more than others think is practical;
And expecting more than others think is possible."*

We hope these words may inspire future generations of young Britons who may stop to read them.

On his return, Jordan reported in with the news that all went well at the presentation ceremony, and David was sincerely and deeply touched.

In attendance were members of David's family, including grandchildren Christopher and Alisha; the staff of the Memorial Library, including alumna Linda Berube Gormley; and members of the Friends of the 2nd Air Division Memorial. Also present were two students representing the College; Principal John Haden and his most helpful secretary; and another faculty member, Clive Richardson. We were glad to have them, especially in view of the fact that the College was on holiday at the time.



Standing (L-R): David J. Hastings, Jordan R. Uttal, John Haden. Seated are David's grandchildren, Christopher and Alisha Hart.

David was thanked "good and proper," and he in turn conveyed his thanks to Hap Chandler, Earl Wassom, Jordan, and me. We now look forward to seeing him again, hopefully at Tampa next May, and surely in Norwich at the dedication of our new Memorial Library in 2001.

The wording on the dedication plaque reads as follows:

*Presented to Wymondham College
by the 2nd Air Division Association
In Honor of David J. Hastings, devoted long-time Governor
of the Memorial Trust, 2nd Air Division USAAF
and Wymondham College
With our Appreciation and Affection
1999*

P's, Q's, or Buy the Pail: In Old England, It's Still Real Pub-Brewed Ale!

BY BRYAN McNERNEY,
BRITAIN'S UNOFFICIAL ITINERANT PUB-CRAWLER
REPRINTED FROM "IN BRITAIN", SEPTEMBER 1999



Still minding their pints & quarts I was on Plymouth Hoe the other day . . . nice statue of Drake . . . on my way to that proper pub, down in The Barbican, The Dolphin. While I was sipping my pint of liquid laughter (regular occupational hazard for itinerant historians!) I got to thinking about the 1588 Spanish Armada (occasional occupational hazard for itinerant historians!) and recalling another life and death struggle we only just managed to win by the skin of our teeth.

As far as I know nobody's ever put up a statue to them, but every night some of us like to pop into the pub the minute the sun's below the yardarm and toss back a foaming tankard of Cheriton's Old Grumblebelly Porter to honour those gallant sea-wolves who stood alone and resisted the onslaught of another alien power intent on invasion and subjugation . . . the fearless fighters of The Campaign for Real Ale (CAMRA).

Alright, I know you're amazed and appalled that anyone could get excited about a warm, flat, bitter-tasting liquid with distinctly

(continued on page 12)

An English Youngster's Memories of the B-24s of the 2nd Air Division

AS DESCRIBED BY A "LOCAL"

DAVID J. HASTINGS, VICE CHAIRMAN OF THE MEMORIAL TRUST

Words can never really describe how we felt in Norfolk when as youngsters we witnessed the arrival of the 2nd Air Division USAAF in 1942. We had lived through the fall of France, Dunkirk, the Battle of Britain and then the Blitz, but in those dark days when you saw the first American aircraft in the sky, you felt a great sense of relief in that if young men and women were prepared to travel over 4,000 miles to join us in the fight for freedom, then surely we would win the struggle.

My first meeting came in January 1944, when as an aviation-mad young schoolboy, word swept through our school in Norwich that Americans were coming to Horsham St. Faith, and two of us played truant to watch the sight of the Liberators coming in to land over the Cromer Road. We waited at the main gate for hours that day to get our first sight of a real American, and were rewarded when eventually a whole group of airmen poured out. We admired their smart uniforms, their laughter and friendship, and one gave me a silver quarter which I still have today. The next day we received a caning from the headmaster at school for being absent, but it was worth it.

We spent many happy hours at Horsham until someone told us that the Liberators had arrived at Rackheath and you could get close to their dispersals, so three of us cycled out and began our association with the 467th. Sadly for us, although the ground crews were friendly, the MPs were not, and having been caught for the third time in a B-24, our meeting with the famous Colonel Shower scared us all so badly that we decided that we had better cycle elsewhere. Fifty years later, Colonel Shower still remembers that brief encounter.

We turned our eyes south and there was Hethel, only about 30 minutes hard cycling from where we lived in Norwich. June 1944 saw the beginning of the school holidays. We cycled out, and to our luck we found a hardstand close to the back road. The Liberator was away on a mission, but the crew chief, "Pop" Ganness, made us welcome and suggested that we stay to meet his crew. We waited, enjoying our first taste of Coke and overjoyed at the ground crew's friendship to us, when in the late afternoon, the sky was filled with the sound of the returning Liberators as the group swept over the field and peeled off to land. Then a silver B-24 called "Pugnacious Princess Pat" swung into our dispersal, turned around and shut down, and to our amazement and delight "Pop" was right, as the pilot walked over to meet us. So began our friendship with Lt. Al Dexter, and crew of the "Pat," and the 389th Bomb Group. Lt. Dexter lifted me over

the fence and introduced me to his crew, and then as usual the MPs arrived. Al made his now-famous remark. He offered them three choices: (1) They could shoot him, which he doubted; (2) They could confine him to barracks, which would be great, as he would not have to fly any more missions; or (3) They could get the hell out of there. They left!!!

All our school holidays were spent at Hethel. We saw them go out and counted them back. Al Dexter would always walk me around the aircraft on his return, with his hand on my shoulder, pointing out the battle damage (something we realised fifty years later was a crew "good luck" superstition), and then after the crew had left, came the great bonus of collecting all the waxed cartons of candies.

On the days when the crew was not flying, "Pop" used to smuggle us on board, and with the put-put running and the intercom on, we flew the "Pat" all over Europe in our imagination. To also be allowed to be on board for an engine run-up was tremendous, as were the days when the crew took us to the mess hall for chicken and ice cream, something we had not seen for years.

We shared the sadness when crews we had met did not return, but luckily for us Al and his crew completed their 35 missions. Al Dexter and the crew also visited our home in Norwich, where we had "open house" for the 2nd Air Division, as my mother was deputy commandant of the Red Cross in Norwich which ran the American Services Club.

Finally, in 1992 I achieved my dream of flying a Liberator, when I joined the Confederate Air Force crew to bring the "Diamond Lil" over to Norfolk from Fort Worth, Texas to celebrate the fiftieth anniversary of the arrival of the 8th Air Force in Great Britain in 1942. The flight itself was unique, and as a tribute to the 2nd Air Division we flew on one of the wartime ferry routes over the Arctic and the Atlantic, 4500 miles of flying in a 51-year-old Liberator, something I never dreamed of way back in 1944. So in June of that year the story was complete, as Lt. Al Dexter and I sat in the cockpit of "Diamond Lil" at Horsham St. Faith in Norwich, the wartime pilot and the young schoolboy reunited again in a free world and flying in a Liberator once more, but this time as two pilots, with so many great memories thanks to the kindness and friendship of the 2nd Air Division USAAF, whose unique Memorial we will serve until we too fold our wings.

They came as friends, they stayed as friends, they have remained friends, and we and future generations of East Anglians will always remember them with pride and affection. ■

P's, Q's, OR BUY THE PAIL: IN OLD ENGLAND IT'S STILL REAL PUB-BREWED ALE (continued)

dodgy names like Old Horizontal, Whistle Belly Vengeance and Deakin's Downfall, but the explanation's simple, we're British; it's yet another facet of our quintessential eccentricity that we force ourselves to drink something most foreigners would prefer to shampoo their dogs with! You see, in the early 1970s "The Big Brewers" looked set to sweep aside our wonderfully rich, regional diversity of fine beers and strong ales and replace it with the sort of bland chemical concoctions that brought a gleam to the eyes of their corporate accountants but which depressed everybody else! But CAMRA stopped them dead in their tracks, and these days we're still able to enjoy that vitally important part of our heritage: our inalienable birthright to imbibe British beers brewed from British barley, a birthright of widely differing, flavour-filled traditionally hand-crafted ales.

The Blue Moon Brewery in Norfolk is one of our many small independent breweries that are still out there slapping the odd shot into the old enemy, situated at the end of a long grassy track where great swathes of brambles promise fine blackberry beer for the winter but which meantime play havoc with the car's paintwork. Peter Turner, sole owner, sole employee and, naturally, head brewer, brews his beers in mash tuns (large 252 gallon barrels) that were once the property of HM The Queen, who for many years used them for boiling up vast quantities of porridge for those of her subjects who were her guests in Norwich Prison. Nowadays a far less prosaic aroma bubbles and tumbles from them as they produce such inspirationally named beers as "Milk of Amnesia" and "Easy Life."

Throughout the land these tiny breweries brew beers that regularly tempt angels to slip down to earth on Saturday nights, incognito (this is absolutely true) just so's they can have a swift half and a carry-out to take home. The list is endless, and some of them have the most euphonious names: Polly's Folly from Buffy's Brewery, Nix Wincotts Winky Wobbler, and if you think that's in dubious taste, how about Pierrepont's Last Drop . . . Pierrepont was Britain's last hangman. And one I'm dying to try: Flying Herbert. Now, I know some of you draw a very definite line across your anglophile tendencies . . . "going native's fine but not if it means having to drink the beer!" . . . but you just don't know what you're missing. And if none of this tempts you, try a cup of Hogs Back TEA. Traditional English Ale! Bottoms up! ■

SAVANNAH REUNION A SUCCESS!

The Midwest/Southeast Reunion of the 2nd Air Division Association, held September 30 – October 3, 1999, was a success with 196 in attendance. The themes of this reunion were the Jimmy Stewart bust dedication and the Kassel Mission where the 445th BG lost 25 aircraft in three minutes and five more on the way home; only four made it back to England. Many of those in attendance were survivors of that mission. A visit to the Mighty 8th Air Force Heritage Museum was an eye-opener. Though still not finished, it is a place that should be a "must" for 2nd Air Division veterans to see and recommend to their children and grandchildren. It is well done and beautiful as well as educational.



BY FRED A. DALE



First get-together since October 3, 1944 for the Jack Pelton Crew (445th BG, 701st Squadron). One member missing was Jim Withey, original navigator, who when wiping the windshield on his Winnebago getting ready to come to Savannah, fell and broke his hip! "They are more dangerous than a B-24," said Ray Pytel. Left to right: Tom Hart, radio operator; Ray Pytel, engineer; Jack Pelton, pilot.



First time together since 1945: The Virgil Trombly Crew (445th BG, 702nd Squadron). Left to right: Ted Thevaos, waist gunner; Irving Feld, radio; Bob Berberian, engineer; and Virgil Trombly, pilot.

445TH BOMB GROUP VETERANS BURIED IN CEMETERIES IN EUROPE

Research by Willis H. "Bill" Beasley, VP of the 492nd Bomb Group, has located 272 members of the 445th Bomb Group in cemeteries in Europe: 49 at Ardennes Cemetery, 90 at Cambridge Cemetery, 5 at Epinal Cemetery, 11 at Hendl-Chapelle Cemetery, 42 at Lorraine Cemetery, 8 at Luxembourg Cemetery, 62 at Netherlands Cemetery, and 5 at Normandy Cemetery.

The 445th Bomb Group has not recognized our fallen comrades by having flowers or a wreath placed in these cemeteries on Memorial Day as other bomb groups have done. Would members of the 445th be interested in doing something on Memorial Day 2000 and those that follow? If so, please contact me and let me know so that arrangements can be made and funds raised to accomplish it. A total of 3,219 bodies are still in these seven cemeteries in Europe that were members of the 2nd Air Division.

LIBRARY CONSTRUCTION: PICTURES ON THE INTERNET

The new Norwich Library, including the new home for the 2nd Air Division Memorial Library, is on the Internet. From 8 AM to 4 PM each working day (Norwich time), pictures of the construction going on at the site are available at the web site. If you have a computer and have access to the Internet, you can see pictures taken every 15 minutes. Just type in: <http://www.esnet.norfolk.gov.uk/millennium/lib/lib2.htm>.

JOHN GOAN & RALPH HALL: CHAPTER 2

In the fall issue of the *Journal* I had a story on the interrogation of T/Sgt. John F. Goan getting shot down on his 31st mission along with 2nd Lt. Ralph L. Hall and being helped by a French girl. This is "Chapter 2" from the interrogation of Hall after this mission when flak had hit between the flight deck and the bomb bay just after bombs away. (Hall was flying in the pilot's seat with Lt. Miller in the co-pilot's seat for purposes of better commanding the formation.)

The burst, which was followed by other hits of flak, immediately put the plane on fire and out of control. The fire got increasingly worse and spread towards the rear of the plane. Hall got out of his seat and tried to put his chute on. Being somewhat dazed, he put it on backwards. He lost all recollection of what followed, until he came to as he tumbled earthward. As he tried to pull the ripcord, he discovered that the handle was on the wrong side due to it being put on backwards. After the cord was pulled and the chute opened, he found out that it was only hooked on the one side of his harness. The chute opened softly, and no jerk was felt by Hall. Unlike Goan, he didn't suffer any injuries. Upon hitting the ground he took off the harness, removed the first aid packet, and headed for the woods with

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NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

TIME was the big thought in the September issue of the 453rd Newsletter. TIME, it seems to go by faster these days. Our trash is picked up on Tuesday — Tuesday seems to come around almost every other day and it's TIME to take out the trash again. Haircuts — only once a month, but it seems to come around about every other week! Now another "milestone event" has emerged. On September 30th I suddenly realized that three months had passed and it was TIME to start writing this column again.

Received a letter from **BOB JORDAN**, in which he shared his thoughts regarding the 2ADA Database Program. I'm sure you have read about this in the previous *Journal*, so I won't go into detail about it now. He agreed that this was a worthwhile endeavor. However, he thought that further information and group discussion would be a reasonable path to follow. **JIM DYKE** expressed similar thoughts. "At this time a little watchful waiting might be a good way to go." **WIB CLINGAN** provided his usual wise advice when he wrote, "I'm sure it contains and makes available much information. My 'gut' feeling is that there will be a few who will find such material of great interest, a few will have mild interest while surfing the Net, and many will have no interest. I think it would be a cumbersome task and enormously expensive." I agree with Wib, and to his comment I'll add: Who among you will volunteer to go out and collect all this information? I'm open to additional suggestions and am asking for someone to volunteer his services if the membership decides to go forward with this project.

Bob Jordan also mentioned being "computer illiterate." So what's new, for years I've used the same term to describe myself. Then one day about a year ago I decided to stop being afraid of this newfangled device. My son-in-law went with me to the computer store (I had no idea of what to buy) and got me started. Now I don't know how I ever managed to exist without this thing. I was fortunate to have my son-in-law and a 747 captain who lived nearby to help me understand the "complexities" and be there for me when problems came up. But don't you be shy — jump right in, and if you need assistance, just call on the 8th grader next door and I'll bet he'll be glad to help out. Bob may be computer illiterate, but he's a ham radio expert who communicates with people all over the world — it's hard to top that!

Now you're probably saying to yourself, self, why do you suppose Lloyd used up all those lines of type telling me what I already know. Well, it's because every so often we need a re-

minder and a little "push" to get us to do what we know we should do. Here's another great reason — e-mail and **ABE WILEN**. I'm going to nominate Abe as the 453rd's Storyteller/Joke Master. You have to be "on line" to appreciate what I'm saying. Abe is an unending source of very good material, and he's constantly sharing jokes and inspirational stories with all of us via e-mail. I have started a "Best of Abe" file and will bring all this good stuff to the 453rd hospitality suite in Tampa Bay next May.

JEANE STITES took delivery of her "contraption" a few months ago and she's very pleased with the results she's getting. Her daughter is providing support whenever it's needed. One of these days we'll get **WILBUR** to pay attention, and Jeane might find it difficult to get time on the computer.

BOB MARX sent an e-mail to tell me about the names of the Freed crew — already had the info from a Missing Aircrew Report that **DON OLDS** sent. Don is an absolute bottomless pit of 453rd knowledge. But going back to Bob — it was good to learn that he had an e-mail address — it makes "banging out" little messages real easy. And again, Bob, thanks for the great job of managing the Rapid City reunion. Irene and I were there in the '50s, but we learned much more when we went with you. I'll bet the other 176 people did, too.

I guess one of the things I'm trying to say about computers and e-mail is that there is a young boy in each of us. We don't let him out very often — I don't know why, but we don't. He is right there, alive and well, and whenever he looks in the mirror he's surprised — he doesn't recognize that person. Let that boy out to play — you may be surprised to find he's the same kid you knew back in 1945. He's a good kid — go out and buy a computer for him.

As you can see, reformed "illiterates" are as bad as any other "reformed" people. Thanks for putting up with my "reformedness."

Heard from **PAT RAMM**, our English liaison. Pat has taken up parachuting, and made his first jump in September. He mentioned something about all the girls around the Norwich area were involved in this sport and he didn't want to feel "left out." Apparently we failed to teach him that you never jump out of a perfectly good airplane. Pat and Agnes plan to be at the B-24 International 60th Birthday Celebration in San Diego, CA, December 9-12, 1999. Since this is being written in October and you won't get it until January, it isn't much of a "heads up," but I'm sure you didn't have any trouble finding Pat as you roamed around the meeting.

More great cooperation on updating the "Old Buc" book: **LOIS BURKHOLDER** called with the names of the officers of the Shearer crew. John was a gunner on this 732nd crew. Also, **PETER FLEMING** called — he noticed that our crew was on the April 10, 1945 mission when the Powell crew received a direct hit in the bomb bays. He wondered what I had observed. I didn't see anything — too busy staying in formation. From the information we had, I thought everyone had perished; then, 52 years later, I learned that Peter, **ED JACYNA** and **CHARLES GIANO** had survived. The complete story was in the February 1997 issue of the 453rd Newsletter.

Do you remember all the moaning and groaning that took place when the curtain was pulled back during briefing for the mission and we saw how far that line stretched across the map? Remember how after the briefing we packed up all our "stuff" and proceeded to the various hardstands? Remember that those hardstands were a little distance away from the briefing hut? Remember that one of the reasons we joined the Air Force is that we didn't want to do a lot of walking? The point I'm trying to make is that there was this one job — and the men who did this job — who got less than their fair share of applause. These were the men from the motor pool who provided the chauffeur service. The limo may have been only a big truck, but it sure was welcome. **JOE SALAZAR** was one of the men who drove the crews of the 735th to and from their hardstands. Joe would like to hear from some of his "clients." You can reach him at 1117 W. 16th Street, San Bernardino, CA 92411, phone (909) 885-6180. Also, I think we'd all like to hear from some of the drivers who drove for the other squadrons. We owe these guys a large vote of appreciation — they helped to keep us flying — not walking.

CONVENTIONS

Only a small percentage of our membership ever shows up at either the 2ADA conventions or the 453rd group reunions. The "regulars" know they'll have a good time; the "newcomers" are usually amazed at the good time they have and return. Why not plan to join us at the next 2ADA convention, May 26-29, 2000 in Tampa Bay, Florida. Our "leader," **EVELYN COHEN**, has made arrangements for us at the beautiful Hyatt Westshore Hotel. And if you can't make that one, how about coming to the 453rd reunion, October 18-22, 2000 in Savannah, GA. We'll have more details on this one in the March issue of the 453rd Newsletter.

