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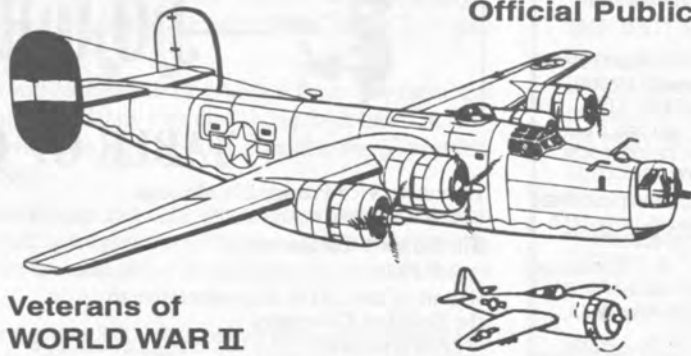
THE JOURNAL

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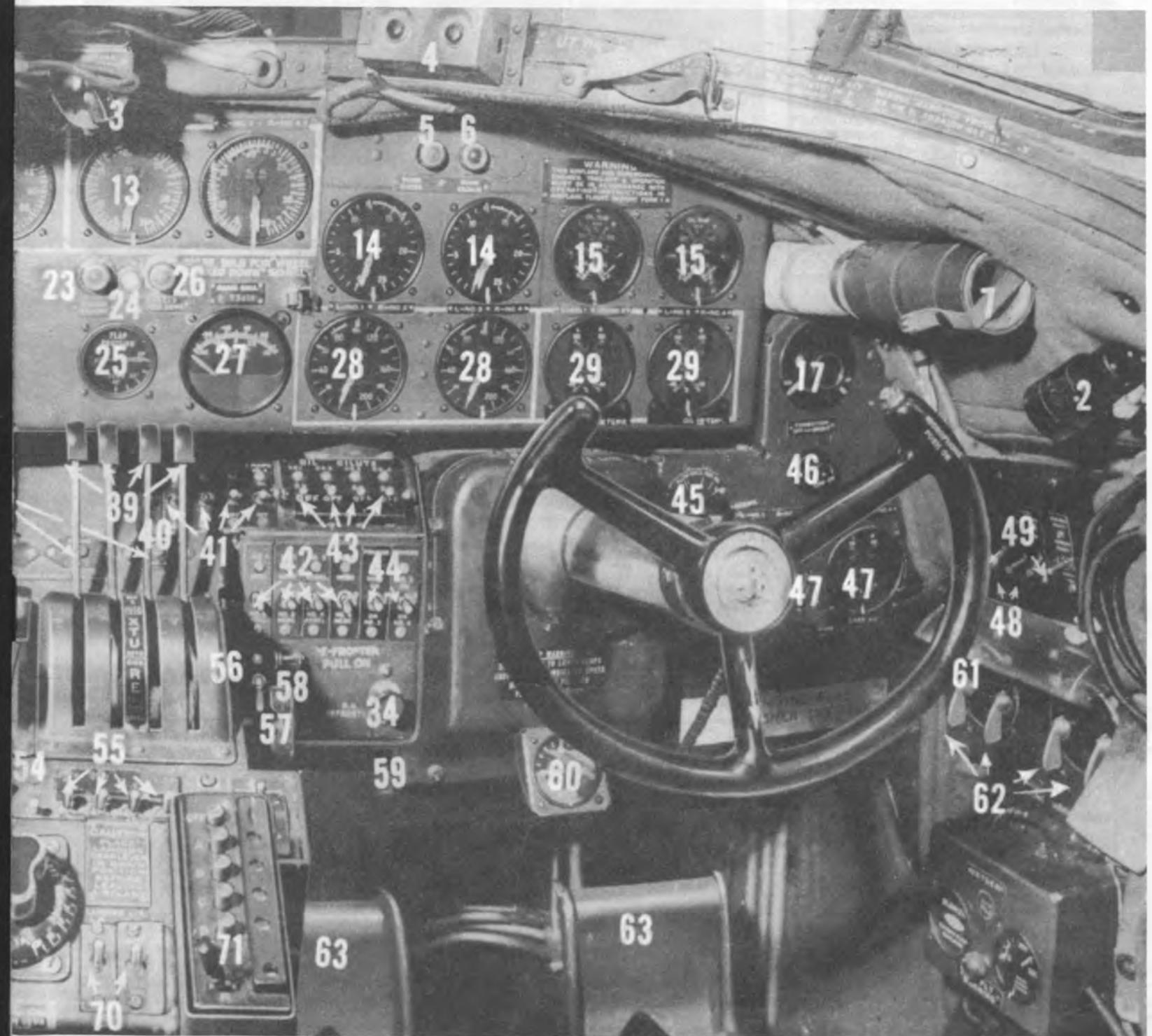


Veterans of
WORLD WAR II



Volume 39 Number 4

Winter 2000/2001



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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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THE TRUST'S MOST SUCCESSFUL YEAR

BY PAUL KING

Editor's Note: Due to President Leeton's eye surgery on October 31st, the "President's Message" does not appear in this issue. Following is the report of guest contributor Paul King, Chairman of the Board of Governors of the Memorial Trust.

The Library of the Memorial Trust of the Second Air Division USAAF is dedicated to members of the 2nd Air Division and over 6,700 young Americans who died flying from bases in Norfolk and north Suffolk in World War II. The past year has been most successful in the 55-year history of the existence of the Memorial Trust USAAF.

At the Annual General Meeting, attended by three American colleagues, Governors heard from the Chairman that a very satisfactory surplus had been generated in the past financial year. In addition over £175,000 had been raised to pay for the cost of the much larger Memorial Library in the new Millennium Library complex.

At its meeting the Governors approved plans for the new 2,000 square-foot Memorial Library and a 28-foot long mural depicting aspects of the "Friendly Invasion" between 1942-1945, when 50,000 Americans were stationed within a 30-mile radius of Norwich.



Annual General Meeting of the Governors, October 2000. L-R: Tom Eaton (Trust Honorary President), Alfred Jenner (Honorary Life Governor), Bud Koorndyk (seated, Honorary Life Governor), David Hastings (Trust Vice Chairman), Carson Holloway (2ADA/Fulbright Librarian), Vicki Warning (2AD Heritage League), Chuck Walker (2ADA Representative to the Board of Governors), and Paul King (Trust Chairman). Mr. King is holding an artist's impression of the 28-foot long mural to be placed in the Memorial Library in the Millennium complex.

The Chairman welcomed to the meeting Mrs. Vicki Warning from Chicago. She is the first non-voting representative to the Board of Governors from the 2nd Air Division's Heritage League, whose members are the children and grandchildren of those who served in the 2nd Air Division.

Mrs. Warning presented the Trust with a cheque for \$3,000 from the Heritage League to be used in purchasing items for the new Memorial Library.

The Trust Chairman said: "As always our American friends have been most generous. We shall be pleased to welcome Vicki Warning to our future meetings and to strengthen further the bonds of friendship which exist between people young and old on both sides of the Atlantic. We look forward to welcoming the 650 veterans and their families who will be coming to Norwich in November 2001 for the official opening of the new Memorial Library." ■

CLOCK PROCEEDS

WILL BENEFIT AIR FORCE MEMORIAL FUND

In the Fall issue of the *Journal* an advertisement appeared for 2ADA clocks. Association Treasurer E.W. "Bill" Nothstein is pleased to announce that all the clocks were sold in less than a month, and it is his pleasure to present all the proceeds to the Air Force Memorial Fund. Unless there are any claims for damaged merchandise, the amount of \$333.62 will be donated to the fund. No part of the sales were taken for personal gain. ■

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. ■

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Executive Vice President's Message

BY WALTER MUNDY (467TH)

Following the flight across the Atlantic Ocean, we arrived at Valley, Wales, and after the welcoming process we were loaded on a train for some unknown destination. It turned out to be Rackheath just outside Norwich. It did not take long for a series of training flights and a number of training missions to get us ready for combat. Our first mission was to bomb the workshops at the submarine and battleship port of Kiel. After we bombed, the target became obscured from smoke from our incendiaries and the smoke screen that the German defense initiated. After leaving the target, one group in our wing opted to bomb Helgoland. The first box of flak hit the lead and the slot plane and they went down. Several parachutes were seen as we were flying off to the right and parallel. Was I scared? You betcha! That day was my introduction to the fates of war. Although we saw lots of flak over the target, we did not get a single hole in B-24 #166, yet I realized that could have been our group that was directed to Helgoland.

Moving on to other subjects, I respectfully request that the group vice presidents urge their memberships to contribute to the Air Force Memorial. As you all are aware, the 2ADA donated \$25,000 from the general fund with a caveat that it would be replaced by member donations. We all are "blessed" with requests for political donations, taxes, and the other myriad of money pits, but we did vote to be a part of this. Any shortfall will reduce our support of our number one project, the Memorial Library.

Word has reached me, as a result of my Executive Committee bulletin, that the 2ADA



should send author Stephen Ambrose a copy of the 2nd Air Division book. After due consideration and discussion with Al Asch and Felix Leeton it was decided that we would not send the book based on information that Mr. Ambrose's new book will be about the 15th Air Force and specifically about Mr. George McGovern. Too bad!

Speaking of the Executive Committee bulletin, I have received nothing but favorable comments, although I do hope to get more input from the group vice presidents about what is going on in the groups.

I hope that when you read this that you all will have had a bountiful Thanksgiving and a Merry Christmas, and are pleased to have a new U.S. president. Happy New Year! ■

A REQUEST FOR A BEQUEST!

"Bequest Is The Way To Go"

BY GEOFF GREGORY (467TH)

I'm a natural optimist! However, I was somewhat discouraged when there had been a lack of "bequest activity" in recent weeks.

Enthusiasm returned as I was so pleased to see that beautiful last issue of the *Journal*, featuring the ceremonies at the various American cemeteries in Europe. I was not aware of these ceremonies — PEOPLE DO STILL CARE!

As beautiful and wonderful as these tributes were/are — and they truly are wonderful — they occur only once a year. In Norwich, there is an ONGOING TRIBUTE — ongoing seven days a week, 52 weeks a year. It is called the 2ND AIR DIVISION MEMORIAL. And YOU can ensure that this tribute will go on in perpetuity by a simple BEQUEST! Why not sit down right now and make a bequest in favor of our Memorial? It doesn't cost a cent, takes but a minute, and is painless.

A BEQUEST IS THE BEST WAY TO GO! ■

The World War II and Air Force Memorials

BY ALFRED ASCH (93RD)

THE WORLD WAR TWO MEMORIAL

The following article, "8th Air Force's Second Air Division Contributions," appeared in the Newsletter of the World War II Memorial Society, Summer 2000. The groundbreaking ceremony for the memorial took place on Armistice Day, November 11, 2000 on the Mall in Washington, DC. I received four passes for the program. The design has been approved and funding objectives have been reached to meet the \$100 million requirement.

"8TH AIR FORCE'S SECOND AIR DIVISION CONTRIBUTES"

In June 2000, three World War II aviators from the Second Air Division, 8th Air Force presented Major General John Herrling, USA (Ret.), secretary of the American Battle Monuments Commission, with a \$10,767 donation for the World War II Memorial.

After the presentation, the aviators, Colonel Al Ash (Ret.), group vice president, Second Air Division Association, and association members Dave Thompson and Charles Freudenthal, delighted the memorial staff with personal remembrances of some of their wartime exploits. They also gave an account of the unit's history.

The Second Air Division's B-24s flew over 94,000 sorties in 493 operational missions in the European Theater of Operations. The division flew in Norway, Poland and Northern Africa, as well as Central Europe. Six groups were awarded the Presidential Unit Citation and five Division men were awarded the Medal of Honor. Almost 6,700 members of the Second

Air Division gave their lives in the line of duty.