Next, in November 2001 we'll be going to Norwich, England for "The Final Farewell" (this is not an official title — I put it in 'cause I think it sounds nice) and the dedication of the new Second Air Division Memorial Library. Reservations for this one are filling up rapidly. As of mid-October 1999, the 74 rooms available at the Hotel Nelson were sold out, the 70 rooms at the Maids Head Hotel are sold out, and 10 of the 75 rooms at the Jarvis (Hotel Norwich)

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MY FIRST TRIP TO GERMANY, AND IT HAD TO BE BERLIN...

BY LOUIS LOEVSKY (466TH)

On March 22, 1944 the 466th Bomb Group and my crew flew their first mission... to Berlin. Our B-24, "Terry and the Pirates," was hit by flak over Berlin and we lost the #1 propeller. A mid-air collision then ensued, causing "Terry" to also lose props #2 and #3. The other B-24, the "Brand," lost its tail, causing it to go into a tight spin. Len Smith, our bombardier, was trapped in the "Terry" nose turret, and the electrical and manual systems had rendered it inoperable by the crash. The turret would not turn so that its doors could open to let Len out. Len had also sustained substantial injury.

Less than six hours into combat, and here I was, through as a navigator! I remembered when, less than four months before, I had heard the glorious words: "Lt. Louis Loevsky, you are now a navigator!" said my instructor as he pinned the coveted silver wings on me.

But now I had to extricate Len from his predicament, and it was most difficult since he was in shock and kept removing his gloves (at -35°F or below) and oxygen mask (at 23,500 feet). I repeatedly tried putting his mask and gloves back on while trying to spring the nose turret doors open; when I put an arm around his chest and pulled him out, that was quite an achievement. After I got Len out I released the bombs in train. Thirteen of twenty crew members were KIA, five from the "Terry" and eight from the "Brand."

After assisting Len in bailing out, our pilot, Bill Terry, yelled, "Hey, Lou, wait for me!" I waited until he left the control column, then bailed out through the bomb bay. While free-falling I saw one parachute open above me, which had to be Terry's. Not trusting the Germans, I realized that with the "H" (Jewish) on my dog tags I risked being shot as a spy if I ripped them off and threw them away... and risked being shot as a Jew if I left them on and fell into the hands of the Gestapo or the SS! I left them on. Still free-falling, I thought of the gross of condoms scattered in every pocket of my uniform... "My parents will think they raised a sex fiend!"

When I finally opened my parachute, I found I was being shot at from the ground. Slipping and spilling air, I became an instant expert in maneuvering the chute, despite admonitions to keep our "cotton-picking" hands off the shroud lines. I got away from a small camp where they were shooting at me, toward another small camp where they were not. Selecting a small tree in Berlin, I crossed my legs for posterity, crashed branches off one side of the tree, and with my chute caught on top, my feet whipped over my head and my back injured, I blacked out briefly and then came to with my toes touching the ground. A Home Guard (Volkstrum) had a gun in my ribs, repeating, "Pis-tole? Pis-tole?" Two Wehrmacht troops appeared and took over my custody.



LOUIS LOEVSKY (right) and fellow crew member Leonard Smith at Stalag Luft VII A, Moosburg, Germany, two days after liberation by General Patton, April 29, 1945.

While I was still getting out of the parachute harness, three SS arrived, apparently from the small camp where they had been shooting at me. The SS argued with the Wehrmacht; they wanted to take custody of me (and since my

parents sometimes talked Yiddish, I could understand). Fortunately, the two Wehrmacht troops retained my custody.

As they marched me through the streets of Berlin to their headquarters, the angry civilian mob was yelling in perfect AMERICAN, "String him up!" "Hang him!" "Lynch him!" They wanted a necktie party. As they were closing in, the Wehrmacht troops had to draw their sidearm to keep the ugly lynching mob at bay. I believe Bill Terry was shot from the ground as he floated down in his parachute.

I became a POW at Stalag Luft III, Sagan, Germany until the Russians got close in January 1945. After that we were evacuated at 2 AM in a freezing blizzard. From there we reached Stalag VII A in Moosburg, by marching in sub-zero weather and being crammed into (40 & 8) boxcars. We were improperly clothed and improperly fed; our conditions were unsanitary and inhumane. Imagine hundreds of American officers and enlisted men lined up, evacuating their bowels when the train stopped at a station in full view of German women and children... we were treated like swine!

We were liberated by Gen. George Patton's troops on April 29, 1945. Joe Greenberg, flight engineer of "Terry and the Pirates," folded his wings in early 1993. Fifty-five years after the mid-air collision, the three survivors of both crews are: C. Wayne Beigel, of the "Brand" crew; Len Smith; and me, Louis Loevsky. ■

...BUT IT GOT ME A DFC!

On April 17, 1999, 466th Bomb Group veteran Louis Loevsky (below left) was honored and recognized for heroism during World War II.



Fifty-five years after jumping from a falling B-24 bomber and into the hands of Nazi Germans, ex-prisoner of war Loevsky was given a belated Distinguished Flying Cross medal for heroism during the flight.

After the airplane was hit by enemy fire, Loevsky pulled an injured crew member, Leonard Smith, from a gun turret and helped that airman jump from the airplane. As Loevsky drifted toward land by parachute, he was in fear of his life for two reasons — he was American and he was Jewish. Loevsky spent 13 months in a POW camp.

He was awarded the medal during a ceremony in Savannah, Georgia that was part of the 466th Bomb Group reunion which was also attended by Smith. Presenting the medal to Loevsky was Col. Beverly Steadman (above right), who served as commanding officer of the 466th Bomb Group in 1944.

Said Loevsky, "My wife, Molly, and family were thrilled to be present when I received the DFC. When five-year-old David said, 'Grandpa... I'm proud of you,' it was priceless." ■





WENDLING 392nd B.G.

BY J. FRED THOMAS

Old Men Should Know Their Limitations! But, before pursuing that, let me try to correct errors made in my article in the Summer 1999 issue of the *Journal*. I was corrected by a man who knew the Grapner (Bob Vickers' book lists Graper). Whichever, the picture was that of the Whittemore crew. Grapner/Graper was flying AC with the Whittemore crew on that mission. It isn't likely that all of this is of importance to many; the point I was trying to make was the tragedy of war, as well as the fact that Alan Broadbent's uncle, S/Sgt. Robert H. Ammons, and two others of the crew; a Jew, a Catholic, and a Protestant; were buried in a common grave some place in New York on Brotherhood Day. So much for that.

Not that it is of any great importance to the membership, but I think I enjoyed the summer of 1944 more than the period since I wrote last. It has been the usual; a thousand e-mails, letters, and other events that come with the job, but I just don't see any progress for the time involved. I spent quite a lot of time trying to obtain the DFC for our belly turret gunner who left our crew when the turret was removed from the B-24. Congress was supposed to make it easier for those who fell through the cracks to get the medal, but numerous letters to the man's congressman which he sent to the military have produced no results. It seems that the new generation of "Blue Suiters" has the DFC grouped with the Bronze Star, Silver Star, or whatever. As I recall, the medal was for flying a number of missions with "Hard Luck Harry White." As told me by Myron Keilman, that in itself warranted the DFC. I finally turned the package over to Col. Larry Gilbert. It skipped my mind to ask him at Savannah if he had any report of progress.

Decisions have been made in re the Honor Roll and about the KILODs being given a place in the Norwich Memorial Library. If and when enough names are submitted, it seems a separate book of equal quality will be made and placed in the Memorial. As I said before, the number of names submitted will be up to the desires of the several groups. Of course, we would like to see our KILODs of the 392nd BG placed in such a book, but please, my plate is full. We need a person/persons who would enjoy doing research and validation of our people lost in the line of duty. Bob Vickers says he sent 79 names, mostly KILODs, to someone when he finished his last book. So far, we haven't been able to find the person to whom the names were sent. Bob no longer has that list.

Now, for what it is worth, as well as "An Old Man Knowing His Limitations," here goes. We made a trip to North Carolina in July for a family reunion. It was nice to visit with family

and friends, but the weather was hotter than blazing Hades. As usual, we saw our friends Bill and Betty Wall of 392nd Headquarters fame. They were seeking refuge in their club swimming pool. By the time I had visited with them for half an hour, I was lathered. Another bath ruined, and still no secrets revealed about Group foul-ups. We recovered a week later after coming home.

Ten days after NC, we took "flak leave" to Dover, England. A short time between missions, but so it was in 1944. We flew to Heathrow where we "bought" a cab to Waterloo Station. Cheap at £50, but having no further use for the cab, and feeling sorry for the cabbie, we gave it back to him and took the train to Dover. We spent five nights in Dover. That was the high spot of the summer. We scaled the "White Cliffs" and saw numerous historic areas of World War I and World War II. Better yet, our dear friends Paul and Joyce Ballam-Davies drove down from Harlow to visit with us. They are subscribing members of the 2ADA whom we met several years ago as a result of our Queen Mary poster. Some may remember an article written by Paul quite a while back. It was the story of how he was tagged and sent off on a train with hundreds of other youngsters because of the Germans' bombing of London. Paul was put off at Hardwick, the base of the 93rd BG, where his uncle was chief civil engineer in charge of base construction and upkeep. That is another story, so back to Dover. Paul and Joyce drove us to Canterbury one day. We found a clean and beautiful city with a huge cathedral and ruins of Roman walls. Odd, but I hadn't thought of Canterbury since high school and the exposure to Chaucer's *Canterbury Tales*.

On August 10, we boarded Princess which took us to Le Havre where we took a short tour to Fe'Camp. Late in life, but we toured the Benedictine Abbey and the B&B distillery. Then came what the stop was really about; we went to the beach to observe the once-in-a-lifetime total eclipse of the sun. We didn't wet our pants as we had been told people had done, but we had a true appreciation of the occasion. The next twelve days were spent cruising and taking short tours of Scandinavia; St. Petersburg, Russia; and a short tour of Tallinn, Estonia. Now, "The Old Man's Limitations" again. We docked at Dover at 0400 to take an 0600 bus to Heathrow. Our plane for LAX left at noon. Eleven hours later we were there. Two hours later, after getting through customs and getting a shuttle, we were home. We had been ambulant for twenty-five hours. Who could remember the good times of the visits and the cruise?

Shortly after coming home, we had calls from Cliff Peterson and Bob Vickers to let us know that Patty Roberts, wife of Keith Roberts, a long-time member of the 2ADA, the 392nd BGMA and the 8th AFHS, had died. I would have been there anyway, had I known, but they wanted me to try to have some 392nd BG members at a memorial Keith had scheduled. I was

honored and pleased to be able to accommodate their request. I was able to get our ever-willing supporters, Dick & Eleanor Hoover and Willis & Dorothy Miller, to join Elva and me at the memorial service. We were surprised and most pleased to find Gil and Martha Bambauer had driven from Arizona to be with us. In a note from Keith, we have been assured that he truly appreciated our being there. Patty was one of our greatest supporters and a person who could make a dull day shine. It was our lucky day to meet her, and we shall miss her at all our functions.

Back to "Limitations." Next thing we knew, we had word that our BGMA Treasurer, Cecil Rothrock, and another member, Bill Cetin, had climbed on a roof and into a tree to clear some limbs which were a problem to the roofs. Nothing definite, but we lost "Rocky" and darn near lost Bill, when they both, reportedly, fell from the tree and/or roof. Many say, "Damned old fools," and it would probably be humorous, but these were our people. Rocky was one of my most tolerable and supportive friends. I will miss him terribly.

As you probably know, I volunteered to find out and send to the *Journal* the dates of 2ADA and individual group reunions. All well and good, but whether by lack of care or whatever, our 2ADA Executive Committee mid-term meeting was scheduled for October 21-24, and three days later the 8th AFHS convention was scheduled at Savannah (October 26-31). Another edition of "An Old Man's Limitations." I prepared and went the route to Tampa to attend the 2ADA meet. I took the "red eye" there, and fortunately the Hyatt had a room where I could collapse upon arrival. We met, communicated, commiserated, and cogitated. Among other items of discussion, Membership VP Evelyn Cohen made it clear that *all veterans of the Second Air Division are welcome at our conventions, whether they are members of the Association or not* (as long as they make their reservations and pay the same costs as do our regular 2ADA members). At this meeting a number of Association decisions were made for the better, while some items on the agenda were tabled until the convention in May. As the GIs are wont to say, I was up and away for home at 0 dark 30 October 24.

I was home, and should have stayed there, but again "An Old Man Didn't Realize His Limitations." For all the good it did, I could have faxed my report of Tampa. However, the old man thought he should go to Savannah and report Tampa. After two days at home, I was off again on October 27 to make the several plane connections to get there. It was an 0400 PDT to 1900 EDT trip.

Next morning, since the 8th AFHS breakfast was scheduled at 0700 to 0830, I was up and walked the mile in the early light to the Marriott to the scene of the action. Another mistake — after a few blocks from my hotel, there were neither traffic lights nor crosswalks. I was on the wrong side of the truck route.

(continued on page 18)

Attlebridge Tales



by Jim Lorenz

MEMBERSHIP

Our membership rolls of September 1999 showed a slight gain in the previous six months. We now have 338 regular and 32 associate members, for a total of 370. We urge all members to get their spouses, children and grandchildren to consider joining the Heritage League, our successor group for the future. I have the application forms!

MAIL CALL

Some time ago, Earl Wassom asked a fellow Kentucky resident, young new 2ADA associate member Chris Brassfield, to consider being the 466th BG archivist. Chris jumped in with both feet! He is very familiar with our "legend" in this area, the late John Woolnough. Chris has had a lifelong interest in the 8th AF, starting with his grandfather's stories of his brother, a B-17 gunner who was KIA on his 25th mission. He notes that he has been researching the 466th for a couple of years and has a nice database of information. Chris is also helping Dick Baynes with the publishing of the 466th BGA "Attlebridge Notes." We will keep you informed as various projects develop. Welcome, Chris!

Just had a nice letter from Cathy Thomson (whose husband, Donald, died suddenly last June). She thanked "all of you good people who remembered us and especially at our time of need. Donald did receive the 466th cap (*I sent a 466th cap to each of our three base guides*) and was very proud of it. He showed it to all who called to see him. And then he had to explain the logo." Cathy mentioned meeting a young U.S. Navy flier, Lt. Christopher Thurmond, now stationed in the UK, whose grandfather was at Attlebridge during WWII. I will follow up on this, but does anyone recall the name?

DOD UPDATES FUNERAL COMMITMENT

In the June 1999 issue of the *Air Force Magazine*, a proposal announced by the Pentagon stated: "Every U.S. military veteran who honorably served will be entitled to the presence of two armed services representatives, plus playing of 'taps' at his or her funeral." Veterans have been complaining that this has not been happening. Under the new proposed rules, the military representatives would conduct a flag-folding and presentation ceremony. Taps would be played by either a bugler or a "high quality audio recording."

Don't hold your breath for this to happen, as Congress must give its approval.

"Senator Sarbanes (D) of Maryland introduced legislation which would mandate that a

five-person military detail be at veterans' funerals. Funeral directors are to have a toll free number and a Web site to request these services.

"Yet, we see budgets and personnel for the military are being cut every year. Currently, the Pentagon provides honors at about 37,000 funerals per year, and estimate this could increase to about 250,000 requests per year. On this, as on so many matters, the Pentagon is caught in a squeeze between increased demand and a shrinking active force."

DFC

Our congratulations to Louis Loevisky, who was awarded the Distinguished Flying Cross at the 466th BGA April 1999 meeting, for heroism while participating in the aerial flight of 22 March 1944. Lou successfully extracted the bombardier from the nose turret after flak damage and a mid-air collision of their B-24 while over the target, Berlin. Both men survived the bail-out and spent the rest of the war as POWs.

THE "ALL AMERICAN" B-24

An article by Michael O'Leary in the August 1999 issue of *Air Classics*, titled "Return of the Dragon," details the Collings Foundation's 1999 touring season with a "magnificent new identity for their Consolidated B-24J Liberator." Why the change? Bob Collings states, "Even though the B-24 was built in greater numbers than the B-17, we found that for every three people who wanted to ride in the B-17, only one wanted to go up in the Liberator."

O'Leary states, "Collings gave the matter considerable thought and when the bomber began its 1999 tour, the aircraft featured a dramatic new paint scheme. The entire right side of N224J is now finished as 'The Dragon and His Tail' — from a B-24 operated in the Pacific by the 3rd Bomb Group, 64th Bomb Squadron and the last survivor at the Kingman graveyard. Oddly, with the end of WWII, America's most-produced combat aircraft had no place in the post-war Air Force. Many Liberators were simply left or scrapped at overseas bases, while thousands of others were flown to storage depots across the United States and put up for sale. The largest collection of Liberators was at the sprawling storage facility at Kingman, Arizona. Few aircraft found buyers, and the thousands of bombers were sold to a scrap company which methodically went to work stripping useful parts and melting down the airframes. As the aircraft made their way to the smelters, aviation history was destroyed as countless combat machines with colorful and elaborate nose art were rendered into ingots. However, workers were attracted to one particular aircraft with a distinctive art work and the name 'The Dragon and His Tail.' They set the aircraft aside with the hope that someone would purchase the Liberator, either to fly again or to be displayed at a museum. There were, unfortunately, no takers, and 'The Dragon and His Tail' was eventually chopped apart and fed into the smelters — the last of Kingman's thousands of bombers."

Collings continues, "The original nose art

was done by S/Sgt. Sarkis Bartigall, a motor pool mechanic, who created huge art works on numerous 5th Air Force Liberators. He was the Michelangelo of nose art. He saw the entire aircraft as his canvas, and with the 'Dragon' he created the most memorable images of World War II... It's really quite amazing, the public reaction has been tremendous and many people want to ride on the 'Dragon.' In fact, it's now on a one-on-one ratio with the B-17. These extra funds are helping keep these airplanes where they belong — in the air."

I don't agree with Collings that this full color "art work" of an unclad well-proportioned female in the grasp of the dragon covering the entire right side of the B-24, is suitable for schoolchildren and their families. Thus — no photo here. Of course, I don't have to fund the upkeep of the planes, either.

The article also has a listing of the 6,678 B-24Js produced at San Diego, Fort Worth, Douglas Tulsa, Ford Willow Run, and North American Dallas, with serial numbers. O'Leary states, "Consolidated was asked by the Army Air Corps in 1939 to build the B-17 under license... After studying the performance and bomb-carrying load capability of the B-17 (which basically carried the same bomb load as a medium bomber), management approached the old Army Air Corps with an idea of constructing a heavy bomber that would offer improved performance to the B-17... The company reasoned they could build a better product which would result in increased profits!... the XB-24B was accepted by the Air Corps 13 August 1940... The B-24J was introduced at San Diego in August 1943 and found significant upgrades including a new bomb sight and autopilot, Consolidated nose and ball power turrets, and numerous other modifications..."

And the rest is our history!

THE DUXFORD LIBERATOR

We have all heard that Duxford is getting a B-24 for restoration. Editor Michael O'Leary, in the August 1999 issue of *Air Classics Magazine*, had a few update notes.

O'Leary states: "The Consolidated B-24 acquired by the Imperial Museum Duxford has started arriving... the first components landing aboard a USAF C-130 on 3 June... The Liberator, once a common sight in British skies, is coming to the American Air Museum in exchange for a Spitfire and has been acquired thanks to a generous donation of \$500,000 from the Ford Motor Company. It is expected to take two years to restore and will then join Duxford's outstanding collection of historic American aircraft in the award-winning American Air Museum." O'Leary quotes Ted Inman, Director of Duxford: "In spring 1944, there were more B-24s operating from British bases than any other theater of operations, the majority serving with the 2nd Air Division in East Anglia. We have wanted a B-24 for many years, and we will now be able to present a fitting tribute to the thousands of B-24 crewmen who fought and died flying valiantly from British

(continued on page 18)

ATTLEBRIDGE TALES (continued)

bases in World War II. This agreement with the USAF is another example of the special relationship between Britain and the U.S. . . . (Right on, Ted Inman!)

"[This] Liberator USAAF S/N 44-51228 is thought to have been the last B-24 flying with the USAF. It was redesignated as an EZB-24M and was used for ice research flying, being retired in 1956 and placed on display at Lackland AFB (TX) in the open . . . A team from Duxford's Conservation Department went to Lackland AFB earlier this year to organize the dismantling and transportation . . .

"The Spitfire being traded for the B-24 is a Mark Vc, serial MA863, which was acquired in Australia. The restoration of the Spitfire in the UK is in progress and it hoped that the aircraft will be completed by the middle of September before being transported to the U.S. It will be displayed by the USAF Museum in 12th Air Force markings and form part of a 'Second World War in North Africa' exhibition."

Check out the unique American Air Museum in Britain, Duxford Airfield at their Web site: www.iwm.org.uk/america.htm.

Another article in the June 1999 *Air Force Magazine*, by John Tirpak, gives some insight into the new Bomber Roadmap, released in part in March by the independent "Panel to Review Long Range Airpower."

"The Air Force said it will continue to fly its current bomber fleet of B-1, B-2, and B-52 bombers well into the 2030s — beyond the B-52's 80th birthday. This is possible, USAF said, because the life expectancy of all three

airplanes is believed to be well-understood . . ." (Remember the "life expectancy" of our B-24s in the 1943-45 era? I recall 4 months!) "We need to upgrade all our systems every 20-30 years," said F. Whitten Peters, acting Secretary of the Air Force, at the unveiling of the roadmap . . . The roadmap calls for a force of 190 bombers, which it maintains is enough to meet Air Force responsibilities as spelled out in the National Defense Strategy . . . The level of 190 aircraft would be achieved by Fiscal 2004. The fleet would comprise 21 B-2s, 93 B-1s, and 76 B-52s . . . 130 would be available for combat at any time . . . The B-2 STEALTH bomber saw combat for the first time on the night of March 24. Two of the long-range aircraft struck a series of targets in Yugoslavia in the opening hours of Operation Allied Force. Making the 30-hour flight from — and back to — Whiteman AFB, Missouri, the B-2s used a combined 32 Joint Direct Attack Munitions to strike a 'variety of soft and hard targets,' such as command-and-control sites, airfields, and barracks, an Air Force spokeswoman said . . . The JDAM uses a Global Positioning System satellite location device which doesn't require clear weather or pilot's intervention to score a precise hit."

BRIGADIER GENERAL KENNETH KEENE DIES AT 81

Brigadier General Kenneth E. Keene, Retired, died on August 31, 1999 at age 81, from a heart attack after a long bout with lung cancer. He lived at 8911 Ellenberger Parkway E., Indianapolis, IN 46219.

During World War II, General Keene flew



Lt. Col. Feiling (back to camera), Capt. Ken Keene, Major Remillet, and Col. Ligon. Capt. Keene was an assistant 466th Group Operations Officer at the time of this photo, estimated to be late 1944 or early 1945. Col. Ligon was the 466th BG Commander.

B-24 bombers out of England for two tours and received the Distinguished Flying Cross. He was base commander of Kimpo Air Base during the Korean conflict in 1951, and in 1960 he was base commander of Chambley Air Base in France during the Berlin Wall crisis. ■

392ND BOMB GROUP (continued)

Luckily, I wasn't mugged. I took my life in my hands to dash across the road to get to the Marriott. At that time, I would have helped Sherman burn the town. Further, the breakfast was continental, and I found no 392nd people there. I could have slept in and done just as well. So I had briefing by the bellhop, got on the right side of the highway and walked the mile back to my hotel to read the paper and rest. Later, I went out for lunch and, of all things, I spotted "Churchill's Pub" where I had a good sandwich. Then, again, I walked the mile on the proper side of the road to the Marriott where I found some of our 392nd BG folks. At 1315 hours, a group of us took the bus out to the Mighty Eighth AF Museum. We found the museum to be quite interesting with a lot of memorabilia and numerous exhibitions, which are, and can be, of great educational value to later generations if they are so inclined to learn. After the tours, we were given about the best meal of the journey, a barbecue and chicken dinner with the usual side dishes. About 1800, we took the bus back to the hotel, where I took a cab to my hotel to watch the World Series on black and white TV. It was a color set, but as could be expected, my set wasn't receiving color. Luckily, the Yankees put the Braves out of their misery and I

didn't have any further TV worries.

Friday, October 29 turned out to be a bad day. It began with an early walk so as to be at the Marriott for a BGMA business meeting which was extended to become a general membership meeting. It makes one wonder why, regardless of which reunion with whom, there is little time at a normal hour at which to discuss Group business. But so it goes. Breakfast came sometime later. While most of the BOD went to the museum for the groundbreaking ceremonies, I went to hotel management and arranged for a room to be set up for a meeting to discuss the possibility of a database to be developed to contain our group history. As reported last quarter, Mr. Arlo Bartsch has a database that is being used by other groups. In recent months, some of our younger generation have worked up a Web site with quite a lot of our history accessible on the Internet. Our 392nd BG people are still in the decision-making stage. The meeting was held with Mr. Bartsch and the younger generation gurus present for give and take questions and answers. Most of those present should have learned something. The meeting ended with a group decision to be made later after a letter of specifics is received from Mr. Bartsch in which he will detail how he is willing to provide his services and/or license his program

to us to use as our group decides.

Now for the poor part of the day. Due to a slight to my years of service, and to our 2ADA President, Hap Chandler, whether imagined or real, led to a most regrettable expression of my discontent at the wrong place before the wrong forum. Pity, but history can't be changed. Upon rather quickly realizing my being out of bounds, I offered my resignation to the group members present. Col. Gilbert and the board said to sleep on it, but sleep didn't change anything. My resignation was accepted. It was most likely, due to family health matters, that I would have stepped down next May; however, I had intended to put that before the members at a later date. Regardless, as I say, it is history now. I truly regret the timing, but *c'est la vie*. Hap Chandler has asked me to serve until the May convention, and I will do so with the concurrence of the 392nd BGMA board. At that time, we would hope a great many of our friends whom we have met and served over the years will attend and see us off. After the May convention, time will tell which way fate will take us, but at the present I expect to do a MacArthur, and "just fade away." Regardless of all, twenty years of battles and celebrations should suffice. This Old Man Has Reached His Limitations.

Cheers! ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

I missed having an article in the last *Journal* because of illness. I am much better now, and was well enough to attend the 2ADA Executive Committee meetings at Tampa, Florida on 22 and 23 October. I appreciate all the cards, letters, and telephone calls I've received during the illness; they all helped me toward recovery.

HERITAGE MUSEUM

Barry M. Buxton, President and CEO of the Mighty Eighth Air Force Heritage Museum, gave our committee at Tampa a fine briefing about the museum. The museum continues to grow with new exhibits and new programs. A total of 107,977 visitors in 1998 became more familiar with the remarkable story of World War II and heritage of values of the men and women who fought and died to preserve our freedom. The visitors came from all 50 states and more than 48 countries around the world. The museum is rapidly becoming a place that attracts aviation and history enthusiasts. School groups also visit.

The programs at the museum can be very beneficial to the 93rd Bomb Group and to us individually. The library and archives continue to grow, and there will soon be ground-breaking for a fine chapel in the museum gardens. Don Spencer has agreed to investigate places where we can store memorabilia, historical information and personal data that will be protected and made available for future generations. The museum is one of these places, with their Web site and archives program. Also, Don reports that the Air Force Academy is interested in our material. Don will be working to develop programs and procedures to get something going. I suggest you contact him with your ideas. His address is: 858 E. Wheeler, Midland, MI 48460.

Although the visitors are increasing in number and pay an entrance fee, the museum is still not self-sufficient to pay all its operating expenses. It relies on donations and help from Chatham County for financial support. I urge you to join and support the museum. You will enjoy its newsletters. Its address is: P.O. Box 1992, Savannah, GA 31402; phone (912) 748-8888; fax (912) 748-0209.

Don Spencer continues to work on this project and expects to give us more details in the BOF and at the next reunion in May at Tampa Bay, Florida.

MASTER DATABASE FOR 2ADA ORGANIZATIONS

Dick Butler of the 44th Bomb Group heads a committee to provide information and recommendations on having computer software, procedures, etc. for members of the 2ADA to use in storing information about groups and individuals that can be retrieved through the Internet. He has received very favorable res-

penses from the Air Force Historical Library at Maxwell AFB, the Air Force Academy, and the 8th AF Heritage Museum for participating in the program. Sortie information of the 44th BG is already in the system. Dick estimates it will cost about \$3.00 per sortie to store the information. His committee is looking into the possibilities of getting grants from various foundations for financing the effort. There is more about the database program elsewhere in the *Journal*. I have asked Don Spencer to look at this and make recommendations for possible use by 93rd people.

NON CREW MEMBERS LOST IN THE LINE OF DUTY

As you know, we have a Roll of Honor of those aircrew members we lost in combat dur-

ing World War II. The Roll was nicely developed by Jordan Uttal and now resides in our Memorial Library in Norwich, England. It has been decided to establish a similar roll for our support people who lost their lives in the line of duty during WWII. It is incumbent upon the groups to find the names of these people and provide them to Jordan Uttal to develop the roll. If you can remember anyone we lost who fits this category, send the name to me with his/her serial number, and I will do the rest.

2ADA CONVENTION

The next 2ADA annual convention will be held in Tampa Bay, Florida, over Memorial Day Weekend 2000. The fine hotel is the Hyatt, where I just spent three nights and two days and found it to be outstanding. It is only ten minutes from the airport, with hotel shuttle service. The hotel is very clean and well-kept, with good food and good service. You will enjoy a few days there.

Best Wishes for the New Year! Hope to see you all in Florida in May. ■

New Members of the Second Air Division Association

HDQ

Joseph H. Trunk (458th)

4th FG

Warren A. Johnson

44th BG

Vincent Cunningham (AM)

Emily B. DeShazo (AM)

Kay B. Drake (AM)

Cynthia Harmonowski (AM)

56th FG

Leo F. Battista

93rd BG

Marvin D. Faith

Archie J. Norwood (AM)

Scott H. Ziff (AM)

Dorothy W. Watson (AM)

389th BG

James H. McGahee

J. Michael Tivnan

Mark O. Anderson (AM)

Norbert B. Bengford (AM)

Bill Newton (AM)

Larry/Brad Newton (AM)

Steve/Jamie Newton (AM)

Robert M. Rutledge (AM)

Theodore J. Scott (AM)

J. Keith Steele (AM)

Christine Stevens (AM)

392nd BG

Alma R. Johnson (AM)

John S. Malloy (AM)

445th BG

Milton C. Fett

Joseph D. Gannon

Lynn M. Lawler

Hazel Duzan (AM)

Michael D. Gilkerson (AM)

Virginia L. Moore (AM)

446th BG

Joseph W. Burkhard

Doris C. Mitchell (AM)

448th BG

Alonzo A. Bacon

Leroy H. Bloom

Raymond Makowski

Jean Barnebee (AM)

Wilma R. Klein (AM)

453rd BG

Kenneth DeCleene

Rudolf Kremer

John E. McSherry

John H. Raiser

Jonathon Brown (AM)

Walter Brown II (AM)

Jeane Stites (AM)

458th BG

Frank C. Deimel

Francis R. Johns

Edith A. Waag (AM)

466th BG

Leroy M. Zach

467th BG

John L. Horne

Jack J. King (AM)

Rick King (AM)

Karen Lee Kohl (AM)

James C. Mundy (AM)

Jeffrey S. Mundy (AM)

John R. Mundy (AM)

Ida H. Rothchild (AM)

489th BG

Norman Chown (44th)

492nd BG

Morris Caudle

John M. Fabrizio

Edgar J. Foss

Morrison R. Gray, Jr. (467)

Robert H. Kellum

Walter A. Merritt

Edward H. Petelle (44th)

Howard A. Polnow

Virgil R. Shoger

Robert L. Thomas

Patricia Mattson (AM)

Subscribing Members

Charles R. Donohue

H.W. Holmes

Alfred W. Joensen

Philip F. Lewis

Daniel A. McGovern

Judy Speed

Raymond C. Tempest-Roe

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



At no time in my 78 years did I ever dream that I would be here to welcome the 21st century, and it seems only yesterday that we were sailing across the Atlantic on the Mauretania to England on a voyage that would forever change my life and the lives of millions.

The time I spent flying with the 446th on those missions to Germany was often frightening and always exciting. Some people never talk about their war years. I personally never tire of the "good old days."

Those days that seem like only yesterday are history that I hope will be remembered when in one hundred years our great-great-grandchildren visit the church at Flixton, the remains of our air base, the Norwich Cathedral, and most of all, the Millennium Library. Perhaps they will thumb through the book from the Red Cross with our signatures when we visited the town and danced with the girls. There is a feeling of security that these things will continue to be visited by those who succeed us because it is so important to us and to the British that it never be forgotten.

I, for one, am anxiously awaiting our visit in November, 2001 when the Millennium Library is completed and we visit it for the first time. It is always a thrill to return.

NEWS FROM ENGLAND

It was exciting to hear from Alan Hague with the news that Mark Haddingham at Flixton, who owns Retreat Farm which includes much of our old airfield, has offered a piece of that land FREE to the 446th BG Association for a permanent memorial stone of our choice to be placed at the main entrance. This is another opportunity for us to ensure our heritage for those who come after us.

Alan also notes that the Norfolk-Suffolk Aviation Museum has recently received a small drag-parachute and a video entitled "Remember Them... 2nd Air Division," a gift of Marv Speidel. Alan says it will be shown in the museum on some newly acquired video monitors given by a TV firm.

FREEMAN FIELD REUNION

Coming up on April 28, 29 and 30, 2000 is the fourth Freeman Field Reunion for those of us who trained there in Seymour, Indiana during the years of World War II. John Burkhart, Mayor of Seymour, spearheads the gathering and invites any surviving spouses to know that they are also welcome to attend.

The event starts at the Holiday Inn on April 28 with visits to Freeman Field and the Army Air Field Museum, lunch at City Hall, visits with T-6 pilots who will have a War Birds Fly-In, and more. For information, contact John Burkhart at City Hall, Seymour, Indiana, phone (812) 522-4020, fax (812) 523-6687. You may also call me and I will send you a copy of the information and reservation form.

E-MAIL REQUEST

Recent e-mail from Ron Shue in Fort Worth, Texas, seeks information about his uncle, James E. Casey of the 705th BS, especially a mission list for early 1944. His uncle was KIA on March 8, 1944. You may e-mail Ron Shue at starflig@sprynet.com if you have any information which would help him in his search.

2ADA BUSINESS

I represented the 446th at the mid-winter meetings of the 2ADA Executive Committee in Tampa, Florida in October. The business under discussion is reviewed in another section of the *Journal*. I know this affiliation is very important to many of you, as it is to me, and I appreciate your comments, support, and interest. When you have questions about the Association, I welcome them and will attempt to see that they are answered by the appropriate person. This group is a very busy and businesslike organization and welcomes input from all its members.

Our bomb group has more than 300 members in the 2ADA, and more are welcome. Family members are also welcome to join the Heritage League, an active group of our sons and daughters who will be res-

ponsible for the perpetuation of the Association and your memories and our history.

DATES TO REMEMBER: MAY 18-21, 2000, WASHINGTON, D.C.

Meet other 446ers at the Arlington Hilton and Towers in Arlington, Virginia. The reservation cut-off date is April 24, 2000. Call (703) 812-5111 to reserve your hotel room (\$95 per night). The number of rooms at that price is limited, so it will pay to plan early. See you there.

WE MEET PEOPLE IN THE STRANGEST PLACES

My wife had a garage sale the other weekend and an English couple came to check out the bargains. Our conversation, of course, led us to discover that they had lived in Norwich and that the wife had been stationed at an air base in the area. They were thrilled to meet Americans who knew where Norwich was and who had actually been there.

I trust you will have news for the next *Journal*. Your news makes the Bull (and makes my job easier). It is good to get your comments and know that you read what is written here. May your Year 2000 be a great one filled with friends, family, and good health. See you in Washington in the spring, and later in Tampa with the 2ADA. ■

Folded Wings

HDQ

Lewis B. Howard
Alben K. Shelton (458)

44th

Bertil Carlberg
Leonard W. Ellis

65th FW

George E. Josten

93rd

James G. Cooley
Cecil D. Johnson
Kenneth E. Keene (466)
Edwin W. Ritter
Jerry B. Wilson

389th

A.J. Feldman
Theodore W. Gadbois
William C. Graff
Roman R. Koenig
Cletus I. Stevens

392nd

Boyd D. Adsit
Harold W. Hutchcroft
Joe E. Johnson
Henry M. Propper (44)
Cecil L. Rothrock

445th

Donald H. Alles
William M. Creel
Christoff R. Felsheim
Jackson C. Mercer
Harry L. Wheaton
Elden E. Zink

446th

Nathan M. Jacobson

448th

Albert J. Barnebee (491, 492)
Lawrence A. Calvert
Harry E. Huster
Thurson E. Johnson
James W. Kelly

Robert C. Klein
F. Hugh McKinney

453rd

Austin J. Burrows
Anthony C. Corbo
Russell C. DeMary
Carlton E. Mann
Frank J. Pickett
Herbert Reinders
Wilbur Teesdale

458th

Len Abramowitz (489)
Walter G. Bagley
Clayton L. Berdan
Joseph J. Fisher
Dugald J. Hagadone
Albert R. Kemp
Winfred Robinson
John E. Seerlund
Harry E. Van Dorjen
John B. Waag

466th

James A. Gribble
Robert L. Hanson
G.A. Holmes
Al McCloskey
Walter J. Smalley
Edward J. Weidner

467th

Robert L. Schy
E.E. White, Jr.

489th

Louis F. Gramando
Homer L. Haile
Weldon A. Jones
William D. Olmsted (93)

491st

Ralph J. Schwartz
Guy E. Tweek

SM

Roy Newton

THE DISASTROUS CAMPAIGN THAT WIPE OUT ALL OF OUR AIR POWER

BY C.V. GLINES • REPRINTED FROM AIR FORCE MAGAZINE, FEBRUARY 1991

With a force of more than 1,000 mounted Mexican gunmen, on March 9, 1916 Francisco "Pancho" Villa raided Columbus, New Mexico and other U.S. settlements on the international border. Sixteen Americans died. U.S. cavalry chased Villa across the border but could not apprehend him.

In Washington, Secretary of War Newton D. Baker immediately ordered Brigadier General John J. Pershing, with an army of 5,000 men stationed in El Paso, to pursue and capture Villa.

The Army Signal Corps First Aero Squadron, based at Fort Sam Houston, Texas and under the command of Captain Benjamin D. Foulois, was assigned to Pershing's "punitive expedition." The squadron had eight old, low-powered Curtiss JN-3 Jennies, unsuitable for flying more than fifty miles from base.