The Defender-level Gift by the Second Air Division represents the most significant donation that the campaign has received from any WWII Army Aviation association and sets an excellent example for all reunion groups.

THE AIR FORCE MEMORIAL

Please note again the article on pages 29 and 31 of the Fall 2000 edition of our *Journal* where we discussed the need to return the \$25,000 to the Second Air Division Association treasury, the donation made to the Air Force Memorial Foundation to help build the monument. Your donation checks should be sent to our 2ADA treasurer, E.W. Nothstein, 40 Meadow Drive, Spencerport, NY 14559-1142. Make checks payable to 2ADA with a notation on the lower left corner: AF Memorial. Your donation is tax-deductible if you use the 1040 long form for your income tax returns.

As a result of our donation and efforts, the Air Force Memorial Foundation has adopted the policy to recognize veterans' organizations within the memorial that donated \$25,000 or more. We suggested a plaque as shown on page 29 of the Fall *Journal*. Since our donation, Felix Leeton, our 2ADA president, has sent letters to both the WWII Memorial and the Air Force Memorial Foundation staffs strongly requesting that our B-24 be included in the memorial displays as a predominant WWII heavy bomber. As of this writing, we have not received a definite commitment. We will continue to do what we can with the staffs to get our B-24 recognized. ■

We opened up a Pandora's box with the Fall color issue. A whole bunch of letters and comments indicate like Mikey did on the famous TV commercial just after tasting a new cereal: "I like it, I like it!" Too bad that just the cover front and back and the inside cover pages in color adds about \$1000 to \$1400 per issue, and just adding one more color to the front and back cover is about \$250 additional per issue.

If you want to push it for color, I am not the person to write. Get in contact with your group VP representing you on the 2ADA Executive Committee — they have to decide if the additional cost is worth it.

OCTOBER 15, 2000

Twyla Kieffer, wife of the editor and erstwhile "left hand" to the editor, says "Hello to all my 2ADA friends. I probably will not be able to attend the mid-term meeting or the November new library celebration in Norwich as I am now bedridden with no improvement in sight, so will just say 'Carry on!' "

NOVEMBER 6, 2000: A SHIP NAMED TWYLA

I am standing upon the seashore. A ship at my side spreads her white sails to the morning breeze and starts for the blue ocean. She is an object of beauty and strength. I stand and watch her until at length she hangs like a speck of white cloud just where the sea and sky come to mingle with each other.

Then someone at my side says: "There, she is gone!"

"Gone where?"

Gone from my sight. That is all. She is just as large in mast and hull and spar as she was when she left my side and she is just as able to bear her load of living freight to her destined port.

Her diminished size is in me, not in her. And just at the moment when someone at my side says: "There, she is gone!" there are other eyes watching her coming, and other voices ready to take up the glad shout: "Here she comes!"

— Henry Van Dyke

Beloved Twyla sailed away November 6, 2000 after a three-year bout with ovarian cancer. May she sail majestically in her new world.

ANSWERS TO THE FALL QUIZ

(1) June 17, 1940 Churchill sez "Gen. Weygand said Battle of France is over — Battle of Britain is about to begin."

(2) Historic events "just before" the Battle of Britain: France complacent, protected by 170-mile Maginot Line; Britain complacent, protected by 20-mile Channel; U.S. complacent, protected by 3000-mile Atlantic; Nazis seize Denmark and Norway April 10, 1940; Churchill takes over May 10, 1940; Blitzkrieg! Holland, Belgium collapse May 10-16, 1940; France advises Churchill "no reserves left" May 16th; Churchill to FDR: "We're in deep doo-doo, help us now!" Panicked FDR to Congress: "Gimme 50,000 planes a year! Expand Army Air Corps with 50,000 pilots! Right now!" (*This is where the old Air Corps' commissions originated, left over even after the Army split into three autono-*

THE EDITOR'S COMMENTS

BY RAY R. PYTEL (445th)



TWYLA KIEFFER

mous forces: Ground Forces, Air Forces, and Services and Supply. Congress' action was a "law," the reorganization was administrative.) Nazis reach Channel near Boulogne May 25, 1940; Dunkirk evacuation begins May 26, 1940; "New World must rescue the Old," Churchill sez June 3rd. Italy eyes Suez and Mideast oil joins war June 10th, and Italian navy threatens British control of Mediterranean.

(3) Contemporary critics dubbed the successful Dunkirk evacuation claim as a victory as the British being "glorious in victory, magnificent in defeat."

(4) (a) "The French navy joined with the Italian navy will drive us out of the Mediterranean; if we lose Egypt, Suez and access to the Mideast oil, Britain will be in dire straits," sez Churchill. (b) "We can't have the French navy helping the Brits," the Nazis fear. "Let's give the collapsing French an out, create a France they can rally around, Vichy! That will keep France neutral for a while; we'll grab it later." (c) FDR spits little green apples when advised that Britain will probably last two weeks if successfully invaded, and the Royal Navy well might be a German leniency chip in any peace negotiation, and even end up as part of the German navy.

One of history's secrets recently revealed was troubled FDR's phone call to Canadian Prime Minister McKenzie King asking King to call Churchill and invite him to move the command of the Royal Navy to Canada, and safety. But Churchill said this may be interpreted as a sign of defeat by the British public, and a sign of weakness by the Germans. "Our navy command stays here!"

"Holy s#@%!" exclaimed FDR: "You mean the friendly Royal Navy will no longer guard the whole Atlantic? There goes our 3,000-mile

moat!" Congress quickly passes and FDR signs a \$1.3 billion Navy expansion on June 13th. Next he gets an additional 10,000 planes and 10,000 more air crews for the old "Air Corps" on June 15th. Congress was now in a "panic mode."

Five days later, after considerable discussion, FDR appoints two prominent Republicans: Henry Stimson as Secretary of War (Army) and Frank Knox as Secretary of Navy. We don't know what FDR told them, but it well could have been "Welcome to the club, gentlemen; you really have nothing to worry about; if Britain goes down, the U.S. will be alone, facing the finest and largest and most modern army in the world, and if the Nazis grab the British navy, as well as the French navy, combined with their own fleet and the Italian navy we will be facing the largest conglomeration of navy ships you'll ever see!"

"And don't forget that their Luftwaffe is no slouch, and you can't count on our Pacific fleet; Japan has just declared a new order in the Pacific moving in on Dutch and French possessions, so I told Secretary of State Cordell Hull to advise them we are declaring an embargo if they do, and they'll be out of oil, food, and natural resources in a short time! They could challenge that, so our navy has to stay at Pearl!"

Meanwhile in the Atlantic:

German U-boats and raiders enjoy a *die gluckliche zeit* (the happy time) in the Atlantic, and FDR asks for and gets \$550 million more for an additional 45 ships on July 1, 1940.

On July 2, German high command issues an order entitled "The War Against England." It begins, "The Fuhrer and Supreme Commander has decided that a landing in England is possible." The Battle of Britain has officially begun.

(5) Just like the B-24 in the U.S., the Hurricane was almost forgotten in many Battle of Britain write-ups, but it was there in greater numbers than the famous Spitfire, and it downed more Nazi planes! But here is where the controversy gets a bit sticky. The Spit was 30 miles per hour faster and more maneuverable, so naturally the Spits were sent after the ME-109s and other fighters, while the Hurricanes went after the bombers. There were more Hurricanes available; the Spits were just coming on line. By numbers alone these two factors give the Hurricane the count advantage. But then which enemy planes were more important, the bombers or their escorts? Let's hear from our readers on this point!

(6) Some say the Battle of Britain was over on September 17th when Hitler, greatly discouraged by the RAF's air victories, called Luftwaffe pilots cowards and abandoned the invasion for 1940. But most will say June 22, 1941, when Germany invaded the Soviet Union. Most feel that at this point Hitler finally gave up invading Britain — in 1941 and maybe forever!

WINTER QUIZ

Pilots, copilots, and engineers should be able to name at least half of the 71 numbered items in the picture spread across the front and back cover of this issue. All others, well, maybe 20-25 would be nice. ■

Report from the 2ADA Representative to the Board of Governors

BY CHUCK WALKER (445TH)

I have just returned from the Annual General Meeting of the Trust. My approach to the meeting took me for a ride on the London Eye and on a boat trip to Greenwich to reset my watch. Both were excellent trips that I heartily recommend to all visitors to London.

British railroads were all under inspection and repair as a result of a recent accident you no doubt read about, and as a result train schedules were in disarray, trains were cancelled and rerouted, and most were late. Nothing kept me from my appointed mission, however.

The Millennium Company is building an awesome library building that defies my ability to describe. It is huge in all dimensions; taller, wider, and deeper than I had visioned from the plans and drawings I had seen. Our guided tour took us through the ground floor and first floor, climbing scaffolding wearing hard hats and boots. The space allotted to our Memorial Library is indeed twice the size we enjoyed in the old library. At the Governors meeting, the Event company gave a detailed plan for our Memorial and I am sure you will be most pleased with the room and its contents. The plan now is to increase the book stock by an additional 1,500 books, for a total of 5,000. It is a grand plan that will please us all.

The handmade reddish brick exterior covering of the building is almost complete and blends well with the other buildings in the area. The roof should be completed by the time you read this, and work has started in installing windows and interior partitions. Weather no

longer needs to be a problem in finishing the building in time for our dedication. What a wonderful day that will be. Our Trust Governors are to be congratulated on the hard work they are doing on our behalf.

The Governors meeting was ably chaired by Paul King. Bud Koorndyk, Honorary Governor, and Vicki Warning of the Heritage League added much to the meeting and saw to it that I behaved myself. Vicki was received as the official delegate of the Heritage League. T.J. Dowling, U.S. Ambassador's appointed Governor, has been posted back to Washington and his post is not apt to be filled until after our elections. Minutes were read and approved. Matthew Martin, clerk, reported on the revised Charity Scheme, and Dr. John Alban, the county archivist, spoke on the need for an archivist and recommended a future 2ADA/Fulbright librarian with archival experience be selected.

David Hastings reported on progress in developing links between Wymondham College and the United States. Carson Holloway, the current 2ADA/Fulbright Scholar, has been exceptionally well received by all those associated with our Memorial Library and is very enthusiastic about his work. We have again been blessed with an excellent scholar.

The finance committee reported a surplus of £10,000 for the past year, which is very good news. Because of market conditions, the market value of our fixed asset investments has fallen some, but the revenue generated has actually increased some as a result of good man-

agement techniques.

I had the pleasure of meeting Ms. Janet Holden, the newly appointed chief librarian for the new Millennium Library. She has an impressive background and is well versed on the 2nd Air Division Memorial Library.

Mr. Tom Eaton has encouraged the development of a relationship between the Stowe-Harvard Fellowship and the 2nd Air Division Memorial Library. Abigail A. Donaldson, Stowe-Harvard Fellow 2000/01, visited Norwich and our library October 13-15 and concluded, "I believe that a connection between the 2nd Air Division Memorial Library and the Stowe School could be made and maintained through the Stowe-Harvard Fellowship. The cross-cultural experience of the fellowship would certainly be enriched by a visit to Norwich. Students of American Studies could also benefit from using the library. I truly hope that some lasting link between Stowe and Norwich can be made, and I will do whatever I can from this end to ensure that it does." A link between the Memorial Library and the Stowe-Harvard Fellow would be quite another feather in our cap! The Harvard Fellow is to Stowe what the Fulbright Scholar is to the Memorial.

There is so much more I wish I had the skill and space to properly report to you, but trust me, the new Memorial Library will knock-your-socks-off.

I trust your Christmas holiday season was a happy one and that 2001 is filled with happiness and good health for you all. ■

New Members of the 2nd Air Division Association

93rd

Jack Bryant
Frank E. Kates, Jr.
Philip Comingore (AM)
Linda H. Comingore (AM)
Richard F. Comingore (AM)
Sharon Comingore (AM)
Kenneth W. Kenney (AM)
Lois Lindquist (AM)
Mary L. Manning (AM)

389th

Matthias A. Gilles
Theron H. Hanes
John C. Martin, Jr.
Venus N. Husley, Jr. (AM)
Roger W. Skaggs (AM)

392nd

Frank R. Constable
Alvin R. Enlow
David S. Reid (AM)
Robert B. Saltzman (AM)

445th

John P. Martin, Jr.
Frank A. Reed
Virginia Moore Federici (AM)
Charles D. Suitch (AM)

446th

Dan E. Moore

448th

H. Irene Carn (AM)

453rd

Charles J. Gaton
Herman Neeck
Christine Argentieri (AM)
Barbara Mello (AM)

458th

Ralph E. Hitch
Edward Wood
Catherine Buckles (AM)
Helen M. Gordon (AM)
Michael A. Paolella (AM)
Helma H. Wilcox (AM)

466th

Howard W. Greiner
John W. Roche

467th

Hazel C. Blackwell (AM)
Eileen J. Donlon (AM)
Robert L. Samuel, Jr. (AM)

489th

Melvin M. Gordon

491st

Dorothy J. Harvey (AM)
Laurence L. Noon (AM)

492nd

Rebecca S. Cash (AM)
Glennis Cash Wilson (AM)
J. Michael Wilson (AM)

SM

Erik Dyreborg
Ejvind Friis Jensen

NOTES & NEWS FROM THE HONORARY PRESIDENT

BY JORDAN R. UTTAL (HQ)

Greetings, dear friends. I offer my warmest good wishes to each of you and your families upon this New Year, and join you in fervent thanks for yet another year in which we had the privilege of living our lives with our families and friends, remembering our days of wartime service, and the friends we made then who may not have survived as we have.

For me, each succeeding year has been precious. I am now looking forward to November 2001 when I may see many of you as we assemble in Norwich to dedicate our restored tribute to all of us.

ROLL OF HONOR

I regret I have nothing to report relative to the progress of our friends who are working on the names for the KILOD (Killed in Line of Duty — non-combat) Register. I know they are working on it and there will be developments reported by them at some point.

SPECIAL CONTRIBUTIONS FOR BOOKS

Yes, more have trickled in, and among them there are two special human interest stories. First, one of them was from the granddaughter of one of the co-founders of the Second Air Division Association, honoring him on his recent 81st birthday. (He's just a kid.) I remember meeting her in 1992 at our Las Vegas convention which she attended with her grandparents. We rode from the airport to the hotel together. The other was from a regular supporter of the Association, a former pilot in the 458th who supplied funds for a book in memory of his late father who settled in rural America in the last one-third of the 19th century at the age of 97.

Reminder: Contributions may be made at any time; checks should be sent to me and made out to 2ADA at \$35.00 per book. You may honor or memorialize anyone: family, friends, wartime buddies — anyone.

MORE ON THE NORWICH VISIT OF LYLE, BROWN AND GOBRECHT

In the last issue of the *Journal* (Fall 2000), on pages 8 and 10 M/Gen. Lew Lyle (Ret.) reported on his visit to the 2nd Air Division Memorial Library together with Walt Brown, editor of the *8AFHS News*, and Harry Gobrecht, 8AFHM board member. I was very pleased to see on page 8 of the recent *8AFHS News*, Walt Brown's comments on the visit, along with four pictures. To quote briefly from the article, "The library, supported by the leaders and members of the 2ADA, will exist for three primary purposes: To be a war memorial, to tell the story of the 2nd Air Division, and to be a source of information on American life and culture. The new 2ADA Memorial Library promises to be a magnet for all generations, and once again, Norwich will feel the presence of 8th Air Force veterans who were stationed in the vicinity." Our president, Felix Leeton, and I have both conveyed our thanks.

OPRAH SELLS BOOKS. WHY CAN'T I?

Several months ago I received a gift from

an old friend who served with distinction with the 458th Bomb Group at Horsham St. Faith. It was a newly published book, *The Day We Bombed Switzerland*, written by Jackson Granholm, squadron and later group navigator with the 458th.

I am most comfortable reading books late at night, just after getting to bed. This book, only 237 pages long, kept me up past my sleep time on five consecutive nights. (O.K., I'm 85 years old.) I thought it was great! First, because of the subject matter, one of a few unfortunate incidents involving navigational errors which resulted in bombs landing in neutral Switzerland and the subsequent court martial trial at Ketteringham Hall, after VE Day, at which our beloved Jimmy Stewart (Col. James M. Stewart) presided. Second because it was about life at and operations from Horsham St. Faith, where I was stationed for six months before we were moved to Ketteringham Hall. And, also very important to me, it was at Horsham where I met my beloved wife who was stationed there. When I finished the book I was determined to publicize all the details, including where the book could be obtained and so on. It was quite a shock to learn that our beloved

Evelyn Cohen had beaten me to the punch, and I invite your attention to Rick Rokicki's article on the subject elsewhere in this issue.

I urge you to treat yourselves to a warm recollection of our time in England during the war. Jackson Granholm says that his time with the 2nd Air Division was unique and unforgettable. MINE TOO!!!

FRIENDS OF THE 2ND AIR DIVISION MEMORIAL

Again this past year, the annual Thanksgiving Dinner conducted by the Friends was a sell-out! The dedication of this great group of people to our 2nd Air Division Memorial is a wondrous story to be told. I have a strong hunch that when the new library is completed there may be opportunities for the Friends to expand their services to the Memorial, and to the 2nd Air Division Association.

I invite you to send your 2001 dues, \$6.00 single or \$10.00 family, to me now, checks made out to me for conversion to pounds.

Once again, dear friends, I salute you and extend warmest good wishes for 2001. If I can be of any help, please write or call me. It would be a pleasure to hear from you. Cheers! ■

2ADA Library Homeward Bound

PHOTO COURTESY OF MIKE PAGE • SUBMITTED BY D.J. HASTINGS
REPRINTED FROM THE EASTERN DAILY PRESS



Thought you might like to see the latest aerial photograph of the wonderful new Norfolk & Norwich Millennium Library building which is causing so much excitement and pride now in Norwich. With the building now well out of the ground, you can see the immense size of this new landmark and the beautiful curve of the west wall. Also the 2nd Air Division Memorial Library is now roofed over with the 1st and 2nd floors well underway. Also visible is the marvellous Heritage Attraction Centre and the 200-seat lecture theatre. There is no doubt that we are leaving our city with a building that future generations can be proud of, and it is wonderful to know that your unique and living New 2nd Air Division Memorial Library is part of this truly outstanding £60 million complex. The Last Mission is homeward bound!

HALESWORTH 489TH NOTES

BY
NEAL SORENSEN

Welcome to Minnesota!!!

This is written for the *Journal* before Charlie Freudenthal's Newsletter will inform you of our 2001 489th Bomb Group reunion in Minneapolis. However, the Newsletter will be printed before the *Journal*, so I'll not bore you by repeating too many details.

Our volunteer organizers for the 2001 reunion are Mr. & Mrs. Francis Bodine, 11122 Bloomington Ferry Road, Bloomington, MN 55438, tel. (952) 941-1206. For those 489ers who have not had the pleasure of visiting our Star of the North State, you are in for a treat. An expensive treat, but like the ad says, "We're worth it!"

Our hotel will be located near the Mall of America, 800,000 square feet of shopping, dining, and amusements. There are over 400 shops, anchored by Bloomingdale's, Macy's, Nordstrom's, and Sears. More than 12,000 free parking spaces in adjacent ramps make entry into any of the anchor stores convenient.

Enclosed in the climate-controlled mall is Knott's Camp Snoopy, an 18-acre playground for children and adults. If you like sea life, there is Underwater World. In this delightful ambience you walk in a transparent tube surrounded on all sides by hundreds of species of ocean fish, including sharks.

Our Metropolitan area boasts of 119 lakes, 41 regional parks, and 125 public golf courses. There are scenic lake and riverboat dinner cruises, as well as a nostalgic train ride that features a wonderful dining car dinner, complete with white tablecloths, heavy silverware, and the soothing clickety-clack of the wheels. Should you wish to invest (newspeak for spend!) some of your children's or grandchildren's inheritance, you will find a plethora of opportunity at verdant Canterbury Park (horse racing and gambling) and the Indian Run casinos, Grand Casino, Jackpot Junction, Mystic Lake and Treasure Island.

To my continuing embarrassment, the State of Minnesota runs various lotteries and games of chance with odds worse than you find in the one-armed bandits at the casinos.

For the culturally-minded, Minneapolis-St. Paul is Nirvana. The Ordway Theater in St. Paul and the Orpheum Theater in Minneapolis both attract New York and Chicago plays. The Guthrie Theater and the Children's Theater Company feature a mixture of domestic and imported talent. In the suburbs you will find Chanhassan Dinner Theater and the Old Log, which also serves delicious dinners. In the Met-

(continued on page 28)

I WAS THE LEAD CREW'S "GUEST" ON MY 30TH AND LAST MISSION

BY MICHAEL J. DONAHUE (93RD)

On January 2, 1945, the 93rd Bomb Group led the B-24s on a successful bombing attack on Neuwed, Germany. This was our 29th mission. All we had to do now was to complete one more mission, and then we were eligible to go home. Just a few months ago a general had come to our air base to find out why our group was doing so poorly. After a long lecture he reminded us that we were here to fly missions and to destroy the enemy. He also said, "Forget about your girlfriends, your wives, and forget about going home."

Early in 1944 our bomber crew was formed at Westover Field, Massachusetts. Later that year we joined the 93rd Bomb Group at Hardwick, England. In the months that followed, our B-24 bomber group participated in the Normandy invasion, supported the ground troops during the Battle of the Bulge, survived at high altitude and the bitter cold and the long hours on oxygen, fought off enemy fighters, and flew through some heavy concentrations of artillery fire.

In early January of 1945, just as I thought everything was going fine, as bad luck would have it our pilot, Capt. Spencer, was wounded and had to be hospitalized. This resulted in our crew being grounded, with no more missions until he recovered. Being anxious to fly that last mission was not the best solution to solve our mental condition, but at this stage of our tour we were all suffering from battle fatigue. I don't know why we were so anxious to fly, as many crews had been shot down on their last missions, ending up rotting in a prisoner of war camp, or worse yet, dead.

On the 12th of January, I was summoned to appear at base operations. The officer in charge informed me that I was on alert and scheduled to fly as a replacement radio operator on the next day's mission if I wanted to. He then said I would find the crew I would fly with at tomorrow's briefing.

Excited and relieved, I left operations, jumped on my English bike, and pedaled down to the flight line where I came upon a parked P-47 Thunderbolt fighter aircraft. The British called her the JUG, I called her a lifesaver. On an earlier raid we had got shot up pretty bad and had to drop out of the formation. Flying alone, we were vulnerable to enemy fighter attack, but that's when our little friend showed up in his Thunderbolt and escorted us to safety. God bless that pilot, whoever you were.

Pedaling alone, I found myself in front of an open hangar. In the dim light, the crew chiefs prepared the bombers for the next day's mission. Standing in front of one airplane I looked up into the nose of that ugly looking bomber with its long, thin, outstretched wings, interrupted by four well-spaced radial engines. She may be ugly, but I love the old bird.

It was dark when I got to the Quonset hut,

but the old crew wished me luck as I snuggled into my "snug as bug" Limey blankets.