Ground equipment consisted of ten trucks, an automobile, and a few spare parts. In addition to Captain Foulois, there were nine pilots, eighty-two enlisted men, a civilian mechanic, and two enlisted medical corpsmen.

Captain Foulois's unit reached Columbus on March 15. The next day, Captain Townsend F. Dodd and Captain Foulois made a first reconnaissance flight into Mexico. On March 19, the squadron was ordered to proceed to Casas Grandes, Mexico, 125 miles south of the border. High winds, lack of navigational equipment, poor maps, inadequate maintenance, and mountainous terrain took their toll. Planes were scattered across the area. It took a week to round up all pilots and planes. Two planes were destroyed, but their four airmen survived with only minor injuries.

Captain Foulois and Captain Dodd made another flight, this one intended to establish communications with U.S. troops. Over the next three weeks, the squadron was unable even to get a glimpse of Villa or his revolutionaries. The pilots couldn't coax the Jennies high enough to reconnoiter the mountain areas where Villa's troops were hiding.

The dry climate warped the planes' propellers. Blowing sand wrought havoc with the engines. By the end of the first month of operations, the squadron found its remaining six aircraft in questionable condition to conduct military operations.

PLEADING FOR NEW PLANES

Several missions could not be completed due to poor weather, maintenance problems, or the planes' inadequacies. In a memorandum to General Pershing, Captain Foulois said the Jennies "were not capable of meeting the present military service conditions" and pleaded for "at least ten of the highest-powered, highest-climbing, and best weight-carrying aeroplanes" that the government could provide.



Officers of the First US Aero Squadron pose in Mexico with one of their Curtiss Jennies. The airplanes were woefully inadequate for the task of tracking down Pancho Villa in rugged mountain territory and exposed their pilots to serious risks with every flight.

"I knew I was optimistic in thinking I would get the planes I wanted," Captain Foulois said in his memoirs, "but I was duty-bound to ask for them. In the meantime, we would do what we could within the limitations of our equipment."

Captain Foulois had only one course of action: to use the remaining planes to carry mail and dispatches between various U.S. ground units until the planes were no longer flyable. A number of reconnaissance, photo, and mail flights were made from several locations.

One frustrating condition of the Mexican campaign was the refusal of the government of Gen. Venustiano Carranza to let the U.S. troops use Mexico's railroads for transport of men and supplies. On top of that, Carranza's forces, whom the Americans thought they were helping by chasing Villa, were openly hostile.

"When the supply shortage began to get critical," Captain Foulois recalled, "I was asked to fly to the city of Chihuahua to contact the American consul there to see what could be done about getting critically needed medicine and food items. The town was held by the allegedly friendly forces of Carranza, but I was suspicious. The reports I had seen from the various commanders trying to locate Villa did not indicate any friendship, because they had been fired upon by Carranzistas."

Captain Foulois decided to send two planes with pilots and observers and duplicate messages. One plane was to land north of the city and the other on the south side. The observers were to walk into the city from opposite directions while the pilots would protect their machines and, if necessary, fly them out to prevent damage or capture.

On April 7, Captain Foulois and Lt. Herbert A. Dargue took off from San Geronimo in one plane, while Captain Dodd and Lt. Joe Carberry departed in another. Captain Dodd and Lt. Carberry landed without incident on the north side. Captain Dodd commandeered a carriage and drove directly to the consulate. The consul, Marion H. Letcher, contacted a few merchants. Supplies were purchased, and arrangements were made to have them shipped by train later that day.

Captain Foulois was not so lucky. "A number of townspeople had seen us circling south of the city and came running toward the field we selected," Captain Foulois said. "Four Mexican *rurales* waved rifles at us excitedly when we landed. When Lieutenant Dargue got the plane stopped, I got out and yelled to him to take off immediately to join Lieutenant Carberry north of town and that I would meet him there later."

FACING WINCHESTER RIFLES

"I immediately started walking briskly toward the city and tried to ignore the group shouting and shaking their fists at the departing plane. Four shots were fired, but Lieutenant Dargue got away. I shouted at the crowd to divert their attention. The *rurales* wheeled and leveled their rifles at me. I was defenseless except for a Colt .45, which was no match for four Winchester rifles. There was nothing I could do but put my hands up — and pray. I did both."

Captain Foulois was shoved and prodded toward the city jail. As the crowd pushed him along, he heard a voice shout in English, "Do

(continued on page 22)



Just outside of Chihuahua City, Mexico, an angry mob threatened Lt. Herbert A. Dargue and his airplane as he waited alone for reinforcements. While he was taking off, rocks thrown by the crowd caused such damage that he was forced to land. He kept the photographer posing him as long as possible to avoid further violence.



The Squadron's original eight JN-3 Jennies (above), low-powered and unsuitable for flying more than 50 miles, were replaced by four Curtiss R-8s and, eventually, by twelve new Curtiss R-2s. Although "every plane required alterations and replacement of vital parts" and "practically all were defective because of the climate," wrote Capt. Foulois, the R-2s did get into the air just once to give Gen. Pershing the first US aerial review.

you need any help, Captain?"

Captain Foulois replied, "Yes! Go get the American consul!"

"When we arrived at the jail," Captain Foulois recalled, "I was thrust through the doorway and into a cell. An iron door clanged shut behind me, and I became the first American aviator ever to become a prisoner of war."

Captain Dodd was having no such difficulties. While the supplies were being loaded on a train, Mr. Letcher took him to see the governor of Chihuahua, who turned out to be a former classmate of Dodd's from the University of Illinois.

Meanwhile, Captain Foulois was trying to negotiate for his release with the jail warden, who finally agreed to send a messenger to General Gutierrez, the military governor.

"A Colonel Miranda, the general's chief of staff, showed up, took me in custody, and we marched several blocks to the headquarters," recalled Foulois. "General Gutierrez was affable and agreed that I should not be detained any longer. I told him about the two planes north of the city and asked for guards to keep them from being harmed. Again he was agreeable. I asked if I might visit the planes to re-

assure my men, and we were soon on our way."

When Captain Foulois arrived at the field north of the city, only Lt. Dargue was there. He had joined Lt. Carberry, but his arrival had drawn a large crowd of Carranzistas who crowded menacingly around both machines. With cigarettes, they burned holes in the fabric. When Lieutenants Dargue and Carberry tried to stop them, the mob slashed at the cloth with knives and machetes. Boys began to swarm all over the planes, loosening nuts and turnbuckles.

The two pilots felt their only defense was to make a strategic retreat. They started their engines and taxied to take off. Lt. Carberry got off all right, but he dusted the mob so thoroughly with his propeller blast that the angry crowd chased after Lt. Dargue's plane, throwing rocks.

Lt. Dargue was just lifting off when the entire top section of the fuselage behind the cockpit flew off and struck the vertical stabilizer. He chopped the throttle and landed straight ahead.

When Captain Foulois arrived with the guards, Lt. Dargue was doing his best to hold off the angry mob with his wits, bare fists, and a loud voice. The guards took over and quieted the crowd. Lt. Carberry landed at a

smelting company about six miles away and returned later that afternoon.

The four pilots stayed overnight at the U.S. consulate, where they experienced no further difficulties. The next morning, after making rudimentary repairs, they took off.

MILITARY THEATER OF THE ABSURD

This encounter with the Carranzistas was typical of the ridiculous position in which the American forces found themselves, despite the fact that both sides supposedly were trying to capture Villa.

The deeper into Mexico the Americans penetrated, the more hostility they encountered from both Villa sympathizers and Carranzistas. On April 12, 1916, a small U.S. cavalry unit fought a pitched battle with a band of Carranzistas, killing forty of the Mexican troops. Two Americans died, and six suffered wounds.

By April 14, after flying as many missions as possible, only two U.S. planes remained airworthy. It appeared that the First Aero Squadron would go out of business, at least in Mexico.

In the interim, however, the bad news about the aviation situation had reached Washington. Secretary Baker appealed to Congress for a special \$500,000 appropriation to buy twelve new Curtiss R-2 planes. They were to be equipped with Lewis guns, automatic cameras, bombs, and radios. On April 20, the First Aero Squadron was ordered to return to Columbus to await these new planes. Captain Foulois put a match to the two tired Jennies so that no one could order him to take them aloft.

Instead of new R-2s, however, the squadron received four Curtiss N-8s, which were nothing more than copies of JN-4s built for overseas delivery. Captain Foulois flew all four of them and declared them unfit for service.

Eventually, the R-2s did arrive, but for the next three months, said Foulois, "we had constant engine and construction troubles."

"Every plane required alterations and replacement of vital parts. The biggest problem turned out to be propellers, which had been manufactured all over the States and sent to us for testing. Practically all were defective because of the climate. As a result we never again were able to perform useful field service with the Pershing forces."

"However, we did manage to get a half-dozen planes in the air just once, on August 22, 1916, and give General Pershing the first aerial review ever held by a United States air unit."

RISK TO LIFE AND LIMB

Captain Foulois, who later rose to the rank of major general and in 1931 became Chief of the then U.S. Army Air Corps, made a summary report of the first American attempt to use airplanes in active field service. In pertinent part, it stated:

"Due to a lack of aeroplanes with greater carrying capacity, all flying officers were continually called upon to take risks in every reconnaissance flight made while on duty in Mexico."

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BY R.D. "DICK" BUTLER

Our 44th Bomb Group Veterans Association reunion which was held on Labor Day weekend in New Orleans was by far the best one ever for this organization or its predecessor. Two hundred and ten members, spouses and children who attended sincerely appreciate what Mike Yuspeh did for us. He completely organized and put on the event. We stayed at the Airport Hilton Hotel which was an excellent facility. The hotel staff went all out to make sure that our every need was fulfilled. The meals at our squadron banquet and masquerade ball dinners were excellent. We had a super hospitality room, ably hosted by Dick Lynch and Perry Morse.

Mike Yuspeh provided each member with a tote bag which bore a large 8-BALL insignia and contained two T-shirts which also bore the insignia. Our new president, Ed "Mike" Mikoloski, presided at all of our gatherings, doing very well at each one. This was the first time he had the opportunity to conduct one of our candlelighting ceremonies. He really did a good job of it, making it the dignified, solemn ceremony it is supposed to be.

The theme for this reunion was the recognition of the Kiel mission of 14 May 1943. Mike Y put up an excellent display about the mission in the hospitality room. It included photos taken on the mission of the target area and formation positions. He also prepared a program about the mission which was used at each of the four squadron dinners. The program was specialized to highlight each squadron's participation in and losses on the mission.

Arlo Bartsch put on an almost continuous demonstration of our 44th Bomb Group Master Database Program. It was very enthusiastically received by the majority of our members in attendance, who were able to view their own combat records. All of our approximately 8500 sorties have been entered into the database, as well as some biographies. Those who witnessed the database were quick to recognize the importance of getting their own biographies into the program. Individual updated CDs of our 44th database are available at a cost of \$150.00 from our treasurer, Jerry Folsom. His address is 3582 East Dover Hill Road, Salt Lake City, Utah 84121-5527, phone (801) 733-7371, fax (801) 942-9988. The price provides for updating of the CD three times at no charge. \$50 of the price goes to our 44th BGVA treasury.

We are indeed fortunate to have our "two Mikes" and sincerely appreciate what the two have done for us. Thanks, Mike Yuspeh and Mike Mikoloski. Next year our reunion will be

in San Diego, again on Labor Day weekend. We are assured of another great one since Mike Yuspeh will be doing it, so plan to attend.

SALUTE TO NICK GARZA

One of our most enthusiastic and supportive members is Nick Garza. His life story is most interesting and could well qualify as the subject of one of Horatio Alger's books, as he went from a beginning as a poor immigrant child to that of a highly successful educator. Nick served as a bomb loader in the 506th Squadron at Shipdham. His history should be of interest to all of us and is that of a role model for our younger generations.

Nick was born in Monterey, Mexico in 1921. When he was six years old, his family immigrated, legally, to the San Antonio, Texas area. He attended schools in that area, learning the English language, and graduated from Breckinridge High School in 1939. He then went to work at the San Antonio YMCA teaching activity classes. When World War II started he tried repeatedly to enlist into the U.S. Army but was not accepted because he was not a U.S. citizen. This was a great disappointment to him, as he wanted to serve the country he had come to know as his. Then to his great delight he received "Greetings from the President." He was drafted into the U.S. Army. He was not asked about his citizenship and didn't say anything about it. Nick underwent basic training at Fort Sam Houston but received no other military training at all. Then he was sent to Gulfport, Mississippi to teletype school, which he completed and then joined the 506th Squadron at Pueblo, Colorado as a teletype operator. As we prepared to leave Pueblo for overseas, it was learned that Nick was not a U.S. citizen and therefore could not go overseas. The 506th personnel departed Pueblo on a troop train. Passing through Colorado Springs, the train was stopped and the squadron commander, Major Beam, took Nick before a federal judge who swore Nick in as a U.S. citizen. Nick was overjoyed.

The rear echelon of the 506th, Nick included, travelled to England on the S.S. Jean. It was a thoroughly harrowing crossing of the Atlantic, as the convoy the S.S. Jean was in was attacked repeatedly by a German submarine pack. It was estimated that the convoy lost at least thirty of its ships, but the S.S. Jean made it to England as did the members of the 506th's forward echelon on board the Chantilly. After settling down at Shipdham, Nick did not feel that he was contributing much to the war effort as a teletype operator handling routine administrative messages, so he volunteered for duty as an aerial gunner. He was not accepted, as there were so many such volunteers, and he continued as a teletype operator. Finally, after complaining to the C.O. that he wasn't doing enough, Nick was assigned to the Ordnance Section under the command of Lt. Ned Brizendine, as a bomb loader. He received the most dangerous of the bomb-loading jobs, installing the time delay

fuses which were put in all the bombs of one plane for each formation. These fuses were extremely dangerous to install, as even one slight turn in the wrong direction would result in disaster. Upon completion of a mission, Nick had to check the bomb bay of every plane to determine the number of bombs that had been expended. Any returned bombs had to be down loaded. According to Nick, none of those with the dangerous time delay fuses ever returned.

Each squadron had a softball team. Nick Garza was the catcher on the 506th team. Loy "Potsy" Neepner was the pitcher. They became close friends, a friendship that still exists. Neepner was the flight engineer on the crew on which I was first copilot and then pilot. I only learned recently that when we flew a test hop or practice mission, Nick would stow away and go with us. On 21 December 1943, while on a combination test hop and formation practice flight, we crashed while approaching the airfield. We all survived the crash, mainly due to the fact that Potsy and Nick assisted two injured crew members from the burning wreckage.

On 11 November 1944 Nick met his future wife, Sarah Ann, at a squadron dance. They were married on 6 April 1945 in Bletchley, Bucks, England. When the war ended Nick came back to the U.S. on the Queen Mary, a far more pleasant experience than his trip over on the S.S. Jean. His arrival in San Antonio was a great surprise to his parents. Discharge followed in November 1945.

Thanks to the G.I. Bill, Nick entered Trinity University in 1946. Sarah arrived in April of that year. By attending classes year round, Nick received a B.S. in Education from Trinity in 1949. He immediately entered West Texas State University and in 1950 received a masters degree in administration. A thirty-eight year career in the San Antonio School District followed, during which he served as a teacher, a football coach, and principal at elementary, middle, and high schools. Finally, he served as one of the San Antonio Independent School District's three area superintendents. In this position he oversaw twenty elementary, six middle, and three high schools. There were about twenty thousand students attending the schools under Nick Garza's supervision, and he no doubt made a very positive impact on most of them. He retired from the school system in May, 1982 and since that time has concentrated on doing volunteer work for his church, the YMCA, and other organizations.

The Garzas' first child was born in 1948. They have five children and six grandchildren. All five children finished college and one son and one daughter have masters degrees, as does one granddaughter who is teaching Spanish at the college level. Word is that though Sarah was born in England, she makes the best enchiladas. We salute you, Nick Garza, and thank you for your dedication to God, your country, and your family.

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492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY W.H. "BILL" BEASLEY

HAPPY Y2K

By the time you read this, the New Year will probably be here. It is almost Thanksgiving as I write, and the temperature is in the high 70s. Summer is still hanging around in cool, colorful Colorado. Not that we aren't enjoying it, but we wonder when the big snow is coming. The skiers are getting restless too.

Following the 2ADA convention in Austin in May 1999, we had a very busy summer. In August we drove to Salt Lake City to visit Craig and made a trip to Hill Air Force Base to admire the great job they have done in displaying WWII aircraft. They have a beautifully restored P-38 and have almost completed another hangar to house the B-24 that is in the process of being restored. Fosteen Cordon, in charge of the gift shop, made a promise to make enough money in the gift shop to cover the rest of the money needed for the B-24 restoration. She did it! Way to go, Fosteen.

Hill Air Force Base is close to Ogden, Utah. Because we were that far north we continued on to the Golden Spike National Park, which was established to pay tribute to the joining of the railroads from east to west at Promontory Point. The rebuilt models of the engines were running... we were fascinated watching them. The actual point of connection of the tracks with the golden spike is not directly at the park; however, the small museum and the ranger talk were very interesting. Just down the road from there is the Morton Thiokol Plant where models of the rocket boosters are manufactured. We enjoyed their display.

DAYTON, OHIO, AFGA CONVENTION

Over the Labor Day weekend, the Air Force Gunners Association held their convention in Dayton, Ohio. Never having been to the Wright Patterson Museum, we thought this would be an excellent opportunity to see it. We had accommodations at the Hope Hotel on the base. Prices and food were excellent. Allan Young of the 492nd and I met for the first time. It was a great experience. We didn't stay outside too long because of the heat, but made it a point to see the 492nd BG memorial and tree as well as a few other 2nd Air Division memorials. We took a trip down the Ohio River and were particularly interested seeing people sitting along the banks of the river with their towels and umbrellas the same as folks at the beaches do.

Sam and Edith Miceli joined us on Sunday for the banquet and we were pleased to have them. Sam was a bombardier in the 857th BS.

His crew and mine bunked in the same Quonset. I think the amazing thing in mingling with the younger gunners was the numbers of missions they talked about. One fellow said he had flown 380 missions. They were talking about B-52s, and I still don't know how their missions were counted.

TAMPA, FLORIDA

October 20 came around pretty fast, and we found ourselves headed for Tampa, Florida. Hurricane Jose was dancing around in the Caribbean; however, we chose to ignore it and were fortunate to have only one rainy day. Unfortunately, it was the day we had planned to see Fantasy of Flight near Lakeland. The hotel advised us not to go because the road was under repair and was quite muddy from the rain. So, being new to the area, we didn't go. John and Marilyn Leppert asked us to join them for breakfast on Saturday morning at a restaurant close to their home in Palm Harbor. We enjoyed it very much.

MEMORIAL DAY - MAY 2000

The Executive Committee of the 2ADA met on Friday and Saturday. Many issues were covered during that meeting, not the least of which was in the last issue of the *Journal* where I wrote that the 492nd was the first and only heavy bomber group to have ever had a wreath laid at the Ardennes Cemetery. Consequently, this issue was brought before the Executive Committee. A motion was passed that a wreath will be laid on Memorial Day, May 2000, in all thirteen battle monument cemeteries where fallen members of the Second Air Division were either buried or listed on the Wall of the Missing. At Evelyn Cohen's request, all thirteen cemeteries have been contacted for details.