At briefing, the target, bomb and gas load, and all the other stuff pertaining to the mission was revealed to us. Capt. Dolliver's crew with Commander Major Hurr will lead the Second Air Division on today's mission to a target near Worms, Germany. Wouldn't you know it that I would fly my last mission right out in front, making it easy for those German gunners to shoot me down. But I felt lucky that I had my shamrock, rabbit's foot, and the socks I wore, the same socks I wore for 29 missions. When I get home, I said to myself, I think I will have them bronzed.

It's reasonable to say that most people would consider Friday the 13th an unlucky day and 13 an unlucky number. Well, lo and behold, when I checked the crew roster I was astonished to see that there were 13 members on the crew and that it was Friday the 13th. Waiting for takeoff in my radio compartment and expecting the worst, I switched on all of my radio equipment, and to my amazement everything worked. At 0700 hours our group took off. The flight to the target went smoothly. We had good fighter support and the flak was sporadic. After dropping the bombs on the target, Capt. Dolliver made the turn and the armada of trailing bombers headed for home. On our gradual descent from 22,000 feet, we were hit by a concentrated barrage of flak. Shaken and petrified with fear, I thought I was going to lose my socks. When the shelling stopped, the pilot called for a damage report from the crew. Bill Waldron reported the waist gunner Pompa was hit by flak, bleeding and in a lot of pain. The navigator was sent to administer first aid. I prayed that he would survive the long hours that lay ahead.

Flying low over the Channel and across the snow-covered fields of the English countryside, we reached our base. After a good landing we taxied to the hardstand, parked and with the power off the props clicked and clunked to a stop. After the noise died down, dragging on a cigarette I silently stared at my radio equipment. Nervously I tapped out a few dots and dashes on the key. I don't know why but it was a sad feeling I had that the mission was over. If it wasn't for my back being so sore I'd think I died and went to heaven!

From my radio compartment window I watched the medics lift the lifeless body of the waist gunner onto the stretcher and into the meat wagon and drive away. I guess I was pretty lucky after all. Capt. Dolliver, on his way out of the plane, said to me, "Sergeant, fifty years from now you can tell your grandchildren what happened here today." So last Christmas I decided to do just that. When I finished telling them the story, they looked at me as if I was some kind of nut! ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

PLANNED 458TH REUNION IN DAYTON

DUKE TRIVETTE reported that he received a total of sixteen replies expressing a desire to be included in this reunion we were planning for July 2001. I checked through the names and found that fourteen had previously attended one or more of the previous reunions we held at our memorial site at Wright-Patterson. The idea of holding our reunion there again was to accommodate "new" members who had not visited since our 1987 dedication. As a result of this limited response, I've advised Duke to cancel our hotel reservations, bus rental, etc. However, those of you still interested in a group reunion in the near future, please continue to check the 458th columns in the *Journal*. It's a bit premature to write of it at this time, but it's in progress and not in Dayton.



GORDON KOENIG and **Danny Moseley** drop a load of retardant from Tanker 07, a Neptune Inc. slurry bomber based in Missoula, MT, on a fire on Mount Jumbo. Photo by **TOM BAUER**/Missoulain

ON FINAL

DOROTHY KOENIG (wife of **ARTHUR KOENIG**, navigator on **CHUCK MATEER**'s crew) has, over the years, corresponded with me regarding Arizona museums, availability of the photo used in the Fall 1999 *Journal* cover, etc. I knew that her son, **GORDON KOENIG**, was one of the pilots who flew a fire-retardant bomber in the northwest forest fires. He had been on duty for six months flying a Neptune slurry bomber based in Missoula, MT. The tanker, an ex-navy aircraft with turboprop engines, has been the "workhorse" of the aerial fleet. Finally, the fires are under control and mopping up is in progress after the great loss of timberland. Thanks to Gordon and the other firefighters for their victory.

CHRISTINE ARMES, reporting from "across the pond," keeps us posted with the latest on the status of our "old stomping grounds." This WWII 458th area bordered by Fifer's Lane will be the building area of 207 new homes. If you want to see your old quarters for the last time, it could be at our November convention next year.

MIKE BAILEY and **FRED SEARLE** advised that they have received commissions to paint WWII aircraft. Both are excellent artists and have much of their work shown internationally. If you're thinking of having your aircraft done for your children or grandchildren, you couldn't get a better referral than either of these talented Norwich artists. Addresses readily available by writing or calling me.

A review of **JACKSON GRANHOLM**'s *The Day We Bombed Switzerland*

can be found elsewhere in this *Journal*. **GEORGE REYNOLDS**' *Maidez* is getting good reviews. Recently received a copy of **JACK KINGSBERRY**'s book *Cowboy Wrecks & Rattlesnakes*, tales of a brush country rancher. Haven't had a chance to read it yet, but it looks interesting. Another interesting book I've just started to read is *The Last Flight of the Luftwaffe* by **ADRIAN WEIR**, based mainly on the suicide attack on the 8th AF on April 7, 1945. Our group attacked Krummel, sortie 220, with 38 aircraft with good results and no aircraft lost. Note that the first three books were authored by 458th members. If you are looking for a particular out-of-print book, you generally expect to pay a premium price for it at a specialty bookstore. **FRANCIS "BUD" JOHNS** said he found a copy of George Reynolds' 1974 458th Bomb Group History at \$146.90, advertised by Barnes & Noble on the Internet. Not bad for a book that originally sold for about \$12.00!

BRIAN MAHONEY, 467th associate member, requested information regarding Field Order #1785 which I believe concerned delayed action bomb fusing on a certain target. Not being the expert in that field, I requested help from those I thought might know. However, now some 55 years later, it's doubtful if anyone can be of much help. I will be happy to give Brian's address to anyone who could be of assistance.

I recently received crew photos from **CLAY WILKENING** and **BUD HARTZELL** who thoughtfully identified the crew members. Photos without such ID are generally of little use, especially if intended for inclusion in an article. And don't forget to put your name on the back of your photos so that they can be returned. Bud's photo was taken in front of "Briney Marlin."

JAKE KRAUSE, who is aware of my interest in antique aircraft of the '20s and '30s, sent a number of 8 x 10 photos. Included were the Waco 10 with OX5 engine, Brunner-Winkle "Bird" with 5 cyl Kinner engine, Menasco powered Ryan STA, Timm Navy Basic Trainer and Ford Tri-motor. I'm familiar with all these, as I judged antiques at the many fly-ins held by the Potomac Antique Aero Squadron held annually by the Maryland, Virginia, and District of Columbia flyers. The Ford Tri-motor was the first aircraft I was a passenger on in the summer of 1933 at St. John's Airport in Hazelton, PA. Cost my father a full \$3.00 for the ride in a wicker chair seat. If you think B-24s were noisy, the Tri-motor had it beat by a mile (or is it decibels?)



The **JOHN W. BROWN** Liberty Ship built at the Bethlehem-Fairfield Shipyard, delivered September 19, 1942. Total building time: 54 days.

One of my Christmas '99 gifts from my children and their spouses was a ticket on the John W. Brown Liberty Ship, a six and one-half hour cruise from a Dundalk port, down the Patapsco River into the Chesapeake Bay. The ship is one of only two surviving Liberty Ships in the country. Over 2700 of these were built and used by the Merchant Marines carrying cargo to Allied ports. Statistics also show that two hundred were sunk in WWII. It was just over 440 feet long and displaced 10,865 tons. Speed 11 knots and cost the U.S. government \$1,750,000 each, apparently a big bargain at that time. Armament consisted of a 5 inch naval gun aft, a 3 inch gun in the bow "tub" and 8 ea. 20mm Oerlikon machine guns in "tubs" all around the deck. The brochure mentioned that there would be an "enemy attack" shortly after passing the Naval Academy in Annapolis. Sure enough, a ME-108 made several passes and the ship's 20mm cannon were firing 5 round bursts (blanks, of course, but loud!) A P-51 Mustang

(continued on page 10)



HETHEL 389th Green Dragon Flares

BY BARNEY DRISCOLL

Greetings to all the fine folks in the Eighth Air Force Second Air Division Association in general and to the 389th Bomb Group family in particular.

It seems hardly possible that the time to put together a little something to print in the *Journal* has rolled around again, but here we are.

We feel good that we have been able to gather in a few more folks to join the Second Air Division Association. I just might mention again that if you know of anyone who participated in activities with the 389th Bomb Group and is not a member of the 2ADA, please send me his name and address.

In southeast Texas we finally had a little rain but not nearly enough to make up for the long dry spell we experienced. In the Houston area people were standing around with their teeth chattering, after becoming accustomed to 90 and 100 degree weather and all at once it was 40 degrees in the fall. This is most unusual for this time of year. Perhaps this is one way that Mother Nature has to remind us who is in charge.

September 26-27-28 the 389th Bomb Group had a dandy reunion at Tucson, Arizona. It is always a heart-warming experience to see all these folks get together who have as a unit experienced both triumph and tragedy.

I have found it very interesting to read about the improved B-24 Liberator that almost was — the B-24N. There has been a great deal written regarding the B-24 Liberator and all of its variants from the original XB-24, the B-24A, the LB-30 "Land Bomber" built for the British prior to the time that the United States was involved in World War II directly, and all the succeeding types, the B-24D, E, G, H, J, L, and M. Not much publicity has been given to the B-24N, which unfortunately never got into full-scale production. Had it been produced I am sure that it would have been welcomed with enthusiasm.

The B-24N was not just a variant with a few modifications. It was practically a whole new airplane with design changes to eliminate some of the complaints about the earlier B-24s. Like the Navy PB4Y2, the XB24N had a large single tail rather than the dual vertical stabilizers on other B-24s.

As early as September 1943 Consolidated flew a B-24 with a single tail. It was a modified B-24D, #42-40058. It was determined that the plane had much improved handling characteristics, but apparently there was a reluctance to shut down production of the existing assembly lines to make such a change, as it would cause considerable delay and the planes were badly needed.

When the XB-24N produced by Ford was being tested, it was discovered that the large single rudder gave much better control and provided considerably better handling characteristics to cope with such a situation as when two engines on one side might be knocked out. The single tail enhanced the lateral stability and made it a much easier plane to fly.

The tail, however, was far from the only change. The windshield in front of the pilot and copilot, which had consisted of five small plexiglass panels with dividers in between, was changed to two large bullet-resistant glass set in a V configuration, which provided much improved visibility.

There were two overhead escape hatches above the cockpit for the pilot and copilot. The instrument panel was completely redesigned, as was the control pedestal. There was also a new escape hatch above the rear bomb bay which might be needed in case of ditching.

All of the gun positions were improved. The new Emerson 128 nose turret had a number of advantages. Being ball-shaped it provided a more streamlined effect and contributed to better flight performance because it was aerodynamically cleaner and provided better air flow around the nose. It was also lower, giving the pilots better visibility over the nose.

The turret was electrically operated and had an automatic centering feature so that if a gunner was injured, either the pilot or copilot could bring the turret to a straight-ahead position to remove the injured gunner. In the straight-ahead position either of the pilots could fire the guns. The Emerson 128 turret was about 225 pounds lighter than the previous nose turret. Also, by virtue of its shape and mounting, there was much better lighting in the nose compartment for the bombardier and navigator. Tests at Eglin Field in 1944 declared this to be the best B-24 nose turret by far.

The new A-3f upper turret was redesigned and made considerably lighter; also the upper turret mounting was made much more rugged so that in case of a crash landing the top turret would not come crashing down and forward.

A new A-6D tail turret manufactured by Southern Aircraft Corp., much lighter and incorporating a number of improvements, was installed in the tail. The waist guns were enclosed with plexiglass windows. The single tail provided a much wider range of operation for the waist gunners, the top turret and the ball turret.

Another of the major improvements was the Pratt & Whitney R1830-75 engines rated at 1350 HP as opposed to the P&W R1830-43 and -65 engines rated at 1200 HP used on all other B-24s. The added horsepower came about through a number of modifications on the engine, a new supercharger and revving the engine up to 2800 RPM rather than 2700. The engine nacelles were extended five inches to accommodate the new engine with a 42-gallon self-sealing oil tank.

Ford Motor Co. had produced the XB-24N and seven YB-24Ns. Ford was given an order for 5,168 B-24Ns and Buick Motor Division was all geared up to produce the R1830-75 engines, but with the victory in Europe the order was cancelled.

After the war, all the B-24Ns like all the B-32s were scrapped. Which was indeed a crime against humanity. ■



SO WHERE DID IT GO?

A photo of an airplane that never existed, this YB-24N carries serial number 44-52052, one digit lower than traditional lists of YB-24N serials. This number had been assigned to a Ford B-24M; this allocation was later changed to the B-24N. A USAAF monthly armament chart dated 1 August 1945 does list B-24N-1-FO serials ranging from 44-52052 through 52059 — one more aircraft than most rosters indicate, but as of November 1993, the Air Force historical archives have no listing for any aircraft bearing serial 44-52052.

458TH BOMB GROUP (continued from page 9)

appeared and there was a short dog fight over the ship with the Messerschmitt trailing smoke as the P-51 chased it past the mile-long Chesapeake Bay Bridge. On our return, we were again attacked by a Japanese Val dive bomber which could have blasted us out of the water except that a Navy FM-2 Wildcat (original variant of this aircraft was the Grumman F4F) engaged in aerial combat and with the Aichi D3A Type 99 "Val" being chased away. All aerial activity was in the near vicinity of the ship and at times as low as 20 feet above the water. A B-25 then appeared to escort us back "up river." Must say it was well worth the ticket cost of \$115.00, of which \$70.00 is a donation to the ship's upkeep. The JOHN W. BROWN made eleven such voyages this year from Cleveland, Toledo through the St. Lawrence River to Boston, New York and Philadelphia: this was quite a change from my original ship's voyage on The Queen Mary. ■

We Paid Extra To Be Up Front

BY A. EDWARD (ABE) WILEN (453RD)

Andy Low led our 453rd Bomb Group and we in turn led the entire 8th Air Force on a mission to Brunswick, Germany on May 8, 1944. We were badly hit by fighters and our plane went down. Four of us from original Crew #8, Dick Witton, pilot; Buck Croxford, copilot; Walt Conneely, bombardier; and myself, Abe Wilen, navigator, wound up in Stalag Luft III, where the "Great Escape" took place. Seventy-six men tunneled out of our camp. Seventy-three were captured and fifty of them were executed on Hitler's orders. They were cremated, ashes put in urns and returned to us with the warning that this would be the fate of anyone trying to escape.

Andy went down July 29 and after sixteen days in the hospital joined us at Stalag Luft III but in another compound.

From that time on together we suffered from hunger that forced us to eat anything available. Black stale bread made from sawdust, watery soup made from garbage, filled with worms, beetles, and maggots. Rotten potatoes and turnips, and if we were lucky, hot water to wash it down with. We experienced numbing cold while waiting for hours in soup lines, pelted by sleet, feet numb and fingers nearly frozen.

We suffered through loss of freedom, loss of dignity, loss of hope, fear of never being free again, of never again seeing our families. Our guards stated that if they won the war we would spend the rest of our lives as slave labor rebuilding the cities we bombed out, and if they lost, they had orders to execute us all.

On January 27, 1945 at a staff meeting Adolph Hitler issued the order to evacuate Stalag Luft III. He was fearful that 10,000 allied airmen would be liberated by the Russians who were only twenty kilometers from our camp.

The order triggered an ordeal that would be frozen for life into the psyches of every POW who survived it. Blizzard conditions, bitter cold at times going down to as low as 16 degrees below zero. Icy winds penetrated our clothes and froze our shoes stiff on our feet. We started out with the warning that anyone trying to escape would be shot.

We covered 35 miles in 27 hours, then stumbled into a tile factory to thaw out for 30 hours. We continued on for 15.5 miles to a railroad yard where we were jammed into cattle cars, at least sixty men into a car that could at best hold 40. Here we split. Croxford and Conneely went on to Stalag 7A in Moosburg. Andy, Witton and myself went on to 13 D which was a mile outside the railroad yards in Nuremberg.

On the ride we sweated out bombings and strafing from our own planes. The only air in the cars was through cracks in the wall planks. We had to alternate sitting and standing. Men were sick with dysentery and nausea, and with no toilet facilities and the doors locked, the stench became horrendous.

In Nuremberg, the barracks crawled with all type of vermin. It was cold and damp. No indoor toilets, only an open pot at the end of the hall. We existed through the worst of winter with little food, minimal clothes, no medical supplies or facilities. We were fighting dampness, chill, nausea and dysentery, and were fearful of getting a critical illness with no strength or medicine to fight back.

Being beside the railroad yards, our own planes bombed us day and night. The night bombing by the British kept us in constant fear. They dropped on flares and the enemy put other flares around to create confusion. Bombs were dropping all around us and in our midst. One barracks was hit and suffered casualties.

At the beginning of April as General Patton's 3rd Army headed our way, the Germans evacuated us and headed us on a march south to rejoin our crew members in Stalag 7A in Moosburg, near Munich and the infamous concentration death camp, Dachau.

We marched ninety miles in ten days. Enroute we were strafed by our own planes who thought we were enemy troops. We dove for the ditches many times until we tore up white fabrics and spelled out POW beside the road.

At Moosburg we were jammed with 130,000 other Allied prisoners in a camp built for 14,000. As we were the last ones in, Andy, Witton and I

were in tents next to the perimeter and were in a great position to see the 3rd Army tanks come in to liberate us on April 29, 1945.

We all cheered wildly when the Nazi flag came down and "Old Glory" went up in its place, and when General Patton came in and gave us a welcome back speech.



Pheasant Run, Illinois, 1987 (L-R): Walt Conneely, Abe Wilen, Andy Low, Dick Witton, and Buck Croxford.

Andy and I renewed our relationship in May 1983 at Jimmy Stewart's 75th birthday celebration in his hometown of Indiana, PA. When I reminded Andy who I was, he stated that he had seen us rammed by an enemy fighter and then we went down. A few months later at a POW convention we fought the war over again and discovered Andy had a singing voice. At dinner one evening there was a band and a stage. Andy requested "Lilly Marlene", then went up to the mike and pounded out an excellent rendition.

May 8, 1984 at Wright-Patterson Field, Dayton, Ohio, Andy was in charge of a memorial program on the 40th anniversary of the May 8, 1944 raid on Brunswick which he led and on which the 453rd had its greatest losses. He suggested they honor us as an MIA crew from that mission. He asked me to speak for the crew. I felt it was in memory of all our crews lost that day and during the air war. I thanked Andy and those present for the opportunity to appear before them and expressed gratitude for surviving the war and the forty years since.

In the fall of 1987 I was living in the Pittsburgh area. Jimmy Stewart was being honored by the Radio Broadcasters of PA. Andy flew down from Rhode Island. I met him at the airport and drove to the hotel where the banquet was held and where the Stewarts were holding a reception in their suite. Jim's face lit up when he saw Andy. They hugged like long lost brothers.

In 1988 in Colorado Springs at the Air Force Academy, despite the fact that he had been a POW with us, Andy stepped back and honored our crew, first at a daytime speech in the Air Force Chapel, and then he personally pinned the newly issued POW medal on the four of us at the evening banquet.

In 1991 at Dearborn, Michigan, at lunch I noticed Andy sitting with Maj. Gen. Ramsey Potts, who had been our 453rd CO, and Brig. Gen. Milton Arnold. I asked Andy if we could all be photographed together. Andy said of course for all of them. As we were posing he turned to Potts and said, "You have always been interested in knowing what happened to your crews." He said that I had been Witton's navigator and had been shot down on the Brunswick mission, that we had been in the same POW camps and were in tents together when we were liberated.

(continued on page 12)

As the president of the Heritage League for the coming year, I send you all greetings.

During the winter season we spend a good deal of time indoors sitting by the fire and gazing out upon the landscape of snow and cold. Visions of green grass and flowers, warm days and blue skies that will soon follow come to mind. In my first article for the *Heritage Herald* I spoke of changes in our lives and of the effects those changes have had on us and on our families. Accepting the nomination of the League to become its new president was certainly a change for me. This is a change which will bring with it both challenges and satisfaction of tasks completed.

A priority on the Executive Committee's agenda at Tampa was to have a meeting as soon as possible to allow for an in-depth discussion of the League's business. That was accomplished on the weekend of August 26, when a majority of the Executive Committee met in Indianapolis, IN for a weekend retreat. This was the first time that our Executive Committee has met that was not in conjunction with our convention. We truly worked hard to discuss many subjects of concern to our members and to our officers. Heritage League "Observers" to the 2ADA were appointed for several committees. These "observers" will attend 2ADA committee meetings to learn how those groups conduct their business. If our observer is unable to attend, then he will be in contact by telephone or other means to learn the committee's procedure. Our observers will report to the Executive Committee and to our members by means of an article in the *Heritage Herald*. This is a way for the League to learn from the experience of others and it will benefit us all as we learn the process of continuing the legacy begun by the Second Air Division Association.

I will interject that a wonderful aid for me as the new president has been the guidance of

2ND AIR DIVISION HERITAGE LEAGUE

VISIONS AND CHANGES

BY IRENE HURNER

our 2ADA liaisons Jim and Mary Lorenz. Jim and Mary are there to answer my questions and to give suggestions. This is truly an example of the younger organization and officers learning from the experience of others. I want to take this opportunity to thank Jim and Mary for taking their time to help in so many ways.

We are pleased that Chairman Paul King and the Board of Governors have warmly accepted past president Vicki Brooks Warning, our HLO nominee to the Board, as a non-voting representative from the Heritage League. With Vicki as our representative, there will be an enhancing of the team. Vicki has also agreed to perform the duties as our liaison to the Friends of the Second Air Division Memorial. Most of us will not have the opportunity to create the friendships across the seas that many of the current members of the 2ADA have. It is important to maintain and strengthen the ties with our British friends, and having Vicki represent us is a step in that direction.

Our treasurer reported that members sent monies designated for the Memorial Library

in Norwich and for the Mighty 8th Heritage Museum in Savannah. The Executive Committee voted to send additional funds with these contributions. I presented our donation during the 453rd Bomb Group reunion in Savannah the third week of October, and Vicki Brooks Warning presented our donation to the Memorial Library when she attended her first Board of Governors meeting the last week of October.

A formal Policies and Procedures document has not been written for our organization. It was noted that our past officers have been able to carry out our business efficiently, but that there would be a benefit to future officers to know how things have been done previously. We agreed to develop such a booklet and to work on this task during the coming year.

There were many items on our agenda, and the committee members touched on all subjects. As time goes by, I will try to keep you informed of the activities of the Heritage League. The members of the Executive Committee felt that our time in Indianapolis was well spent and that we should plan to meet again in 2001.

I want to remind 2ADA veterans that you can be an associate member of the Heritage League. League dues after January 1, 2001 are \$8.00 each for all members, associate or regular (your spouses, children, and grandchildren). Just send your name, address, telephone number, notation of type of membership, and relationship of member to veteran, with a check to The Heritage League, Ruth Anderson, 1615 Elmwood Avenue, Lakewood, OH 44107.

As I stated at the beginning of this article, change affects us all in some way. I truly hope that you can share the enthusiasm of our officers and members as we move forward with the business of the 2AD Heritage League. Each step we take is a change that will lead us toward carrying out the vision of those 2ADA members who founded our organization. ■

WE PAID EXTRA TO BE UP FRONT (continued from page 11)

That is what happened to Witton's crew, he told Potts.