NEW MEMBERS

Our thanks go to Sam and Edith Miceli for sending 98 letters to those 492nd BG members not signed on as members of the Second Air Division Association. This has resulted in four new members for the 2ADA: John M. Fabrizio, Robert H. Kellum, Walter A. Merritt, and Howard A. Polnow.

COMPUTER NEWS

Our computer had a virus this summer, which certainly put a crimp in our letter writing, publishing the Happy Warrior, etc. We now have a new computer and have given the old one the anti-virus treatment that almost did it in. A trip to the shop and uninstalling the anti-virus software seems to have it back

on track. However efficient it has been in the past, the old computer did not have a CD-ROM drive, and since the new software programs are on CD-ROM, our new HP is great! I think we are in business again.

TRY IT - YOU'LL LIKE IT

Courtesy of associate member KAREN CLINE, daughter of WARREN and LEE BRANCH of the 859th BS, the following instructions are for those of you who have a computer so that you can have the B-24 sound. (It is very realistic.)

1. Go to <http://www.b24bestweb.com>.
2. Go to the bottom of the page and you will find the heading "I Love the Sound of B-24 in the Morning."
3. There are instructions that will walk you through the steps you need to do in order for that sound to play when your computer starts up. There are also pictures of B-24s that you can download to use as the background on your computer monitor. ■

44TH BOMB GROUP (continued)

SHIPDHAM CONTROL TOWER

There is a glimmer of hope for our Shipdham control tower building. A waste recycling facility is approved for an area near our former flight line. The current tenant of that area, who operates a heavy equipment business, has informed Will Lundy that he will endeavor to obtain a lease or purchase on the land on which the tower building is located. If he is successful he will restore the building for his offices and will make one room available for a small 44th museum. We will keep you advised.

FOLDED WINGS

Henry Lasco has informed us that Joseph F. Kill died on 20 May 1999 in Portland, Oregon. Joe was copilot on Henry's crew. They were shot down on the Ploesti mission and spent thirteen months as POWs in Rumania. Joe was buried in Arlington National Cemetery on 7 June 1999. Roy Boggs reported the deaths of two of his former crew members: navigator William J. Trageser, Jr. on 18 June 1999, and nose gunner Louis A. Tebbe.

2ADA CONVENTION

Our Second Air Division Association Year 2000 convention will be in Tampa Bay, Florida, May 26-29. This will be a great opportunity for our members who live in the southeast U.S., particularly our forty-two members who live in Florida, to attend a great event at a splendid hotel. Our BGVA Executive Committee will be meeting in conjunction with the 2ADA convention, so we can expect to have a good number of 44thers in attendance. ■

HALESWORTH 489TH NOTES

BY
JAMES M. DAVIS

The 489th Bomb Group held a group reunion at the Hope Hotel at Wright Patterson in Dayton, Ohio, September 17-19, 1999, where we had an excellent attendance of approximately 110. Ten people had to cancel at the last minute due to illness and the hurricane which hit Florida. Those who attended, as well as all our members, were saddened by the death of Regina Kirby, who died in her sleep in the early hours on Saturday. Bob and Regina Kirby lived in Westerville, Ohio. The 489th as a group and we as individuals offer our deepest sympathy to Bob and his family.

I regret I could not attend this reunion. For the past six years, I have served as assistant chairman of the annual Confederate Air Force Air Show which was held in Midland, Texas on October 2nd and 3rd. For the last several years I have vowed I would not serve another year, but for some reason or another I would end up serving. This year is DEFINITELY my last year, and I have written the CAF to that effect. An air show requires a lot of time during the year, but absolutely dominates your time the last few weeks before and after the show.

On behalf of the 489th BG, I want to thank Charles Freudenthal and Neal Sorensen for all their work and effort in putting together the 489th BG reunion at Wright Patterson. Their effort made it a huge success. Thanks, Charles and Neal.

The 489th BG is the second smallest group in membership in the Second Air Division Association, but we are usually one of the largest in group attendance at the 2ADA conventions thanks to people like Charles Freudenthal, Neal Sorensen, Bud Chamberlain, John Lamar, and many, many others too numerous to mention.

The 489th BG arrived in England in the spring of 1944 and was the first Eighth Air Force bomb group to return to the United States (December 1944). The group flew only about 106 combat missions. When we returned to the States we were sent our separate ways to be trained as a B-29 group and sent to the Pacific Theater to join the air war against Japan. Okinawa had just been captured and an effort was being made to get an air base ready. Okinawa was much closer to Japan and the average mission would be eight hours long. Had it not been for a typhoon striking Okinawa and virtually destroying the base we were on schedule to fly from, we would

have had several missions to our credit. The 489th ground crews had already left Seattle, on their way to Okinawa.

Early one morning air crews were briefed for the flight to Okinawa. We would fly from Fairmont, Nebraska to Travis AFB and then to Hickham Field in Honolulu, Hawaii. From there we would go to Guam and then on to Okinawa. As we were waiting on the taxi strip for takeoff, we were told to return to the briefing room where we received word that a typhoon had just struck Okinawa and had done extensive damage to the base we were scheduled to occupy. At the time they had no idea how long we would have to wait in Nebraska. Their guess was about a month.

For the next month we would continue to fly training missions. Eventually the two atom bombs were dropped and Japan surrendered. In a few days we were told that our orders to Okinawa had been cancelled. I was control tower officer of the day when the world got the news of Japan's surrender. I almost jumped from the tower. My foot locker went via boat to Okinawa, but was returned months later.

I regret that I did not get to fly across the Pacific, but I did not regret not having to fly another tour of combat.

It is my understanding that next September a bronze B-29 will be set in place at the Air Force Academy in Colorado Springs, Colorado. That is great! The 489th will then have two of our planes at the Academy.

I would like to encourage all 489th BG members to make plans to attend the Second Air Division Association convention in Tampa, Florida, May 26-29, 2000 at the Hyatt Bayshore Hotel. I can assure you it is a beautiful place on the bay, close to the airport. I was there a few weeks ago and will guarantee the hotel. Please submit your reservations early, as I expect there will be a great demand. After Tampa, the next convention will be November 2001 in Halesworth/Norwich, England. That is about two years from now and about eighteen months after the convention in Tampa. Since we are all getting a *little older*, two years seems like a long time, but please do not hesitate about putting your reservations in early.

Just the other day I was having coffee with some friends when a gentleman came to our table and said he wanted to shake my hand and thank me for all I did in World War II. I did not know the gentleman and I do not believe I ever saw him before. That happens often. Perhaps the movie "Saving Private Ryan" and Tom Brokaw's book *The Greatest Generation* have alerted many people as to what WWII was about. Maybe my gray hair is a signal. For several years I have been giving programs to schools and various other groups through the CAF Museum Educational Program. It is amazing how interested the young people become once they learn a little about what World War II was, and how it changed the whole world. I encourage all our members to make themselves available to schools and clubs to give them an idea of what WWII was. ■

Year 2000 Reunions of 2ADA and Related Associations

COMPILED BY J. FRED THOMAS (392ND)

2nd Air Division Association Annual Convention – May 26-29 – Tampa, FL
Contact: Evelyn Cohen, 6410 Delaire Landing Rd., Philadelphia, PA 19114-4157, phone 215-632-3992.

8th AF Historical Society Convention – October 1-4 – Salt Lake City, Utah
Contact: Edward A. Kueppers, PO Box 7215, St. Paul, MN 55107, phone 800-833-1942.

2ADA Southern California Regional Reunion – February 26 – Phoenix Club, Anaheim, California
Contact: Richard Baynes, 71 Night Hawk, Irvine, CA 92604, phone 949-552-3889.

2ADA Southwest Regional Reunion – March 18 – Sheraton Hotel near DFW, Dallas, Texas
Contact: Ray Lemons, 10515 Estate, Dallas, TX 75238, phone 214-348-2726.

2ADA Florida Regional Reunion – Will Not Be Held This Year.
All Floridians and snowbirds are encouraged to attend the 2ADA Year 2000 Convention, Tampa Bay, May 26-29.

Group Reunions

44th Bomb Group – September 1-4 – San Diego, California
Contact: Mike Yuspeh, 7214 Sardonyx Avenue, New Orleans, LA 70124, phone 504-283-3424.

392nd Bomb Group – No Stand Alone – will meet with the 2ADA in Tampa, Florida, May 25-29.

446th Bomb Group – May 18-21 – Washington, DC
Contact: Frank Bigos, 2135 S. Adams St., Denver, CO 80210.

448th Bomb Group – August 27-30 – Savannah, Georgia
Contact: Cater Lee, P.O. Box 1850, Foley, AL 36536-1850, phone 800-633-6845.

453rd Bomb Group – October 18-22 – Savannah, Georgia
Contact: Bill Eagleson, summer address: 34 Brookdale Road, Natick, MA 01760, phone 508-653-3958; winter address: 2399 NW 73rd Street, Sunrise, FL 33313, e-mail: MS5WF@webtv.net

467th Bomb Group – September 30 – October 4 – Dayton, Ohio
Contact: Ralph Davis, 1143 Kenora Circle, Beaver Creek, OH 45430-1101, phone 937-426-2988, e-mail: BJMAX@aol.com

The 448th Speaks

SEETHING



BY CATER LEE

The year 1999 is gone, and we now enter a new millennium. We oldies are hanging in there tough, and maybe it's because we have so many friends and are continually remaining active. There are few armchair advisors in our group.

Next August we will dedicate the \$14,000+ monument already completed and in place at Savannah, Georgia, and we hope many of you will start right now making your plans to be there. We expect a large showing of our 448th in this beautiful and historic city.

I am working on trying to arrange for our group to all have lunch at the museum together, so we can hold our program, etc. at the same time and also to allow adequate time for visiting all the new exhibits. There are numerous things to see.

We hope to be able to present a check from our group to the museum, to make our total contribution over \$100,000. We will be only the second group to do so, and the first B-24 group. We presently have contributed \$78,000, so we do need more, and we hope you will all be generous to help us reach our goal. Please make your check out to "448th Bomb Group" for Savannah 8th AF Museum. Your contributions will be recognized in a manner deserving of your help in reaching this important goal.

Also, the 8th AF Museum's "Chapel of the Fallen Eagles" that will be built on the premises is seeking sponsors, and it is felt that the 448th certainly wants to be a part of this addition to the museum.

There are several options, but considering our group memorial to be dedicated and hopefully our \$100,000+ donation to the museum, the 448th could sponsor one of the five Patriots' Pergolas, each with an arched trellis to provide a focal point of beauty and interest along the walkways of the gardens. Each pergola will include a pair of benches offering visitors a quiet spot to sit, rest and relax while enjoying the Memorial Gardens. A plaque will be positioned on each pergola announcing the sponsors being honored. Just make your check out to "448th Bomb Group" and mark it for the museum.

Another reminder: If you have never joined our British friends of the "Station 146 Tower



"Now then, Mr Rooney . . . Tell this Court what happened when you announced to that B-24 reunion bunch that in your opinion, the B-17 was a better bomber."

Association," please consider doing so in the year 2000. It's only \$10.00 per year, and you will receive a periodic newsletter telling you of all that's been going on at our old base and what our wonderful British friends are doing to carry on the memories of our stay there during World War II.

Have a wonderful Year 2000. ■

A TURNAROUND IS FAIR PLAY!

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VOL. 14, NO. 3, SEPTEMBER 1999

During operational training in B-24s at Davis-Monthan in Tucson, crews were occasionally "attacked" by cadets from an advanced school nearby. One day, one of these fledgling fighter pilots jumped on the tail of a B-24 and prepared to "shoot down" this lumbering boxcar.

He didn't realize that a nearly empty B-24 (no bombs or ammo, minimum gas load, minimum crew, etc., is very maneuverable. The instructor, announcing that he was going to give this cadet a scare, slowed down, dropped some flaps, cut power on the left engines, revved the engines on the right side and turned inside the AT-6 — who immediately broke off when he saw his intended target coming straight towards him. ■

DISASTROUS CAMPAIGN (continued)

All officers thoroughly appreciated the fact that the failure of their aeroplane motors, while flying through mountainous canyons and over rugged mountains, would invariably result in death."

Captain Foulis noted that the pilots also suffered physically. "Due to inadequate weight-carrying capacity of all aeroplanes," he wrote, "it was impossible even to carry sufficient food, water, or clothing on many of the reconnaissance flights. Pilots were frequently caught in snow, rain, and hail storms . . . In several instances, pilots were compelled to make forced landings in desert and hostile country, fifty to seventy miles from the nearest troops."

"In nearly every case, the aeroplanes were abandoned or destroyed and the pilots, after experiencing all possible suffering due to lack of food and water, would finally work their way on foot, through alkali deserts and mountains, to friendly troops, usually arriving thoroughly exhausted as a result of these hardships."

Mexican bandits continued to conduct border raids against U.S. targets, but the Carranza government insisted it could control Villa without U.S. intervention. In January 1917 the U.S. force was ordered out of Mexico, leaving all remaining planes, and the last American soldier crossed the border on February 5.

It had no success in finding Villa. (Neither did anyone else, and he died of old age.) To Captain Foulis, however, the plight of his eight-plane "air force" was a turning point in the development of American military aviation. "The machines were inadequate for the task assigned," he said. "Not only were they inadequate, they

were downright dangerous to fly because of their age. Yet we did a great amount of scouting over country in which cavalry and infantry could not operate."

Despite all the difficulties, the First Aero Squadron chalked up 346 hours of flying time on 540 flights, covering more than 19,533 miles while performing aerial reconnaissance and photography and transporting mail and official dispatches. More important for the nation was the ultimate realization that the airplane was no longer an experiment or an oddity. ■

C.V. Glines is a regular contributor to *Air Force Magazine*. A retired Air Force colonel, he is a free-lance writer and the author of many books.

NEWS OF THE 453RD (continued)

are gone. Irene and I have already made our reservations with Evelyn — don't be left out.

Made a small mistake in the September Newsletter. I should have said the top line of the address label of the 453rd Newsletter shows the year to which your dues are paid. So, if that line reads 2000 or there is no date shown, please send your \$10 dues payment to our treasurer, "MO" MORRIS, real soon. The address is Box 123, Tuleta, TX 78162. Make the check payable to the 453rd Bomb Group Association. The Jimmy Stewart sculpture donations are coming in fairly well — we're about halfway to our goal of \$2350 (the museum needed an additional \$350 for the pedestal). These donations also should be sent to Mo.

That's it for now, nuff said! Cheers. ■

March of 1945 was the busiest month of the war for the 8th Air Force. Missions were flown on 26 of the 31 days, dropping the highest tonnage of bombs — every mission was a maximum effort. Our crew (611) had arrived in the U.K. at the end of January and were assigned to the 713th Squadron of the 448th Bomb Group at Seething.

On the morning of the 15th, after the usual breakfast fare of powdered eggs, bacon and coffee, we settled into our seats at briefing. The curtain came off the map and there was the red line to Zossen, Germany, which is located just a few miles south of Big B — Berlin. The target was the headquarters of the German General Staff. Our bomb load was twelve 250-pounders and four incendiary type bombs. The estimated mission time from Seething and back was indicated in excess of six hours.

There was always that queasy feeling in my stomach as we rode out to the hardstand to our B-24, which the ground crew had warming up. Some mornings, when there was a little fog or dew, the revving props gave off a ghostly look. Once aboard, you got busy and didn't give much thought to anything but getting the mission done.

I was the radio operator on our crew. Our takeoff and assembly went OK as far as I can recall after all these years, but it wasn't too long into the mission before we started to encounter thickening clouds. Our altitude was 22,000 feet, and it was getting worse by the minute — we were actually losing sight of planes in our own squadron formation. Suddenly I felt our plane climb. We were now at 26,000 feet, searching for some clear skies. I don't know but I presume that the change of altitude was ordered by the lead plane. In any event, the clouds suddenly disappeared and we were in the clear — but looking around we discovered that our formation was nowhere to be seen — we were all alone!

Since that mission is in the 448th records, I know it was not an abort, but we didn't know that at the time. It was then, according to Wilbur Semelweis, the nose turret gunner, that he talked on the intercom to Bill Poland, the tail gunner, and together they suggested to our pilot, Karl Augenstein, that maybe we should try to complete the mission. Karl, who was one of the coolest guys I ever knew, liked the idea and asked John Sharpe, the navigator, if he thought he could get us to the target and home in one piece, German anti-aircraft guns and ME-262 jets notwithstanding. John was prompt in saying that he could, and Karl put it to the whole crew for a vote. The answers were affirmative. Later on, Karl admitted that after the vote he was determined to go, and would claim radio trouble if there had been a recall. There never was a recall — we were considered lost.

Sharpe checked the heading for Zossen, and we were on our way. We hadn't gone very far when a formation of B-17s was sighted with the same heading we were on. At this point in time we were ready for any kind of help available, so we contacted the lead plane and promptly fell into the tail end of their formation.

As the formation approached the target

A MISSION THAT ALMOST DIDN'T HAPPEN

BY NORMAN R. DUNPHE (448TH)



Standing (L-R): Herman Dector, Karl Augenstein, John Sharpe, Charles Wernquest. Kneeling (L-R): Robert Konkol, Norman Dunphe, Salvatore Derosa, Wilbur Semelweis, Bill Poland, John Gant. Photo taken at Charleston AFB, January 1945.

area, Sharpe was giving Semelweis a quick lesson in setting up the bomb release panel, while at the same time checking air speed and drift. We were not equipped with a bomb sight. Normally our squadron lead or deputy lead would give us the command to release our bombs, so it was necessary to do some improvising. Semelweis told me that he was to release the bombs when Sharpe gave him a slap on the back. The bomb run went OK, and later photos of the strike indicated that the hits were effective.

The return to England was without incident; we parted from our B-17 friends over the Channel and headed for Seething and home. Upon arriving at our hardstand there was a big surprise, especially for the ground crew. It seems that upon the return of the 448th we were listed as missing by the group commander, and no one expected to see us again. Needless to say, everyone was very happy — particularly us!

As a result of John Sharpe's efforts and skill in navigating, Karl Augenstein recommended him for the Distinguished Flying Cross. The final outcome was that John, Karl, and copilot Herman Dector each were awarded the DFC and the rest of the crew was presented with Certificates of Valor. After this mission they

wanted to make John a lead navigator, but he would have no part of it — he wanted to remain with our crew.

That had been our fifth mission. We went on to fly six more, plus one that was aborted by the 448th after about five hours in the air. The aborted mission was a German atomic plant in Alborg, Denmark. It was a 500-mile flight from Seething across a lot of water to the northern end of Denmark. The plan, as Wilbur Semelweis related to me, was to fly up

a fiord at low level to try and avoid the German "88" anti-aircraft guns. We were about halfway there when recall came. After hearing how the RAF got clobbered, I think that we really lucked out. [The Alborg mission was on April 2 and we were carrying a bomb load of thirty-two 150-pounders. On recall, our pilot Karl decided to bring the bombs back rather than dump them in the Channel. We were lucky again.]

We flew a couple of "trolley missions" after VE Day to give some of the ground personnel a look at what remained of Germany after all of that bombing. During one of the trolley missions we got an aerial view of Stuttgart, Germany, where Karl's family had lived prior to emigrating to Cranston, Rhode Island in the 1930s. It was emotional for the crew, but, I think, especially for Karl to see his old home town.

In mid-June of 1945 we flew home, carrying ten passengers — from Lagens, Azores; to Gander, Newfoundland; to Bradley Field, Connecticut. From there to Camp Myles Standish, Taunton, Massachusetts and Fort Devens, Ayer, Massachusetts, to home for 30 days R&R. We reassembled at Sioux Falls, South Dakota for reassignment and training in B-29s for the Pacific Theater. After V-J Day we were all scattered to various bases awaiting enough points

(continued on page 28)



HETHEL 389th Green Dragon Flares

BY BARNEY DRISCOLL

I've just returned from a dandy 389th BG reunion at Dayton, Ohio, which I enjoyed very much; the only problem being that I felt badly because some of our good 389th folks were unable to attend. Now it is apparent that I need to knuckle down and produce something to print in the 2ADA Journal. It hardly seems possible that it's time for the Winter issue. Time does fly.

It is still 1999, the 60th anniversary year of the Consolidated B-24, and there are still a few facts we can come up with regarding this great flying machine. A fact that has been mentioned upon many occasions is that there were more B-24s than any other airplane, military or civilian. The exact number is sometimes in question, but 19,257 seems to be a number mentioned often. This count would include all variants.

One of these was the C-109 tanker plane. These planes were mostly B-24J's and B-24L's that had all the armament and bombardment equipment removed and eight specially designed tanks installed, one in the nose, four in the bomb bay, and three in the aft fuselage. With these tanks, the plane could carry up to 2400 extra gallons of gasoline. Most of these planes were assigned to the Air Transport Command in the C.B.I. Theater and transported gasoline over the Himalayan Mountains from India to China.

The Navy version of the B-24 was the PB4Y-1 patrol bomber, many of which were modified by the installation of an Erco nose turret. The Navy also had Consolidated Aircraft build them a patrol bomber according to their own specifications. Using the basic B-24 or PB4Y-1, they extended the fuselage seven feet ahead of the wing. The plane had a single large vertical stabilizer which improved the handling qualities of the plane. They also added an additional top turret and made some extensive modifications at the waist positions. In as much as the plane was to be used as a low level patrol plane, the superchargers on the souped-up engines were eliminated. This became the PB4Y-2.

The cargo version of the B-24, the C-87 was used worldwide, not only by the United States but also by the British and all of the Commonwealth nations.

In January of 1943, when President Roosevelt was to attend the meeting at Casablanca, it was deemed too risky for him to go by boat because enemy submarines were prowling the Atlantic Ocean. The only answer was to go by air. The Navy had under contract a four-engine flying boat called the "Dixie Clipper" which transported the President and his group.

It was at this point that it became obvious that the President and the high-ranking officials of Washington must henceforth travel by air, not only for safety's sake but because of the time element. The question arose as to what plane would be most appropriate.

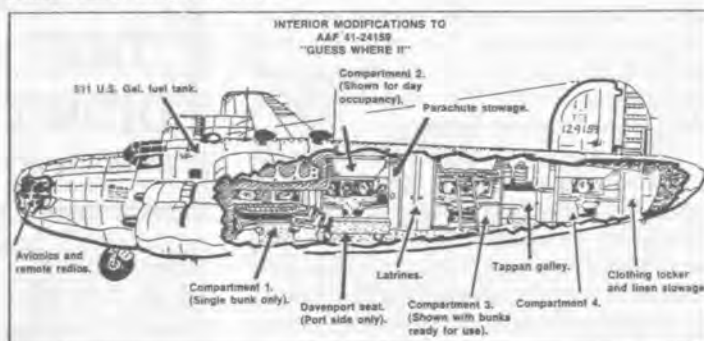
The nod was given to the transport version of the B-24, the C-87, because of its dependable four engines, its long range, and its level floor because of the tricycle landing gear. Also, the fuselage was low to the ground, which was beneficial when loading the President and his wheelchair.

At the Consolidated plant in Fort Worth, three partially completed C-87s were pulled off the line and move to an isolated area in the plant where they were afforded extra security. The planes were redesignated C-87A's or V.I.P. aircraft.

One of these planes, SR #41-24159, was to be fitted out as the presidential plane and was named "Guess Where 2." The deep fuselage of the C-87 provided plenty of head room, and the right hand side of the President's plane was fitted out with four pullman type compartments, each with double seats and with a removable table between them. These compartments could be made into upper and lower berths with pullman type curtains. There was a single bunk under the wing. The plane was equipped with two lavatories and a Tappen aircraft galley complete with an electric stove and oven.

On the left side of the plane was a compartment that could be closed

off from the rest of the plane. The compartment contained a davenport, also a closet, and another lavatory. The plane could sleep nine people or could seat twenty passengers.



The other two V.I.P. planes were fitted out in a similar fashion but not quite so elegantly as the President's plane.

All three planes were assigned to the Air Transport Command's 503rd AAF base unit located at Washington National Airport. The "Guess Where 2" was piloted by Major Henry T. Myers. Unlike presidential planes of a later date, "Guess Where 2" had no special paint job, just the old grey.

It is ironic that President Roosevelt never flew in this plane. As the president and his staff were making preparations to attend the Teheran and Cairo conference, Major Myers and his crew were getting ready for the flight and double-checking everything on the plane. At about this same time, an inexperienced crew was flying in a C-87 over Florida, and they all bailed out because they reported a severe vibration in the tail section and they thought the plane would come apart. The plane flew clear across the Gulf of Mexico by itself and crash-landed in Mexico.

The newspapers made a big story of this; the Secret Service deemed the plane unsafe for the President to fly in, so he flew to Teheran in a C-54.

After a complete investigation, it was determined that the problem came about when the copilot had thought he was adjusting the propeller pitch when he actually opened the cowl flaps on #2 and #3 engines, which were normally left closed during flight. This created a turbulence that generated a vibration in the tail section.

Even though the President never flew in the C-87, many of the V.I.P.s in Washington used the plane. Mrs. Roosevelt used the plane a number of times, including a 13,000 mile trip she took to visit many bases in non-combat areas to assure the troops that the jobs they were doing were also essential.

The Secret Service was instrumental in arranging for the Douglas Aircraft Co. to produce a C-54 with a special built-in elevator to hoist FDR and his wheelchair on board. This plane was called "The Sacred Cow." It was officially recognized as the first presidential plane and went down in history as such. The "Guess Where 2" was never granted that distinction, and at the advent of the "The Sacred Cow," "Guess Where 2" was forgotten, and spent the remaining months shuttled to different A.T.C. bases. In the latter part of 1945 she was turned over to the Reconstruction Finance Corp. at Walnut Ridge, Arkansas, and was reduced to scrap along with hundreds of other planes.

The breaking up of all those planes should fall into the category of crimes against humanity. ■

A MISSION THAT ALMOST DIDN'T HAPPEN (continued)

for discharge (Bill Poland, tail gunner, and I went to Kirtland Field, Albuquerque, NM). At the end of November 1945 I took a detail of fifteen men to Westover Field, Chicopee, MA for discharge.

Other than attending Karl's wedding in September 1946 (along with Sal Derosa, our armorer/waist gunner), that was the last time I saw any of the crew until Sal and his wife visited us in 1996. There have been a few phone calls, cards and letters over the years (in 1989 I tried, without much success, to locate all of the crew who I figured might still be around, plus the ten passengers we brought to the States), and I'm still working on it.

I have to credit Sal Derosa and Wilbur Semelweis for furnishing a lot of the information mentioned in this piece. After 55 years it is hard to recall a lot of detail, and some key members of the crew are either deceased or their whereabouts are unknown. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

DUES TIME

It's that time of year again, and Evelyn Cohen has sent out the year 2000 2ADA dues statements. Over the last several years, our group averages 35 to 40 members who fail to renew their membership. The second notice sent by Evelyn (generally in early February) ultimately will become the third notice, sent by me. This is another reminder that the second and third dues notices are an impact on the 2ADA treasury. It's wasteful, and the only one who benefits is the U.S. Postal Service. Please, send your dues statement with your \$20.00 check made out to the 2ADA and return it to our Membership Vice President, Evelyn Cohen. Note that the dues have increased by \$5.00 to meet our Association operating costs — postage being only one of them. I know it's preaching on my part, but I know better than anyone else how our 458th membership declines every year when at least 20 members allow their renewal envelopes to be mislaid and unanswered, *so please make it a point to respond quickly*. To those of you who intended to become Life Members, I'm sorry to tell you that that option no longer exists.

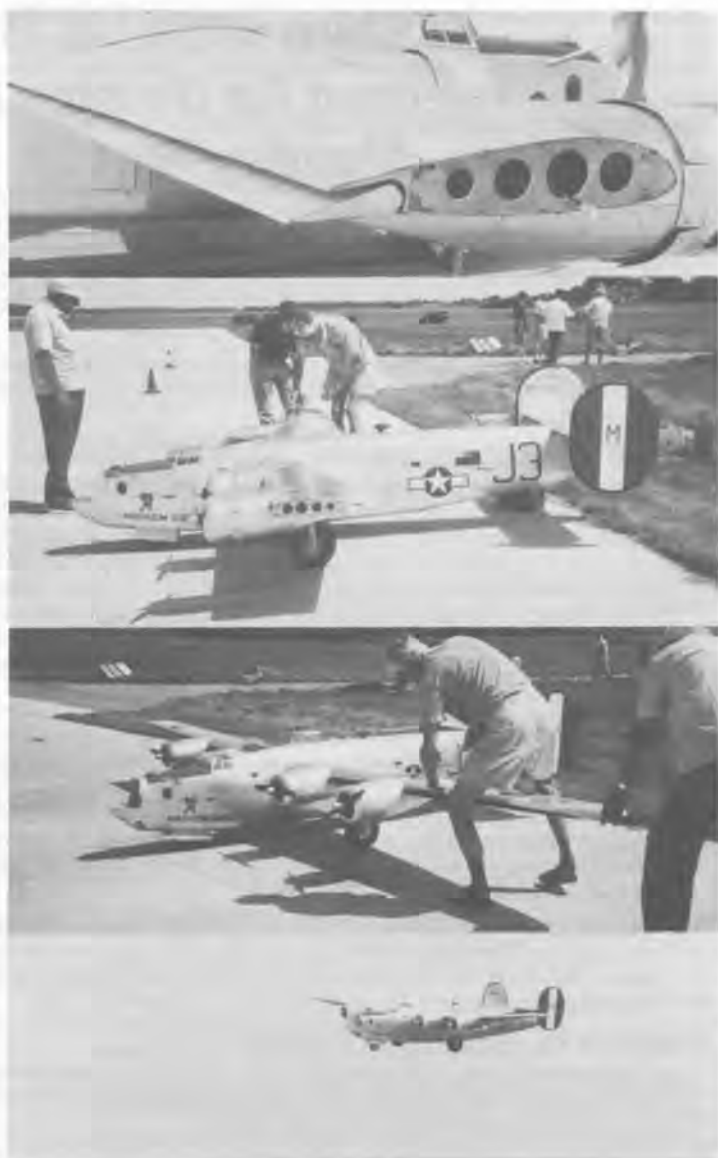
HOOK'EM COW

The radio control flying season has come to an end for most of the flying clubs in England. The reason is obvious to those of us who have spent one or more winters in East Anglia. I'm told that the weather can still be a serious challenge to the R/C flyer. However, 1999 brought good fortune to John Deacon, builder of the 1/6 scale B-24 named "Hook'em Cow." Photos from both John and Christine Armes are shown here. The top photo shows the "center section" minus the outer wing panel. The second photo shows the right wing after installation. Next, John and an assistant install the remaining wing panel. Note the aileron electrical connection in the top photo, and the "missing" nose turret which was removed to allow other electrical connections. The bottom photo shows "Hook'em Cow" making her fourth perfect landing at the Yorkshire WWII Aircraft Radio Control event. The video that John Deacon sent showed the first successful 4 1/2 minute flight, and he now has made a total of nine missions. The video also shows other R/C flyers who had their B-17, P-47, P-51, P-38, and other WWII aircraft flying that day.

For those who are unaware of what 1/6 size is, it's the same as the Bronze B-24 in the Air Force Academy Honor Court — the same size as the wooden model at the 8th Air Force Heritage Museum in Savannah. The flying model has a 18'5" wingspan, weighs 125 pounds, and has 4 each Zenoah 45cc engines. The 3-bladed propellers are replaced by the standard 2-bladed flying props. The aircraft has (originally) 26 servos to operate all controls and accessories. A stunning display model with 3-bladed props, "Hook'em Cow" has been featured in several British radio control magazines. In case you have any questions as to how John gets the model to the flying field, he has a specially built trailer for transport.

PHILATELIC

I've had some inquiries regarding the Classic American Aircraft stamps. These are 32-cent stamps with 20 aircraft designs, originally issued on September 18, 1997. These stamps are no longer available at your local post office, but can be purchased through their catalog (call toll free, 1-800-782-6724, and ask for their Holiday 1999, Vol. 4, No. 4 catalog). A pane of 20 classic aircraft costs \$6.40, and the order number is 443540. Remember to also order a block of 20 one-cent stamps for 20 cents (order number 161130). You don't have to be a full fledged stamp collector person to enjoy the latest catalog.



ON FINAL

In the past, I've asked several members to send me a "guest column" for the 458th. Perhaps such a column might bring out some new ideas that our members would enjoy reading. You are invited to do so with no limit or restrictions on what you might want to say. I welcome everyone to write.

George Reynolds advises that a bookshop in Arizona has four copies of the *458th History IV* still in stock. If you wish to order a copy, write or call Paul Gaudette Books, 2050 East 17th Street, Tucson, AZ 85719. If you decide to call, ask for Sharon Pappas at (520) 791-3868. Neither George or I know what the cost is.

I've finally run out of Aviation Proverbs. (Editor's Note: Thank God!) Here are the last seven:

- Flying is not dangerous, but crashing is.
- The probability of survival is equal to the angle of arrival.
- The propeller is a big fan to keep the pilot cool; when it stops, the pilot sweats.
- If you push the stick forward, the houses get bigger.
If you pull the stick back, the houses get smaller.
- You know you've landed with the gear up when it takes full power to taxi off the runway.
- Try to keep the number of landings equal to the number of takeoffs.
- If you hoot with the owls at night, do not attempt to fly with the eagles the next day. ■

52ND ANNUAL BUSINESS MEETING

Second Air Division Association, 8th USAAF

Monday, May 31, 1999 • Austin, Texas

A. CALL TO ORDER:

In the absence of President Earl Wassom, who was unable to attend due to serious illness, the meeting was called to order at 10 AM by Executive Vice President F.C. Chandler. Mr. Chandler then led the Pledge of Allegiance to the Flag. Over 400 members were present, constituting a quorum.

Mr. Chandler expressed the deep concern of the membership for President Wassom's illness, and conveyed the Association's well-wishes and prayers for his swift recovery.

B. REPORT OF THE DELEGATE COMMITTEE (FELIX LEETON, CHAIRMAN):

Mr. Felix Leeton, Vice President, 389th Bomb Group, declared that this is an official business meeting of the 2nd Air Division Association, a non-political, non-profit combat veterans organization, under IRS Code Section 501 (c) (19). Members are participating in official Association duties, and thus may be eligible for certain income tax considerations. However, the Association cannot offer tax advice, and attendees are advised to review such matters with their own tax advisors. Mr. Leeton explained that all regular members of the Association in attendance are declared official delegates to this 52nd Annual Business Meeting.

C. REPORT OF THE SECRETARY (DAVID PATTERSON):

1. Secretary Patterson reviewed the minutes of the last General Business Meeting, which was held May 25, 1998 at Oak Brook, Illinois. These minutes were published in the Fall 1998 edition of the 2ADA Journal and were available for review at the group meetings earlier this week. Mr. Patterson then moved that the minutes be approved as presented. Motion was seconded and carried.

2. Questions sometimes arise as to officer compensation. Secretary Patterson explained that officers do not receive salaries for their Association duties. They are reimbursed only for expenses and costs associated with Association business.

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

Mr. Pytel explained that the Journal is doing fine, and he has no complaints. He has been asked, and future Journals will carry the WWII base locations of each group as part of the roster of group officers.

E. REPORT OF THE TREASURER (E. BILL NOTHSTEIN):

1. Financial Report:

The fiscal year started with a total fund balance of \$208,332.

Operating Income was:	\$104,174	
Operating Expenses:	79,098	
Net Income:	\$ 25,076	\$ 25,076

Receipts of Donations for the Memorial Library and the 8th AF Heritage Museum:	\$55,572
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Donations actually made to these:	\$46,476
Net undonated as yet:	\$ 9,096

Ending Balance (after three quarters of operation):	\$242,504
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The Treasurer indicated that copies of the financial details are available for anyone who wishes them.

Mr. Walker's motion to accept the financial report was approved.

2. Audit Reports:

a. The audit of the general books of account (fiscal year 7/1/97 - 6/30/98) was conducted at Spencerport, New York, on August 6, 1998. Members of the audit committee: Otey Berkeley, Chair (489th Bomb Group), Robert Muller (445th BG), Sam Miceli (492nd BG). All records were found to be accurate, and properly maintained in accordance with Association policies and procedures.

b. The audit of the 1998 convention accounts kept by the Vice President Membership / Chair, Conventions, was performed at Philadelphia on September 21, 1998, by John de Cani (489th Bomb Group) and Bill Nothstein, Treasurer (466th BG). Except for one small item of \$6.07, all accounts were found to be in proper order and impeccably kept.

F. REPORT OF THE VICE PRESIDENT, MEMBERSHIP / CHAIR, CONVENTIONS (EVELYN COHEN):

1. Association membership stands at over 6,400. We are still getting new members, and many members are now signing up their children.

2. The year 2000 convention will be at Tampa Bay, Florida, Memorial Day weekend. The hotel is in a beautiful setting on the bay, and the staff is delighted to have our Association come.

3. The year 2001 convention will be in Norwich, England in November to attend a ceremonial opening of the rebuilt 2nd Air Division Memorial Library. (A show of hands indicated that almost everyone wants to attend!)

4. A miscellaneous item: Many members change addresses and fail to inform the Association, resulting in significant unnecessary mailing expenses. To help assure mailing addresses are current, the first Journal of the year will be mailed in January after annual dues statements are returned with any return address corrections.

Mr. Phil Day's (467th BG) motion to accept the report was approved.

G. REPORT CONCERNING POSITION OF VICE PRESIDENT, COMMUNICATIONS:

The incumbent Vice President, Gene Hartley (389th BG), suggested at the November 1998 Association Executive Committee meeting that the position is no longer needed, as the major duties are now performed by the Journal Editor, and other duties have either dwindled in scope, or can be handled by other officer positions. The Executive Committee agreed that the job should be eliminated, and the subject be brought before the General Membership for a vote.

Mr. Geoff Gregory (467th BG), a past president of the Association serving on the Executive Committee, now moved that this position of Vice President, Communications be abolished, and the needed changes to the organization's bylaws be made to this effect. The motion was approved.