Over the years I phoned Andy often and spoke to him and Helen. Andy in turn liked to write letters and cards. Some of the quotes give us an insight into the character of this great man.

At one point I had sent him some reunion photos. He responded, "Thanks for sending pictures of us Old War Horses. We were in the thick of it when our country called and did pay a little extra to be up front."

I had one time sent him some photos of the ME-262 German jet fighter. He replied, "I saw one when he circled us and flew low in Stalag Luft III. My British colleagues said that Luftwaffe pilots often flew over the camp — as though in salute."

I had sent the pictures addressed to General Andy Low. He replied, "I thought we had a very special closeness of friendship because of our similar misfortune. So I thought the title General was a little too formal. To you I will always be Andy."

Andrew S. Low, Maj. Gen. USAF Ret., a leader, a teacher, a combat veteran, a companion in combat and in three different POW camps, an understanding, compassionate, dedicated, exemplary individual and a close personal friend, passed away and was interred on August 7, 2000 at his old alma mater, West Point.

"I know why men who have been to war yearn to reunite. Not to tell stories or look at old pictures. Not to laugh or weep on one another's knee. Comrades

gather because they long to be with men who once acted their best. Men who suffered and sacrificed. Who were stripped raw, right down to their humanity." (Quote from Veterans magazine) ■



Dearborn, Michigan, 1991, L-R: Andy Low, Abe Wilen, Brig. Gen. Arnold, and Maj. Gen. Potts.



BY R.D. "DICK" BUTLER

SAN DIEGO 2000 REUNION

Our 44th Bomb Group Veterans Association reunion over the past Labor Day weekend in San Diego was an outstanding event. It was made so by the extraordinary effort of Mike Yuspeh, who made all the arrangements. Our accommodations at the Horton Plaza Westin Hotel in the heart of downtown San Diego were excellent. The food served by the hotel at our three evening functions was especially noteworthy for hotel food. Our attendees enjoyed outings to a visit aboard an aircraft carrier which was moored at the North Island Naval Air Station and lunch at the station; sightseeing at the beautiful, historic Hotel Del Coronado; a bus tour of the city of San Diego; and a day at the famous San Diego Zoo. This was truly a fun-packed four days for the two hundred twenty persons who were there.

TWO GREAT FRIENDS

Among those in attendance at the reunion were two long-time friends who enjoyed (at least part of it) parallel lives while in military service in World War II. These two are Henry Lasco and Elmer Reinhart. They were both infantry privates at Fort Lewis, Washington in 1941. Unbeknownst to each other, they both applied for aviation cadet training to become pilots. Both were accepted at about the same time and departed Fort Lewis on the same train for Santa Ana, California and the pre-flight training center there. They first met on that train and there began their long association. After completing pre-flight training together, they went to Cal-Aero Academy at Ontario, California for primary and basic flight training. It was then on to Victorville, California together for advanced flight training, receipt of their pilot wings and commissions as second lieutenants in the Army Air Force. They then both received orders which sent them to B-24 transition training. Henry and Elmer became first pilots on B-24 crews and completed phase training. The crews were both then assigned to the 44th Bomb Group. They arrived in England just in time to accompany the group to North Africa.

Both crews flew several missions with the 44th from Benghazi, Libya and trained for the low level Ploesti mission. As luck would have it, both crews were shot down on the mission. Henry's crew was on the White V target and Elmer's was on the Blue target. Henry was badly injured and went to a hospital in Bucharest. Elmer went to a Romanian prisoner of war camp. After Henry's wounds were partially healed, he joined Elmer and others in the camp who had been shot down on the mission. They stayed prisoners until they were repatriated in

September/October 1944.

Elmer doesn't say much about their time as prisoners, but some of Henry's tales of their experiences while prisoners are hilarious. One he tells is about them purchasing a hog which they intended to butcher to supplement their meager rations. Prisoners were paid the equivalent salary of Romanian officers, from which they had to pay for their food and some other expenses. With a little money that was left over, they bought a large hog. Henry's description of the slaughtering by a bunch of very inexperienced butchers is very vivid and animated. Elmer says it gets more exaggerated every year. According to Henry, the slaughtering was such a bloody mess that when it came time to eat the meat, no one could do so because of what they had witnessed.

Elmer and Henry have managed to continue their relationship with frequent meetings over the past fifty-seven years. At the end of this past September, they attended a Romanian POW reunion in Tucson, Arizona.

A MOST SAD NOTE

Julian and Paula Ertz attended the reunion, even though Julian had recently had a stroke. They have always been great supporters of our 44th BGVA and the 2ADA. We were very saddened to learn that just five days after we were together at the San Diego reunion, Paula Ertz passed away as the result of injuries sustained in an automobile accident near their home in Costa Mesa, California. Julian received only minor injuries. We feel a great loss with the passing of Paula. She was a beautiful, talented woman, wife, and mother. She had entertained us at several 44th BGVA and 2ADA events over the years with her beautiful singing. I attended a Celebration of Life Service for Paula at a church in Santa Ana with Bud and Mike Chamberlain. It was a beautiful service with many of the Ertz family's musical friends honoring Paula with musical renditions. Our thoughts and prayers are with Julian and his two daughters and two sons.

DATABASE UPDATE

Our 44th Bomb Group Master Database Program continues to expand. Arlo Bartsch, the developer of the program, attended our reunion and was busy the entire time demonstrating the program and showing individuals their combat records. A number of people purchased compact discs, each one of which contains an up-to-date version of our 44th database. These may be purchased from our treasurer, Jerry Folsom. The CDs now contain the official record, augmented by some additional information from Will Lundy, of all 344 missions flown by the 44th Bomb Group in World War II.

A great amount of our database information is also available now on the Web site at 8thairforce.com. All 344 of our group missions mentioned above are available on the Web site under the block "Mission of the Week." In fact, as I write this, mission number fifty-one, flown on 9/23/43 to Leghorn, Italy from Oudna Airfield near Tunis is being shown. Recently, Arlo has added to the Web page a section entitled "Missions Flown By." By going to the

block "Search Our Database" and then "Missions Flown By," a person can enter the name of a 44th combat crewman and the total number of missions flown by that crewman in the 44th will be displayed. By going to the block labeled "Personal Biographies" one can enter a name and if that person has submitted a biography and/or photos, a brief synopsis of that biography and available photos of the individual will be displayed.

Again, I urge all of you who have not yet submitted your biographies and personal photos to do so right away. If you have misplaced the form, contact Jerry or me and we will get it to you pronto. It is most important that your photos and biography be in the database for historical purposes. Where else will your history and record of accomplishments in how you served our country be preserved? Where else will your descendants and/or researchers find how your life and your part of this effort made a difference to our country and the world? ■

The Day We Bombed Switzerland

REVIEWED BY RICK ROKICKI (458TH)

Jackson Granholm's latest book, *The Day We Bombed Switzerland*, is a true-to-life experience that is not just the author's military service, but an actual adventure. It takes you from the training airfields of the western U.S. to the battle-scarred skies over the Reich. Flak, fighters, and mid-air collisions were certainly a part of his tour as a navigator, then as a lead squadron navigator, and eventually as 458th Bomb Group lead navigator.

The book is well researched, with accurate historical data of Norwich and its cathedrals, to the humorous antics of Max Sokarl, who had a hand in getting Granholm appointed as defense counsel in a court martial trial of two B-24 pilots who led a squadron of bombers to a mistaken target due to a navigational error caused by bad weather.

Records of this bombing error were never reported in the U.S., and only after the Freedom of Information Act allowed declassification was the story able to be told. The presiding officer of the court was Jimmy Stewart.

The book is hardbound, 6 x 9 inches in size, and contains 256 pages with 32 black & white photos. Please order from the author, whose address is: Jackson Granholm, 4372 Coronado Dr., Roseburg, OR 97470-4623. List price is \$24.95 plus \$2.00 shipping. The author will autograph each copy and will rebate \$5.00 to the Second Air Division Association if you write "2ADA" on the memo line on your check. Granholm's telephone number is 541-679-1945; e-mail: JACKDAD@term.wanweb.net. ■

Fate and Fateful Decisions

BY F.H. "PETE" BRADLEY (445TH)

In everyone's life there comes a time when he or she has to make a decision that affects the rest of their life. There also comes a time when Fate steps in and makes the decision for them.

More than sixty years ago my bashful brother needed a date for a special occasion. I talked him into calling a girl I knew. Her phone line was busy, so I got him to call another girl before he lost his nerve. Girl #2 said, "Yes, I'd love to go out with you." My brother and Girl #2 have now been married for over 56 years!

One of my big decisions occurred in February, 1943. I was one of 110 Duke University students who had signed up for the Army Air Forces Reserve in May, 1942. In February, 1943, orders came through for all of us to report for duty to Miami Beach. All except me . . . my name was the only one not on the list! I didn't know what to do. If I did nothing, I might never be called, or I might get called up later and end up with a bunch of fellows I didn't like. After a couple of days I decided not to leave this predicament up to Fate. I really wanted to be a part of the "Duke group." I asked my father to call the local Army Air Forces office in Philadelphia and explain what had happened. After several calls I got what I wanted . . . special orders to report to Miami Beach with the "Duke group."

Fate definitely came into play in my life while I was a student at Duke. I was in the lobby of one of the girls' dormitories, waiting for my date, when a cute little brunette approached me. "Are you Pete Bradley?" she asked. When I said yes, she replied, "I am Carol Lake. My mother lives next door to your Aunt Helen. Your aunt told my mother to tell me to say hello, so hello!" Her date then dragged her out of the door. Who could have guessed that Carol and I would be secretly married in Casper, Wyoming two years later?

A couple of big fateful decisions occurred during the summer of 1943. At the San Antonio Classification center I was washed out of the cadet program. Not once, but twice!

The first time was during a physical exam. My blood pressure was 94/50, and the doctor said it was too low to allow me to continue. I thought fast and asked him if I could take a retest the next day. Then I asked my other 19-year-old bunkmates what I could do to raise my blood pressure. Their suggestions were: (1) drink Cokes, (2) drink whiskey, (3) smoke cigarettes, and (4) stay up late. I did all four! Plus I did a series of deep-knee bends just before the doctor retested me. I passed — my blood pressure was up to 114/65!

The second time I was washed out was by an AAF psychiatrist. I told him I wanted to be a navigator, not a pilot. What I didn't tell him was that I was subject to air sickness . . . so

much that I actually "threw up" on thirteen of twenty half-hour flying lessons in a Piper Cub. The doctor then asked me if I was afraid of speed when I drove in a car. I should have just said no. Instead, I told him the truth: I didn't have a driver's license. I told him I graduated from high school at age 16, too young to get a license in New Jersey, and had been away at school ever since. I guess the doctor thought there must be something radically wrong with a 19-year-old male who didn't drive a car, because he immediately washed me out!

I thought it over for a couple of days and decided to try to fight this decision. I wanted those Wings and Bars! I found out that there was a head psychiatrist to whom I could appeal. I made an appointment to see him, and he interrogated me for at least two hours. At the end of the session, he said, "Bradley, you're quite a guy! If you get the top mark (9) in the navigation portion of your tests, I'll see to it that you go to navigation school." After two weeks of sweating it out, I was informed that I had scored a 9 in all the categories — pilot, navigator, and bombardier. I was on my way to San Marcos Navigation School!

As a member of Chuck Walker's B-24 crew, I ended up in Topeka, Kansas in May, 1944. We had our own plane and were scheduled to fly to Italy, via Florida, Brazil and the Azores. The night before our takeoff, we were restricted to the base. Naturally, we all went into town for one last fling! That's when Fate stepped in again . . . Chuck, without his navigator to guide him, lost his way and missed the 7:30 AM briefing. The Air Force brass fined Chuck and took our plane away. A couple of weeks later we were on our way to England, via British boat, the Athalon Castle.