H. REPORT OF THE HONORARY PRESIDENT (JORDAN UTTAL):

Status of the 2nd Air Division Memorial Library Restoration Fund Drive: At the 1998 Association convention, David Hastings, Vice Chairman, Board of Governors, Memorial Trust, explained that the Governors would begin a drive in England in November to raise £125,000 (sterling) for interior furnishings for the new, enlarged Memorial Library. Our Association assumed the role of assisting them, by setting a target of raising half of that amount (\$56,000).

At that 1998 convention, from member donations for the library, the Association gave an initial \$10,000. This was followed by an additional \$40,000 from the Association, presented when the Association's Executive Committee met in Norwich in November, 1998 for Association meetings and to celebrate the official launching of the fund drive in England. Since that time, our members have contributed another \$51,000. Mr. Uttal appealed to the membership for the remaining \$5,000, explaining that any surplus would go into the Memorial Trust's Capital Fund, to build it for the future.

A motion to accept Honorary President Uttal's report was approved.

I. REPORT OF THE ASSOCIATION'S GOVERNOR, MEMORIAL TRUST (CHARLES WALKER):

Governor Walker read a statement from David Hastings, Vice Chairman of the Memorial Trust, who was unable to attend the convention this year. Mr. Hastings sent regrets and apologies from him and his wife, Jean. He pointed out that this would have been their 17th convention. He ended by wishing all a great convention, and that "we will meet you again before too long. God Bless. Yours sincerely, David Hastings."

Governor Walker then introduced Mr. Paul King, Chairman, Board of Governors, 2nd Air Division Memorial Trust, who presented his report:

1. Mr. King began his service on the Board of Governors in 1978, and in recent years is serving as chairman.

2. He paid honor to his predecessor, Tom Eaton, whom he described as a "remarkable man, to whom we owe so much for our Memorial's progress over the years."

3. He pointed out that British tradition almost always guarantees perpetuity to memorials such as this one to the 2nd Air Division. Examples: Norwich's 750-year-old Great Hospital, and the 900-year-old Norwich Cathedral.

4. He praised Hilary Hammond, former Norfolk Director of Arts and Libraries, as a brilliant professional, a fine man, and most welcome as a new member of the Board of Governors. (The Queen recently bestowed the "Order of the British Empire" (O.B.E.) on Mr. Hammond, as well as on another of the

(continued on page 31)

52ND ANNUAL BUSINESS MEETING (continued from page 30)

Governors, Ted Inman, Director of the Imperial War Museum (Duxford). (Note: Chairman King recently received this distinguished award also.)

5. Chairman King praised recently retired Governor Bud Koorndyk (2nd Air Division Association Representative) and Alfred Jenner for their years of devoted service. Both have been appointed Honorary Life Governors.
6. He also added that the Memorial Library staff – Derek Hills, Trust Librarian, helped by Lesley Fleetwood and Christine Snowden – do a professional job and provide a friendly, welcoming, and efficient service much appreciated by those who visit the library.
7. He paid tribute to the 2nd Air Division Association / Fulbright Memorial Library program, which provides a continuing professional American presence in the library, as well as an outreach program to spread the word in the community about the Memorial, the 2nd Air Division, and about America. The current appointee, Judith Jerome, a Fulbright Fellow, is doing an outstanding job in all these areas, and the Memorial is fortunate that she has agreed to stay on for a second year's term.
8. The Trust's financial management team has performed admirably in keeping the fund strong and well managed, as is reflected in its financial stability during the recent worldwide depression of security values. The fund's corpus (approximately £750,000 [sterling]), as well as that of the 2ADA / Fulbright Library Award Fund (approximately \$700,000) remain strong. Income from the former supports the Memorial Library expenses, and income from the latter supports the Fulbright program.

A third fund, the "Special Endowments Fund" established by the Association to supplement revenue for books, is just short of its goal of £100,000. This needed added fund assures continued fresh stocks of books and periodicals about America for the future.

9. Although the Memorial Trust's last fiscal year ended with a slight surplus of income over expenses, a larger corpus must be in place in the near future to produce increased income to hedge against future inflation, lower interest rates, and to support the increased costs of operating the planned much larger and more modern Memorial Library. Meanwhile, to help in the near term, the County Council gave an additional grant of £4,500 sterling (to include a dictionary of American Biography).

Chairman King stated that in the team consisting of the Board of Governors, the Trust's investment managers, the 2ADA / Fulbright appointee, the Memorial Library staff, all coupled with the new County Librarian succeeding Hilary, Memorial Library enthusiast John Creber, we now have the strongest and best management team there has ever been, and the future looks very bright for the Memorial.

10. The new library construction has begun, and its progress will be covered in the following presentation by Mr. Hammond.

Mr. King chairs a group working on plans for the internal facilities for the Memorial Library, whose members are David Hastings, Hilary Hammond, Judith Jerome, and 2nd Air Division Association member Chuck Walker.

11. Mr. King remarked on the fruitful visit of the 2nd Air Division Association's Executive Committee in Norwich in November 1998. The programs of meetings and events were well planned by Evelyn Cohen, and have been described in recent editions of the Association's *Journal*. Included was the Association's Executive Committee participation in the launching by the Governors of the Memorial Library Restoration Appeal. Mr. King thanked the Association for its donations of \$10,000 and \$40,000 in support.

The appeal's original goal of £125,000 (sterling) has been increased to £160,000 to assure state-of-the-art furnishings and equipment for the new Memorial Library. As of May, 1999, £142,000 (sterling) have been raised, and the very supportive British organization, "Friends of the 2nd Air Division Memorial," have pledged an additional £5,000.

12. Other items:

- (a) Governor Fran Davies's oral history project consisting of taped interviews with local residents relative to their memories of "The American Invasion of 1942-1945" has come to a successful conclusion.
- (b) Vice Chairman Hastings continues to nurture the links with Wymondham College. The Association's Executive Committee's November visit to the college (as well as the service at St. Peter Mancroft Church) were recorded, and tapes are available through Mr. Hastings.
- (c) Mr. King thanked Mr. Mike Caputo (467th BG) for his donation of a B-24 model (7.5' wingspan) to hang in the new Memorial Library.

In conclusion, Chairman King commended all those who work to nurture and develop the Memorial. He thanked them all for their dedication, and thanked the members of the 2nd Air Division Association for their support and help.

Governor Walker capped off Mr. King's remarks by explaining that the Governors work for the Memorial as non-paid volunteers, and do this work out of love and respect for those American airmen who gave their lives defending freedom.

He then introduced Mr. Hilary Hammond, who gave the following report on the status of the Memorial Library.

1. Mr. Hammond recalled that the Memorial began with donations by 2nd Air Division personnel at World War II's end in Europe for a memorial to their fallen, preferably to be a library reading room. That concept has evolved through the years, to now be a world-class library.
2. Due to the 1994 destruction by fire, we are beginning the reconstruction of a newer, modern Memorial Library. Its overall design and its size, now to be twice that of before, has been determined.
3. Now, the layout of the interior must be designed. In this task, we have three aims:

- (a) First, it must be a fitting memorial to those of the 2nd Air Division who did not come back. We must honor and never forget them. To this end, it will have a shrine area, with the Roll of Honor at its center, and a quiet area near it.
- (b) Next, the Memorial must tell the story of what 2nd Air Division personnel did, and the planes (B-24s and fighter cover) that they manned. The key map will describe the locations of the bases. The archival materials, the exhibits, and the large collection of audio and video tapes by the Dzenowagis family and others, will tell the rest of the story.
- (c) And third, it must provide current material on American life and culture. The material presented must be produced in America by Americans, to reflect the American view, not a British view of American ways and beliefs. Our aim is to spread international understanding – our prime goal. All this will be available through modern communications links to the local community and to all the world through computers, Internet access, and the Fulbright American presence.

4. Progress on reconstruction of the Memorial Library:

- (a) The design has been completed by a leading architectural firm in England (Hopkins), the archaeological work has been completed, and the pilings for the underground car park are being installed.
- (b) The Memorial Library will be part of the new Central Library and will occupy about half of the total building. An auditorium, food service, business center, etc. will make up the balance.
- (c) By next summer, the building will be weatherproof, and by November 2000, the shelving will have been installed. In January 2001 the building should be open to the public, with the entire interior fittings in place by March. (Included will be some entirely new systems, not yet installed in any library in the world.) By November 2001, any "bugs" in the new systems will have been worked out. Mr. Hammond suggested that would be an appropriate time for a 2nd Air Division Association visit.

J. REPORT OF THE PRESIDENT (EARL WASSOM):

In the absence of President Earl Wassom, Secretary Patterson presented Mr. Wassom's well-organized written report:

While in Savannah on Association business, Mr. Wassom suffered a devastating pulmonary embolism, with blood clots consuming 5/6ths of his lungs. His doctor has ordered him to rest at home for up to six months. This is the first 2ADA meeting he has missed since he became a member.

He summarized the various programs put in place during his one-year term in office:

1. The 1/6 size wooden B-24 model of the 467th aircraft "Witchcraft" placed in the Mighty Eighth Air Force Heritage Museum. It flies proudly over the 2ADA exhibit, and was seen by over 100,000 visitors in 1998.
2. The 1/6 size bronze B-24 model placed in the Court of Honor at the USAF Academy, Colorado Springs, "To honor the brave airmen we lost, the valiant ones who survived, and to all who designed, produced, maintained, and flew this stalwart aircraft." (Over 600 attended this installation!)
3. An intensive effort to improve relationships among all units serving in the 8th Air Force. As an example, a program is now in place wherein our 2ADA President and the President of the 8th AF Historical Society are invited to attend each other's annual conventions as honored guests. President Wassom was so honored last year (1998).
4. The very successful mid-year meeting of the Association's Executive Committee in Norwich (reported upon in these minutes by Paul King).
5. The Mighty 8th Heritage Museum, Savannah, has emerged as a premier historic center, with ever growing record attendances. The Association

(continued on page 32)



BY WALTER J. MUNDY

The 467th Bombardment Group (H) Association Ltd. annual convention was held September 30th through October 4th, in Tucson, Arizona at the Viscount Suites Hotel. There were somewhere between 174 and 190 attendees, who to my knowledge all had a good time. Ralph Elliott's daughter, Donna Sisley, and her husband and brother all did an outstanding job of organizing and coordinating the convention. The food, the barbeque, entertainment and tours were all really enjoyable. Next year the convention will be in Dayton, Ohio, where I am looking forward to visiting the great air museum again.

I invited Arlo Bartsch, CEO of the 8th Air Force Military Heritage Database Foundation, to demonstrate the databases that have been produced for the 379th and the 44th Bomb Groups. The 467th BG Board of Directors and the membership voted to support the creation of the 467th BG Master Database. The program is divided into phases. The first phase is to enter all of the archive material that we have (and that is extensive, due to the outstanding job Kevin Coolidge has done in organizing our archive records). I am pleased to report that all of our missions, all of our aircraft, by number and name, and all of our mission descriptions have now been entered into the database. Phase Two will be to send a Personal Biographical Data Questionnaire to all veteran members of the 467th BG. The questionnaire will be mailed to all veterans either with the Poop from Group Newsletter or separately. I urge all veterans to com-

plete the questionnaire with as much detail and accuracy as you can, and return it to Kevin Coolidge at the address indicated on the questionnaire. Phase Three will be to obtain copies of the official records from the National Archives and translate that data as an entry into the 467th Database. The National Archives records will be utilized to complete and correct all data that has been acquired. Phase Four will be updating the Master Database as required and as new information is revealed.

I have just received a letter from Derek Hills, the Trust Librarian of the Memorial Trust of the 2nd Air Division USAAF, acknowledging receipt of the eight volumes of the 467th archive records. We now have these records at the Mighty Eighth Air Force Heritage Museum and the 2AD Memorial Library, as well as with the group's historian.

Approximately 55 members indicated that they planned to go to Norwich, England the first week of November, 2001. Anyone wishing to go to this 2ADA convention should send their reservations to Evelyn Cohen immediately because hotel space is limited.

The 467th has sponsored the Bombardier Display at the Mighty 8th Heritage Museum at a total cost of \$10,000. A plaque indicating the precision bombing record held by the 467th concerning the mission, target, lead bombardier, and precision bomb strikes will be a part of the display.

The 467th Bomb Group memorial marker, similar to the marker at Rackheath, was installed in the garden at the Mighty 8th Heritage Museum on October 22nd, with President Ralph Davis making the dedication.

I urge all 467th members who are not members of the 2nd Air Division Association to join the 2ADA and to attend the convention at the end of May, 2000. I am honored to have been nominated Executive Vice President, and hope to be elected at the business meeting at the convention. I look forward to representing the 467th and continuing the preservation of our Memorial to those who made the supreme sacrifice. There is much work yet to be accomplished at Norwich, at the Mighty 8th Air Force Heritage Museum, and to preserve our legacy for future generations. ■

52ND ANNUAL BUSINESS MEETING (continued from page 31)

supports this facility with funds, archival materials, and volunteer docents. In addition, the Association's incumbent president is included as an ex-officio member of the ruling Board of Trustees.

Executive Vice President Chandler interjected that the museum has designated a wall in the Combat Gallery for the 2nd Air Division (the other two 8th AF divisions do not have such special recognition). The wall contains pictures of typical 2nd Air Division World War II scenes, personalities, and historical events. New 2nd Air Division programs are underway to enhance the displays, including (from the 453rd BG) a sculpture of our 2nd Air Division B-24 combat pilot and leading citizen Jimmy Stewart.

6. 2ADA Heritage League members have their own association to preserve our WWII heritage. This year began a program of including members as observers on the parent Association's committees. This is to better prepare them to preserve the "legacy of values" we have honored, endorsed, and lived.
7. Other activities have had their start in the last year. The "Year of the B-24" celebration is in full swing, and will culminate with a December, 1999 celebration in San Diego, California, the "birthplace of the B-24" ("born" in 1939).
8. In conclusion, Mr. Wassom praised the Association leadership (and their wives) for their selfless service for the benefit of the organization, and the members, without whose support and loyalty there would be no 2nd Air Division Association. He thanked all for their words of support and encouragement, and their prayers in this time of his need.

K. REPORTS - GENERAL COMMITTEES:

There were no such reports.

L. GENERAL BUSINESS:

1. OLD BUSINESS: There was no old business to present at this meeting.
2. NEW BUSINESS:

THE "MILITARY HERITAGE SOFTWARE PROGRAM":

This is a project to compile from official Group records a database on CD-ROM of all information the Groups wish to have recorded about their WWII activities and personnel. The project is produced by a non-profit organization which charges the participating Groups for the service to compile the data on CD-ROMs, the CD-ROMs then becoming the property of the Group. (Copies can be made for the Memorial Library and the 8th AF Heritage Museum.)

Walt Mundy (467th BG) and Dick Butler (44th BG) described the project already underway for the 44th BG. Included, for instance, were listings of all missions flown and who manned them; all 19,000 personnel assigned to that group and what duties each had; and much additional data on the Group's activities during the war.

This program is the only one available that presents true and complete facts about a particular Group and its personnel, and makes this information easily available and accessible worldwide via the Internet. The program is "interactive" — a person on the Internet can ask a question, and the "program" will actuate a search for the answer, and present it on that person's computer screen. Data can include audio clips of wartime footage of missions, of personal experiences of the veterans, etc.

Mr. Mundy made a motion that the 2nd Air Division Association endorse this Military Heritage Software Program, and enthusiastically recommended that each Group participate. Motion carried.

M. REPORT OF THE NOMINATING COMMITTEE (DICK BUTLER, CHAIR):

The following slate of candidates for the coming year was approved by the Executive Committee at its November 8, 1998 meeting:

President: F.C. (Hap) Chandler (491st BG)
 Executive Vice President: Felix Leeton (389th BG)
 Secretary: David G. Patterson (445th BG)
 Treasurer: E.W. (Bill) Nothstein (466th BG)
 Vice President, Membership: Evelyn Cohen (Headquarters)
 Journal Editor: Ray Pytel (445th BG)

After asking, and ascertaining that there were no nominations from the floor, Chairman Butler moved that the nominations be closed, and the slate as read be accepted. The motion was seconded and approved.

N. ADJOURNMENT:

There being no further business, a motion to adjourn by Jim Kotapish (453rd BG) was seconded and approved. Adjournment was at 11:30 AM.

David G. Patterson, Secretary
 2nd Air Division Association, 8th USAF

THE PX PAGE

Leo, My Big Brother THE BIOGRAPHY OF AN ACHIEVER

BY DR. NORMAN D. KISAMORE

In the early 1940s, millions of people across the globe were killed in World War II. As the new millennium approaches, it is important that everyone remember not only what these people fought for, but also what kind of people they were. In today's world, terms like loyalty, honor and discipline are taken for granted, but they were once the type of values people aspired for, aimed for, died for. In Dr. Norman D. Kisamore's new book, *Leo, My Big Brother* (Pentland Press, \$22.95), these ideals are expressed and remembered through the memory of one man who paid the ultimate price for his country.

Leo, My Big Brother is a tribute to the author's brother who was killed in an air battle over the North Sea in World War II. The book begins with an overview of the Kisamore family history, including a section of seventeen vignettes about Leo that stand out in Kisamore's mind as character-defining and memorable. Once Leo joins the Army Air Force, his story is told through the letters he sent to his family. This insight into his thoughts, hopes, and fears presents Leo as a real person and not just a character in a book, which sets the stage for a very emotional climax.

Leo, My Big Brother is a captivating look at how an epic war can affect one man and his family. Kisamore has constructed a wonderful tribute not only for his brother, but for everyone who fought and died for his country. "It is not a novel. It is the biography of an achiever," says Kisamore. "It's a World War II story. World War II — the last war the United States entered to win — and did."

Dr. Norman Kisamore served in the Navy as a Dental Technician 2nd Class. He earned his degree from the University of Maryland — Baltimore and worked as a dentist for 36 years in Bladensburg, Maryland before retiring. He currently resides in Essex, Maryland and has three children and six grandchildren.

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Red Roses and Silver Wings A World War II Memoir

BY KITTY STRICKLAND SHORE

This 352-page hardback book is a beautifully told story of a young couple whose lives were abruptly and permanently altered by World War II.

Unlike most WWII books, this one is written from a woman's perspective. Kitty was with her husband Jack through all of his pilot training in the Air Force. This home-front autobiography gives a vivid description of what life was really like during the war years.

Jack became a B-24 bomber pilot with the 445th Bomb Group stationed at Tibenham, England. On March 24, 1945, he was piloting the deputy lead plane for the 8th Air Force 2nd Air Division raid near Wesel, Germany (Operation Varsity — the crossing of the Rhine). Col. Carl Fleming, Deputy Base Commander, was flying in the copilot's seat. Their plane was shot down by intense ground fire.

The book is interspersed with letters from this unusually observant young man, numerous pictures, newspaper articles, and well-researched documents including flight orders. It will bring back memories to the men and women who lived through those days. It will make you laugh and cry, but mainly will give the reader an authentic look and insight into the lives of young people at that time in history.

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B-24 60th Anniversary Calendar

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PRESIDENT'S MESSAGE (continued)

in just three years.

One of our dinner companions at the regional was the widow of a 445th pilot. After the war she remarried and raised a family. One of her children discovered her first husband's foot locker stored in her attic, unopened for many years. The rediscovery of this World War II artifact led to a desire to know more of her pilot husband's life and death in action. She is now writing a book about her experiences, which included a trip to Germany to view the site where her husband's bomber crashed.