As members of Chuck Walker's crew (445th BG, 700th Squadron) we bombed Kassel, Germany on September 22, 1944. It was our last mission before we were given a two-day pass beginning September 25. We returned to our base at Tibenham on September 27 to learn of the disastrous Kassel mission of that date. We lost a lot of friends that day, but because of Fate, our crew escaped the probability of being killed. And guess what? Our crew was part of ten 445th B-24s (all we could muster) to bomb Kassel again on September 28!

One last "Fate" story. It's one that I wouldn't believe if it hadn't actually happened to me. When I was processed out of the service in September, 1945, I decided to become a member of the Army Air Forces Reserve. After the Korean War started in June, 1950, I was summoned to active duty for a week at Camp Kilmer. If I passed all the tests, I'd soon be on full-time duty.

While being examined by a doctor (a lieutenant) I told him of my history of air sickness. He told me he couldn't excuse me because

there was nothing on my permanent record. He told me, however, that I could go see another doctor, a captain, if I wanted to. I talked to the captain, and he told me the same thing as the lieutenant. The captain said, however, that I was entitled to see the flight surgeon (a major) if I wanted to.

I went to the flight surgeon's office and was told to come back at 3 PM. At 3 PM I reported to the flight surgeon's office and was told he would be right with me. At 3:15 I was told that the flight surgeon "would see me now." I walked into his office. He was sitting behind his desk, going over some papers. Without looking up he said, "Better make this fast, Lieutenant, I'm fifteen minutes overdue for a staff meeting."

I figured, from this opening, that I'd be lucky if he even listened to half of what I had to say. At any rate, I started to tell him about my air sickness problem. I talked for about a minute or less, when he stood up and said, "Lieutenant, I know what it's like to be air sick. I get air sick all the time. It's a miserable experience. You've done your duty and then some. I'm changing your status to Ground Duty Only, and you will soon be discharged from the Reserve. Good luck!"

How's *that* for Fate? What were the odds of ending up with a sympathetic flight surgeon who also suffered from air sickness?! That bit of Fate changed the rest of my life, for sure. ■

Congratulations! "You Done Good!"

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Carl A. Spaatz had one heck of a military career.

Rep. Gus Yatron (D., Pa.) sang his praises in remarks for the June 20 Congressional Record.

Yatron noted how Spaatz earned the Distinguished Service Cross for heroism during World War I.

How he demonstrated the feasibility of in-flight fueling in 1929.

How he introduced strategic daylight bombing during the Second World War.

And how, in 1947, Spaatz was appointed as chief of staff of the newly created independent U.S. Air Force.

Yatron noted all these things in congratulating Spaatz for reaching his 100th birthday on June 28.

There was only one small problem: Spaatz died in 1974. ■

2ADA Editor's Note: Good thing nobody pays attention to Congress.



PRESERVING THE IMAGES OF THE 2ND AIR DIVISION

By Carson Holloway, 2ADA/Fulbright Librarian

I am pleased to report from Norwich and East Anglia! My family and I have relocated here for the Fulbright position in the 2nd Air Division Memorial Library and we are beginning to learn our way around. My charge is to help develop the presence of the 2nd Air Division Memorial Library and to prepare for the opening of the library in the new quarters. Everywhere I go people are aware of the Americans in World War II, their library, and particularly of the new Millennium Library in the heart of Norwich. The new building is going to be a great asset to the city and a great boost to the various missions that the 2nd Air Division Memorial Library fulfills. I will post the renderings of the new Memorial Library room on the Web site in the near future. As an American and as someone connected with the 2nd Air Division Memorial Library, it is a very exciting time to be in Norwich.

On September the 7th the *Daily Mail* newspaper included a two-page spread on murals in the bases from the Second World War entitled "The War Paint Warriors, from a naked woman to a bomber under fire, the battle to save Britain's endangered wartime art in forgotten crumbling bases across the country." The murals reproduced from the 2nd Air Division include art from Shipdham, Seething, Wendling, Hethel, and

Bungay. The brief article notes that a researcher, David Higgs, has compiled a new catalog of photographs of the mural art. The interest in this story extended to a radio show on BBC2 which explored the problems of preserving this art and the danger that exposure, such as the *Daily Mail* article, poses to the artwork from vandals and souvenir hunters. It is good to see that the remaining parts of the physical environment of the bases are not ignored. I have been pleased to see that many of the remaining buildings are still in use for industrial or agricultural purposes. Such uses at least preserve the possibility that there will be physical remains of the 2nd Air Division presence for future generations to visit.

On another matter of art related to the 2nd Air Division, Trust Board of Governors Chairman Paul King shared the portfolio of watercolors

Ludwig Lund's striking portfolio of watercolors depicting various aspects of 2AD operations, prepared for Gen. Hodges and presented to the general at Christmas 1943, are to be photographed and made available in the Memorial Library.

prepared for General Hodges by Ludwig Lund and presented to the General at Christmas 1943. These watercolors of various aspects of 2nd Air Division operations are to be professionally photographed and made available in the library. While the black and white reproductions which have appeared in the *Journal* are good, the original color is really striking. You can look forward to seeing more of these images.

Another very interesting aspect of the images of the 2nd Air Division in a broader sense is the large number of videotapes of films, from training films to documentaries to Hollywood movies, which are housed in the 2nd Air Division Memorial Library. My son and I spent a good deal of time watching various films about the Second World War in the air prior to coming to East Anglia and I am looking forward to learning from the greater number of films which are available to us here. My son Alex, a nine-year-old, is captured by the motion and sound which these films provide. In the new library the multimedia presentation is likely to include footage from some of these films and, eventually, our Memorial Library Web site is likely to include film clips and sound as well as photographs to tell the story of the 2nd Air Division in East Anglia. Libraries are not just about books and documents any more. ■



BY GEOFF GREGORY

HOWDY FROM TEXAS!

Well, the last bag has been loaded in the last car at Dayton, and the hotel is probably quiet again. So I guess it's time to reflect on the Year 2000 convention of the 467th Bomb Group.

We drove from Dallas to Dayton via Des Moines, Iowa, where we stopped to visit the Rocky Rothchild family. His widow, Ida, and two of his daughters, Connie and Suzy, treated us with a wonderful lunch. Just seeing them again was a treat in itself. Ida is looking forward to the convention in Norwich in November 2001, possibly attending with six members of Rocky's family!

Ralph Davis and his family certainly did a great job of planning, and all seemed to go off smoothly. The hotel was fine, conveniently located, and the food was uniformly good. The "day room" was outstanding. Kevin Coolidge and Ralph's son Bob Davis had computers, a copier, and a TV with VCR available for anyone to use, as well as plenty of refreshments to snack on as we visited. I saw some of the Dzenowagis tapes being shown at one of our conventions for the first time. Thank you, whomever. Incidentally, that same TV/VCR was raffled off at the banquet. Ruth Mundy and my wife badgered me into buying \$25 worth of tickets. I had the winning ticket, but somehow Vince Re purloined that ticket

out of my pocket, and drove straight back to Cincinnati with the TV in the trunk of his car. And I thought Vince was a straight shooter!

During the convention, we did manage one small problem when Cille Day fell off the curb at the entrance to the hotel. The curb was not damaged, but Cille did chip a bone in her back. After a hospital visit, some pain pills and a wheelchair, she managed to make all the events. She was told that it would take 30-40 days to be right again, and her own doctor concurred. As of this writing, she is much better.

The business meeting went well, and John Upp was elected to a directorship. Good man, good choice!! Congratulations, John!

Plans for the "Base Day" during our November 2001 visit to Norwich were also discussed. Of course, for now, the plans are in the formative stage, but we do have options. I urge you to make known to me your thoughts and requests for activities in the Rackheath/Salhouse area. Keep in mind that we will be on a very restricted time schedule. We will very likely have lunch AND dinner at the Green Man, at a cost of approximately \$40 per person for BOTH meals. David Hastings, Perry Watts and I will do our very best to provide you with a day to remember. However, BE PREPARED!!! England IS expensive!!!

Presently, there are sixty from the 467th signed up to go to Norwich. Over 600 veterans and family members are expected to attend. If you are still making up your mind, the waiting list is still open, and Evelyn Cohen vows to accommodate all possible who wish to go, so get on board.

A reminder from Walt Mundy: Arlo Bartsch is collecting lots of data for the Military Database, including photos and bios. If you haven't sent in your bio, do so ASAP. Also, Fred Holdredge is providing computer data from his database for the 790th Squadron.

It was great to see all of you in Dayton. Thanks to Charlotte and Col. Shower for coming - their presence always makes it a great convention. ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY W.H. "BILL" BEASLEY

BRONZE B-29 AT AIR FORCE ACADEMY

On September 8, 2000, the B-29 joined the other bronze war birds of WWII in the Honor Court of the Air Force Academy. Warren and Molly Lee Branch, and Norma and I attended the dedication. A luncheon in Arnold Hall followed the dedication, at which time Paul Tibbets, pilot of the Enola Gay, spoke. The Hendersons of "B-24 Groups Memorial" fame have also contracted to make a C-46 which will also be placed in the Honor Court.

On December 7, 2001, the anniversary of the strike on Pearl Harbor, the Hendersons will dedicate bronze replicas of the B-17 and the P-40 at Hickham Field on Oahu, Hawaii.

OCTOBER - SALT LAKE CITY

The 8th Air Force Historical Society held its annual convention in Salt Lake City, Utah. The following members of the 492nd BG were in attendance: Oliver Chapman; John L. Moore; Martin Mumaw; Carl & Shirley Taylor; Odis & Robert Waggoner; and Bill, Craig & Norma Beasley. We took the bus trip to Hill Air Force Base on October 20 with the first stop being the Officers' Club for lunch. After lunch we boarded the buses for the museum at Roy, Utah.

Dedication of a monument to the memory of the 8th Air Force was held in front of the chapel. John Moore, member of the 492nd and

Utah State President of the 8th AFHS, was the master of ceremonies.

A trip through the museum followed the ceremonies before we returned to the Sheraton Hotel.

The only other function we attended was the group dinner on Friday night. We had the weekend to visit with son Craig, and took advantage of that time.

NORWICH, ENGLAND, NOVEMBER 2001

Twenty-five members of the 492nd BG are presently signed up for this convention. If you have any inclination to go, contact Evelyn Cohen. Space is at a premium, and this may be the last 2ADA convention of the entire membership to be held in England.

DOUBLEHEADER: FEBRUARY 24 & 25, 2001 ANAHEIM, CALIFORNIA

2ADA SOUTHERN CALIFORNIA DINNER AND 492ND BG BRUNCH/MINI-REUNION

As stated in the last issue of the *Journal*, arrangements have been made at the Phoenix Club for brunch on Sunday morning, February 25, 2001. Twenty rooms in the name of the 492nd BG have been reserved at the Ramada Hotel that is just twenty minutes away. Room rate is \$45 plus 15% tax. Tours are available upon check-in. There is a shuttle for these events

at the hotel. 492nd BG members will be sent a separate flyer inviting you to attend the 2ADA Southern California Dinner. Another flyer is being sent from the 492nd BG with complete details. If you want to play golf, be sure to contact Harry Orthman to arrange for a tee time. If you missed these notices and can see your way clear to attend, contact either Bill or Norma Beasley at 303-756-4766, Harry Orthman at 949-581-0755, or Bill Moorhead at 949-588-7974.

WORLD WAR TWO AND AIR FORCE MEMORIALS

Money for these two memorials has been sent in the name of the 492nd BG. Proceeds from the drawing at the convention in Tampa last May were used for this purpose.