Several years ago I read one of the most meaningful memoirs of the 1944-45 period, *Crew Dog* by John Matt of the 392nd Bomb Group. His remembrance of flying from East Anglia in those days struck a very responsive chord. I regard it as one of the definitive books about air crews that I have encountered. Priscilla Matt, John's widow, attended the 392nd dinner. She still has approximately 1200 of his books remaining. They are classics and should be in every 2AD library.

The 466th BG was very much in evidence at Savannah. It was good to visit with so many of my friends in their hospitality room and share their pleasure at the election of their own Dick Baynes as president of the 8th AFHS. He is the tenth 2nd Air Division member to be accorded this high honor in the twenty-five years of the Society's existence.

GROUP RELATIONS

Attendance at Second Air Division conventions has been impacted by the stand-alone reunions of several of our groups. Jim Reeves, chairman of the Group Relations Committee, has instituted a program to bring them back into the fold. He will be working with group vice presidents and the presidents of group organizations to remedy any misunderstandings and develop a positive reunion program acceptable to all.

CONGRATULATIONS

At the Tampa Bay Executive Committee meeting we delivered to Chuck Walker the Association's check for \$27,000, completing our \$106,000 pledge to the Millennium Library Campaign. As our representative to the Board of Governors, Chuck delivered this check to Paul King, chairman of the Memorial Trust of the 2nd Air Division USAAF. By letter dated 1 November 1999, Paul thanks us for our generosity and stated that between the Governors' English campaign and our Second Air Division campaign, we have together raised £180,000 (\$295,000) surpassing their original goal by 44%." With the additional funds, "we can now ensure that the new Memorial Library is finished to the very highest standards..."

Chuck has a detailed report elsewhere in this issue. We extend our hearty congratulations to the successful conclusion of this "maximum effort." ■

445TH BOMB GROUP (continued)

Goan, who had landed a few yards from him. The French people who had rushed to assist the fallen flier pointed to the nearby woods, and together Goan and Hall took off. All equipment was buried in the woods except their heavy flying clothes. Goan led the way because Hall had lost his shoes, gloves and helmet.

Goan and Hall spent the night in the woods sleeping on the ground with just their heavy flying clothes. They awakened early the next morning, chilled, and met a Frenchman who arranged a breakfast for them. These same people fixed a bed for them in a barn in a nearby farm, and they were told to stay there, where they slept comfortably in the fresh hay until late in the afternoon. A doctor was brought by the villagers, and the wounds of the men were examined and medicated and he left promising to return the following day. Later that same day, towards evening, a Catholic priest paid them a visit in the barn and the men talked with him for about 45 minutes. The priest spoke fluent English, telling the men that they were to stay in the barn for the night. The conversation included the United States as a chief topic. At nightfall, Goan and Hall went down to the farmhouse and joined the family in whose barn they were staying, as well as the hired help and the priest. Goan and Hall were given clothes to wear in exchange for their flying clothes, as a precautionary measure. All indulged in a conversation with the priest as interpreter. Wine and champagne was plentiful. The men were told by the priest that he was going to take them to his home and they were to stay there for a while. They stayed at the priest's "villa" for nine days. No one in the village knew they were there until after a few days they were made known to other villagers. Each night, after the day's work, a group would come up to visit the men. "We seemed to be put on exhibition as the priest would show off his American friends," said Lt. Hall. Champagne, wine and home-cooked foods were brought in by the neighbors at night. This helped the boys out a great deal, eased their minds and relaxed them more each day. They rested well while there, and during the day John Goan would go out to chop wood. At the end of their days, a converted truck car (which used to be a passenger car) driven by a policeman drove Goan and Hall to another town. Here they were introduced to a couple, and the boys spent a night in the back room of a hairdressing parlor. The next morning the same policeman and his wife called for the Americans and drove them to a railroad station and purchased tickets for them all, including two other downed fliers. The train was quite crowded, mostly with civilians.

They arrived at the next point safe and sound, but all four Americans experienced a feeling of being conspicuous all the time traveling. It was raining hard upon arrival. The four Americans dispersed; two followed the policeman and two followed his wife. They stopped at a restaurant for coffee, continued on

their journey in the rain, then made another stop at a pub. These stops were made mostly to keep out of the rain. The final destination was a building where the four Americans spent five days. At the end of that time, two patriots took two Americans each and moved them to another house in the same town. Their stay there was seven days. The other two Americans were moved in five days and the other two men moved out in three days.

Escorted by two young French girls, one of whom spoke fluent English, they boarded a train and proceeded to another point. At the end of the two-hour train ride, they all got off and walked 24 kilometers. This made Hall sick (he believes it was something he ate the night before), and they were all nursing blisters at the end of that trip. Arriving at a restaurant-café in a little village, they left early the next morning, with bandaged feet, and walked 22 more kilometers. A bicycle would always go along with the guide so that he could ride back at the end of his tour, and men took turns riding it. On this particular leg of the journey, Hall and the Canadian used it. Goan had previously had priority due to his injured back. At this village, they were put up in a house where there was another Frenchman who could speak good English. Next morning, all left for another spot with another guide and bicycle. This trip they walked about 20 kilometers and arrived about noon. Two nights and a day were spent there, so the men were well rested for the next leg of the journey. They left the second morning with a guide in a horse and buggy. Another farmer took his buggy and guided them to a spot in the woods, instructing them that they would be picked up within 45 minutes by one American and two Britishers.

They were picked up by these men on time, and were guided to a spot where there was a group of at least fifty Americans, mostly downed fliers. After three days Hall and Goan were moved to another spot, because of the crowd accumulating there. There they met about fifty more Americans. After three weeks, they were rescued by the advancing American ground forces. From that point, a three-day GI truck journey was necessary to take them to a point where they were finally evacuated.

The men reached London, where they were interrogated and sent back to Tinternham. ■

FLY IN A B-24? YES! (continued)

and she is a young woman. I can say without a doubt that women have come a long way, and it all started with our generation.

The enjoyment of being associated with the 2nd Air Division members and families, meeting so many wonderful people from all walks of life with a common bond from WWII, thinking of them almost as close as family, enjoying touring places and going to events together; it is all most memorable. To know that their experiences, interest, and love over the years have paralleled mine, gives me a very warm feeling. It is with these thoughts that I must close. And the drum beats on. ■

Second Air Division Association

53rd Annual Convention - May 26 - 29, 2000

HYATT REGENCY WESTSHORE, 6200 COURTNEY-CAMPBELL CAUSEWAY, TAMPA, FLORIDA
TELEPHONE (813) 874-1234

Schedule of Events

THURSDAY, MAY 25	Registration • Early Bird Party with Complimentary Buffet
FRIDAY, MAY 26	Registration • Golf Tournament • Cocktail Party • Buffet Dinner
SATURDAY, MAY 27	Buffet Breakfast • Tours (see page 36) • Cocktail Party • Group Dinners
SUNDAY, MAY 28	Buffet Breakfast • Business Meeting • Men's Luncheon • Ladies' Luncheon & Fashion Show • Cocktail Party • Banquet & Dance
MONDAY, MAY 29	Buffet Breakfast • Departure

Costs per person and other Important Notes

The costs listed below are for the entire package (5/26 - 5/29) listed above, including hotel room for 3 nights. For special arrangements, call Evelyn Cohen, (215) 632-3992.

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DEPOSIT WITH RESERVATIONS - \$50.00 PER PERSON. PAYMENT IN FULL BY APRIL 1, 2000.

CANCELLATION POLICY: 60 days prior to convention - \$15.00 charge per person

30 days prior to convention - \$25.00 charge per person

FULL REFUND AT THE DISCRETION of the Convention Committee (if funds available).

Extra Hotel Nights: \$89.00 + 11 3/4% tax (\$99.50 per night). All extra nights and incidental charges are to be paid directly to the hotel upon check-out.

Non-Smoking and Handicapped Rooms available.

Parking: Self parking at no charge, valet parking available. Ample parking for oversized vehicles.

Reservations: CUT OFF DATE IS MAY 1, 2000 — after this date if space available.

Tours: See page 36 for information and reservation form.

Golf Tournament: Call or write Kurt or Vicki Warning, 2736A North Dayton, Chicago, IL 60614, phone (773) 549-3546.

53rd Annual Convention - Reservation Form

Name _____ Spouse _____ Group _____

Address _____

_____ Phone Number () _____

Group for Group Dinner Seating _____ Group for Banquet Seating _____

Arrive _____ Depart _____ Single _____ Double _____ Triple _____ Quad _____ Will Share _____

Special Requests: Non-Smoking _____ Handicapped _____ King Bed _____ 2 Double Beds _____

Nicknames _____

Names of 3rd or 4th persons in rooms _____

_____ Deposit _____ Paid In Full _____

DO NOT CALL HOTEL FOR RESERVATIONS, CHANGES, CANCELLATIONS, ETC. ALL OF THESE SHOULD BE SENT TO:
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Mary Beth Barnard Resigns from 8th AF Heritage Museum

To My Second Air Division
Extended Family:

In mid-October 1999, I resigned from the Mighty Eighth Air Force Heritage Museum to accept a position with an organization that has close federal government associations. In this position, I will remain in the Savannah area and work from my home.

Be assured that after twenty years' associate membership in the 2ADA, my founding membership in the 2ADA Heritage League, and my personal ties with the 445th, I want to remain in contact and assist in any way I can.

I can be reached by phone at (912) 748-1765, by fax at (912) 748-4676, by e-mail at blackjag@gateway.net, or the old standby: 813 Robin Drive, Pooler, GA 31322.

Wish me success in this new opportunity.

With deepest affection and respect,

Mary Beth Kennedy Barnard
daughter of S/Sgt. Harold Kennedy,
waist gunner on Lt. Jack Pelton's crew,
701st Squadron, 445th Bomb Group

→ → → →

To the editor:

I'd like to find a fellow I flew with by the name of Bill Campbell. He was from Queens, New York, and a S/Sgt like me. We both came home on the same boat in 1944, and then lost touch over the years. Please contact:

Edward Kowalski (445th)
3830 N. Goldencup Terrace
Beverly Hills, FL 34465-3361

→ → → →

THANKS FROM "THE EDITORS"

Thanks for all the holiday cards! At *Journal* "proof time" we counted some 270 cards, and they are still coming. We're sorry that we just don't have the time to acknowledge each one individually — but we are very happy that you thought of us. Bless you all!

RAY PYTEL & TWYLA KIEFFER

To the editor:

Two requests:

First, we are seeking to talk to B-24 men who went to Scott Field radio school, as a history of it being one of the oldest tech schools in the U.S. is planned.

Secondly, any Florida 44th BG men who would like to contribute any materials to the Flying Tigers Warbird Museum in Kissimmee, Florida, please contact me. The B-24 "All American" was restored there by Tom Reilly. If any of you plan to be in the Orlando area and contact me ahead of time, I would be glad to show you through the warbird museum, which is currently forming a memorial group of WWII airmen.

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

→ → → →

To the editor:

I'd like to find and buy the leather carrying case used to carry the seven B-24 manuals which were issued to me by Consolidated Aircraft in 1942. Somewhere along the line the originals were stolen, and I have since been able to acquire a set of the manuals, but not the carrying case. Please contact:

Frank DeCola (448th)
123 Madison Drive
Lower Burrell, PA 15068

→ → → →

To the editor:

Does anyone recall the procedure we followed as a cadet, when we would make touch-and-go landings at night in basic flight training?

As I recall, the field was divided into four quadrants, and we would fly in a tight circle at an assigned altitude until we were authorized by a green light from the tower to come in and make our touch-and-go landing. We would then return to our assigned quadrant and altitude and wait until it was again our turn to make another landing.

Now, as to my problem. I do not recall any of the details. How did we fly to our assigned quadrant and altitude? Were other aircraft assigned to the same quadrant at another altitude? I believe they were. If so, how many, and what was the differential in altitude? How were we recalled in a safe and orderly manner?

For the record, I was a cadet in the class of 43K, and I flew my basic flight training in BT-13s and BT-15s, at Shaw Field, Sumter, South Carolina, in the summer of 1943.

Bob Cline (489th)
2626 Lake Drive
Evansville, IN 47711
Tel. (812) 476-8628

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BREAKFAST "NOT AT TIFFANY'S"

On the 10th of November 1942, a 93rd BG mission was planned for Bordeaux, France. Because of the distance involved, the 93rd Group (nine airplanes) was deployed to a forward RAF base at Davidstow in southern England.

Briefing for the mission (changed to St. Nazaire) was to be at 0600 following a 0500 breakfast.

Breakfast was typical RAF mess with trays and utensils. The menu was limited to baked beans and kippered herring. I was very hungry as I recall, so when a rather large, obese woman behind the counter slapped my tray with a skimpy portion of both items, I politely asked for more.

Her response was loud and clear, in typical cockney accent. She said, "PASS ON, BUDDY, THERE'S A WAR ON, DON'TCHA KNOW." As a startled and hungry 125 pound 2nd lieutenant, I did exactly as she said.

Rollin C. Reineck (93rd)
1127 Lauloa Street
Kailua, Hawaii 96734

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To the editor:

I am seeking information on my cousin, 1st Lt. Raymond H. Townsend, 670670, 44th Bomb Group, 68th Squadron, missing in action 8 April 1944. Information from official records, crew members, hut mates, anyone who knew him, will be most welcome. Please contact:

Bert F. Alexander
Major USAF, Ret.
7037 Hwy 26
Mokelumne Hill, CA 95245
Tel. (209) 286-1580
E-mail: lxmokol@jps.net

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To the editor:

Another good issue. The photograph on the cover of the Fall *Journal* was taken by William T. "Bill" Larkins, an avid aviation enthusiast, author, and founding member of the American Aviation Historical Society. Right after the war Bill learned of the thousands of planes awaiting disposal at locations in the Southwest, and drove from his home in California to record them for posterity. He hired a local pilot to fly him over the sites so he could get the kind of shot that graced the Fall issue.

Over the years Bill has graciously made these photos available to literally hundreds of people, asking only that he be credited for taking them. I think the *Journal* also should recognize him as the photographer.

Allan G. Blue
Box 201
Bendersville, PA 17306

Editor's Note: So be it! We always try to give credit where credit is due, and cash only when we have to . . .

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To the editor:

About two years ago, Bob Gordon wrote a letter (published Summer 1998 *Journal*, Vol. 37, No. 2) advising that all ten members of our original crew were alive and in fairly good health. I am happy to report that we are still around, and may be the only crew in the 2nd Air Division to be so blessed. Enclosed is a picture of eight of us who met in Savannah in April, 1999 to celebrate our "55th anniversary."

From seven states came Bob Gordon, Sy Schram, George Perry, LeRoy Zach, Marv Hendrickson, Charles Ondes, Lane Arrington, and Doyle Campbell. Also joining us were six of our ladies and five members of George Perry's family. Bob Rieger and Otis Tichenor were unable to attend.

Gordon's crew flew with the 466th Bomb Group, from October 1944 to the end of the war. We first reunited in 1994 and have been intact since.

Bonded by the life we shared and flying in our twenty four,

Destined to survive the years and meet again in ninety four,

And meet again until the end.

LeRoy M. Zach (466th)
6511 Stonehaven Court
Davenport, Iowa 52807

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Gordon Crew (466th BG) reunited at Savannah in April, 1999. Standing (L-R): Gordon, Zach, Ondes, Arrington, Hendrickson, Schram. Seated (L-R): Campbell, Perry.



June 6, 1999

Mr. F. C. "Hap" Chandler
President
Second Air Division Association
18 Willow Glen
Atlanta, GA 30342

Dear Hap:

It is my pleasure to send to you this certificate which commemorates the membership of the Second Air Division Association at the Platinum Level on our Sustaining Donor Wall in the beautiful General Lewis E. Lyle Rotunda. This elite membership is restricted to giving of \$50,000 or more. The 2ADA have been so generous in your support of the Heritage Museum. This generosity has allowed the Museum to move forward on our mission to preserve the stories of the members of the Eighth Air Force and to provide the exhibits and programming necessary to effectively share their history with our visitors.

This certificate is a small token of our appreciation for your support. Please extend our thanks to the members for all that the 2 ADA has done for the Heritage Museum.

Sincerely,

Barry M. Duxton, Ph.D.
President & CEO



The Heritage Museum has benefitted from your generosity. We thank each of you for your support.



US Air Force pioneer Billy Mitchell hailed on new stamp

Billy Mitchell, one of the founders of the U.S. Air Force, is hailed on a new 55-cent self-adhesive stamp. It is good for international postage on letters weighing no more than 1 ounce to Canada and for postcards mailed to countries other than Canada and Mexico.

The new offering features a portrait of Mitchell and a rendering of the SPAD XVI air-

craft, a two-seat reconnaissance plane which he used as a commander of the American Expeditionary Force Aviation Program during World War I. Mitchell (1879-1936) was considered the first major proponent of air power in the United States. He claimed that air power could be a decisive factor in ground combat.

Mitchell was the first U.S. officer to fly over enemy lines. Returning home a much-decorated hero in March 1919, he was made assistant chief of air service. In 1920, he became brigadier general on a permanent basis. On July 25, 1946, Congress voted to give him a special medal of honor. ■



The American Air Museum in Britain appeals for help with B-24 restoration program

Here at the American Air Museum, Duxford, England, we are proud of our close links with the 2nd Air Division and its library in nearby Norwich. These links have recently been further strengthened with our acquisition of a B-24, now being prepared for exhibition by our world class restoration team.

The B-24 will take its rightful place among our superb collection of historic combat aircraft as a magnificent tribute to the thousands of B-24 crewmen who served, and as a permanent memorial to those who died flying valiantly from British bases in the Second World War.

We are grateful for the support of AAM's Members, Eighth Air Force veterans, Ford Motor Company and the USAF. But now we need the help of B-24 veterans to complete the restoration of this legendary aircraft to the highest possible standard.



Will you help preserve the history of the B-24 Liberator by making a contribution of \$25 or more to The American Air Museum today?

For a one-time donation of \$25 or more, you will become a Sustaining Member of the Museum and your name will be included in AAM's B-24 Memorial Registry. This Registry will be on permanent display next to the Liberator when it is installed as part of the Museum's aircraft collection.

Please complete the information to the right and return this form with your tax-deductible contribution to either the Museum's US or UK address.

For further information visit our web site at www.iwm.org.uk/duxford.html or e-mail abirley@iwm.org.uk. You may also speak with a Museum representative by calling 011-441-233-499-306 or call our Freephone Message Centre on 800-233-4226. Thank you!

(Name)

(Address)

(City, State & Zip)

Please make checks payable to
**The American Air Museum
(B-24 Appeal)**

Please return this form and your contribution to either our US address:

**The American Air Museum in Britain
Post Office Box 97065
Washington, DC 20090-7055**

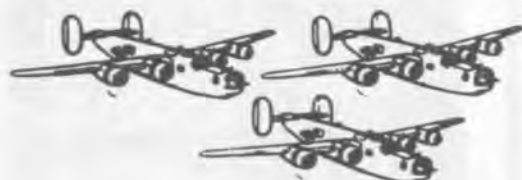
or our UK address:

**The American Air Museum in Britain
Imperial War Museum Duxford,
Cambridge CB2 4QR, England**

Contributions are tax deductible under section 501(c)3 of the IRS code.

SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

RAY PYTEL, JOURNAL EDITOR
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