NEW CONTACTS

Ken and Lynn Powell contacted us regarding Ken's brother Joe, who was a member of the Herbert crew (858th BS) and was KIA on May 19, 1944 on the mission to Brunswick. Frank Quigley, and sons Frank Quigley Jr. and Mark Quigley, have also written to us. Frank was the radio operator on the Frantz crew in the 858th BS. Joe Fisher sent an e-mail regarding his uncle Gerald Hirschman, navigator on the Sachleben crew (856th BS), who was KIA on June 4, 1944.

492ND BRASS PLAQUES

Richard Rosenberry has donated to us brass plaques that give 492nd BG statistics. If interested, contact Bill Beasley.

HAPPY HOLIDAYS

Although the holidays will be only a memory when you receive this message, Norma and I hope you had a great holiday season, and we want to wish everyone a very happy and healthy New Year in 2001. ■

FOLDED WINGS

HDQ

Howard H. Baum
Edward M. Hunton

44th

Valerio Indri
David Nathanson (HQ)
William C. Stewart

93rd

Elmer W. Dawley
Roy D. Holley
Paul W. Latenser (389th, 445th)
Francis L. Lindquist
Charles E. Manning
George F. McNulty
Melvin F. Staudt
Charles J. Weiss

389th

Milton Adamsky
Vincent H. Bliss
John D. Goldsberry
Joseph C. Kroboth
Ava Collins (AM) (453rd)

392nd

Robert N. Burns
J.B. Freeman

445th

Nelson L. Dimick
Twyla Kieffer (wife of editor)
John Mainhood
Robert H. McCormack
Wallace W. Patton

446th

John P. Clowry
Vernon Lewis
John C. Mott

448th

James R. Cook
James F. Cummings, Jr.
Robert M. Dowell
Billy Gregory
Albert C. Johnson, Jr.
John W. Keller
Walter B. Smith
Eugene P. Stetz
Charles O. Thompson, Jr.

453rd

Paul R. Poitras (392nd)
Edward J. Zdunski

458th

Worley E. Buckles (489th)
John L. Connors
Ernest Gordon
Hubert J. Lansley
William J. Weiland
Edwin E. Wilcox

466th

Robert C. Baumann, Jr.
Alson K. Petty
Elbert T. Sablotny (467th)

467th

F.M. Blackwell
Walter T. Bubb
Hugh J. Donlon
Audrey Johnston (AM)

489th

Ralph F. Wombacher
Phyllis Wackford (AM)

491st

Marion A. Kujawski
Richard P. Rice

492nd

Karl E. Fasick
Ernest E. Gossett (44th)

METFIELD / NORTH PICKENHAM



491st BOMB GROUP POSTREMUM ET OPTIMUM the RINGMASTER REPORTS

BY JOHN D. LEPPERT

The reunion of the 491st took place this year in Tacoma, Washington and McChord AFB where the group was deactivated in September 1945. Our schedule was full, and the 98 attendees had a good time visiting and exploring the area. Board of directors meetings were held on Sunday, October 21, 2000 and on Wednesday the 25th. A new president was voted in to replace Ed Watson, whose term was over. Charles E. Murphy from Camillus, New York, became our new president, to serve for the next two years.

Our hotel, the Sheraton Tacoma, was excellent. The rooms were spacious, clean, and serviced first class. The hotel's restaurants were very good, with superior food at reasonable prices. Most of us ate every meal at the hotel. Other groups take note, this is a great spot.

On Monday, October 23, we had a tour of the Museum of Flight. Very good for NASA-related, but not good when it comes to our beloved B-24. They don't even know it existed. Obviously the Boeing influence. They had the first Presidential jet but obviously did not know that the first Presidential plane was a B-24 type that Eleanor Roosevelt used all over the world.

On Tuesday, October 24, we returned to McChord AFB and had lunch at the officers' club, followed by a talk on the base and its mission. What a difference from when we were stationed there in 1945. It's a great base and is very active with global airlift. They have had C-82s, C-54s, C-124s, C-130s, C-141s, and C-17s. We had a chance to go through three of the monsters and had a briefing from the people who fly them. It is unbelievable what the performance is today. The C-17 carries a remarkable load and can take off from a minimum runway of almost anything. They can go anywhere at a moment's notice, and we were briefed on the many tasks they have performed in just this last year.

Following the briefing, we went to the base chapel and had services for our lost comrades with the lighting of the candles. We were so fortunate that Dr. Janet Sellers Kavandi, astronaut, attended the services and lit one of the candles. Janet spoke afterwards and invited all of us to join her for the next space shot she'll be on next June. Janet is the daughter of William Sellers, a gunner in our 854th Squadron during WWII. He passed away some years ago and Janet has joined us several times. She carried our group flag into space, and now that

flag is on display at the Heritage Museum. Janet may be attending the "Women in Aviation" program at the Heritage Museum in December.

On Wednesday, October 25 we toured downtown Seattle and learned a bit more about the Great Northwest. What a change there has been in this area. The traffic was heavy (very), but the free travel on buses and trolley in the Seattle area was great. There was great inexpensive rail travel from Tacoma to Seattle.

On Wednesday night we had our banquet and ended the reunion with music and dancing.



REV/DR WILLIAM L. McCLELLAND
491ST CHAPLAIN

ing. It truly was a great experience for all. For those of us living on the East Coast, it was an all-day affair to return home. Recognizing this, the board of directors has scheduled the 2002 reunion for San Antonio, Texas, and following ones will be at St. Louis or Cincinnati. The 2001 reunion will be held in Washington, DC.

A reminder to all Ringmasters: Time is flying and you need to get your reservations in to the 2ADA for the convention in Norwich, November 1-9, 2001 for the dedication of our new Memorial Library — the finest and most modern library in the world when it opens. ■



CHARLES MURPHY (L)
AND ED WATSON (R)



WENDLING 392nd B.G.

BY CHARLES E. DYE

Greetings to all 392nd Crusaders!

The 392nd had another successful, FUN filled meeting in Salt Lake City in October. If you were one of the forty-four in attendance, you are well aware of our activities. If you were unable to attend, plan on the next meeting. Our next official meeting is scheduled to be with the 2nd Air Division Association, but since they are going to Norwich, England in November 2001, we will meet in Irving, Texas in October 2001. From all indications the Norwich trip is "sold out," but you may want to contact Evelyn Cohen if interested. It is my understanding that the Memorial Library in Norwich is proceeding on schedule and should be completed in time for this trip.

As usual, the 392nd BG hosted the 8th Air Force Active Duty Award Recipients at the Salt Lake City Rendezvous Dinner. We enjoyed hearing the modern-day "war stories" and the young Blue Suiters were enthralled with our WWII war stories. While the

Salt Lake City meeting was well attended, we were surprised and disappointed that the reunion planners and the Board neglected to invite the 2ADA president, as has been the procedure for many years. Apparently the Society's deteriorating financial condition precluded this formality.

Our 2nd Generation members continue to explore the Web site, and we continue to sign up new members, both WWII vintage and the 2nd Generation type. Our Web site is located at www.b24.net, and we have had nearly 20,000 hits. Lots of interest — try it!

On the subject of the 2nd Generation, Kurt Weiland, son of our group bombardier "Doc" Weiland, was the mainstay of our SLC hospitality room, keeping us well supplied with both liquid and solid refreshments. He and his son (3rd Generation) were also most helpful in disposing of all unused material. Thanks again to the 2nd Generation.

The current slate of officers was reelected for another year and along with the Board of Directors continues to work diligently for our bomb group and the 2ADA. James Goar, the 392nd NEWS editor, has been named as back-up 392nd vice president to the 2ADA. Jim will be in Norwich to represent the 392nd BG and will give us a full report upon his return.

We look forward to seeing many of you at the next meeting. Keep an eye on this column and the 392nd NEWS for more details. ■

Nelson L. Dimick, age 75, passed away on July 27, 2000 in a VA hospital. Nelson was a copilot in the 700th Bomb Squadron, 445th Bomb Group. His plane was shot down on his birthday, on the Kassel mission of September 27, 1944.

He was captured and held prisoner in Stalag I for nine months. He retired a captain of the Air Force Reserve. He was a Purple Heart recipient. He is survived by his wife Gwendolyn, two sons, one daughter, and eleven grandchildren. His wife's address is: Gwendolyn Dimick, 7 Ball Terrace, Boonton, NJ 07005-1002.

We are sorry to hear of the death of Twyla Kieffer, wife of *Journal* editor and former 445th group vice president Ray Pytel. The 445th Bomb Group has made a special contribution for a book in the 2AD Memorial Library in Twyla's name on behalf of the 445th BG.

KASSEL MISSION PX SALE

Ira Weinstein informs me that they have a few items from KMMA PX that they are putting on sale — \$10 for white caps and a few other items. Contact Ira at 335 Park Place, Glencoe, IL 60022-1269 or phone (847) 835-2286.

Ira recently returned from a trip to England, France and Germany which included visits to Tibenham, the 2AD Memorial Library, and Normandy. He will report on his trip in a future article he is now preparing.

THE STORY OF LIZZY

Taken from the *History of the Four Forty-Fifth Bomb Group (H)*

The boys who fly the "Libs" have always been rather conservative when it comes to blowing their horns about the "LARGE" type aircraft, which we have been pushing around on all the world's battlefronts for the last couple of years. In the first place a large percentage of them were slated for hot twin engine jobs like B-25s, B-26s, and A-20s. When Henry started to turn out B-24s like V-8 convertibles, well, someone had to fly the big ones. On top of that, you can look over the personnel reports and find that the majority of the copilots are ex P-40 and P-51 men. Better still, visit the nearest Liberator base and listen for those who howl the longest and loudest and they'll be orphaned fighters and future "flip corks" who abruptly became button pushers. In the early stages of the game these men had to be ordered into heavy bombardment, but as the story and history of the Liberator unfolds in this greatest of aerial warfare, you soon find that you would have to order boys back to their old love.

It has only been recently that we have been reading in the local news sheets that large formations of Fortresses and Liberators attacked targets in so-and-so and knocked down so many such-and-such fighters. The local newspapers would have said this many months ago if a few war correspondents had studied their aircraft recognition. Those fellows were jumping to the conclusion that all four-engine aircraft were Flying Fortresses. That, of course, is not the case ... ask Junior, he probably knows more about



BY FRED A. DALE

the different types of aircraft than our own intelligence officer. Now don't get us wrong, we know that the Fort is one fine airplane — it could dish it out and it could take it. But there is another just as tough and that has been coming back loaded with half of the scrap iron in Germany, and hanging up a bumper crop of records of its own. Many stories have been written about the courageous crews that have flown the B-24, but our story is one of the plane itself, a tribute to American workmanship.

First impressions aren't worth a "plugged nickel" anyhow, because the groans and howls fast become loud praises as the ability of the Liberators to take it, along with the other heavy bombardment planes, comes to the surface. It is with this in mind that the following story is written on plane No. 42-7555, and to the workers of the Willow Run plant who made her. This Lib will have to be posthumously named. She was so busy that no one got a chance to paint a pretty picture or a glamorous name on her, so we will call her "Lizzy," because she was born in Detroit, the true home of mass production, that is putting such a dent into the face of Germany's homeland. Lizzy went on only three missions, but she gathered more glory and metal than any electric magnet in a scrap iron pile.

It was early last fall when the Air Transport Command boys delivered Lizzy to a midwest overseas training unit base, and there was a curious crowd on hand to meet her. We had heard a lot about a modified B-24 which was going to revolutionize heavy bombardment. Of course, it was strictly a "hush-hush" job and only the combat crews and maintenance men were allowed to "gawk" at her. Well, there she was, nose turret and all, and that nose turret didn't add one lousy bit of beauty to her already sad, pregnant appearance. Right away, every crew in the outfit started flying her. It didn't take long for her to become the squadron workhorse. But more modified Libs soon arrived at the base, and Lizzy was assigned to a crew.

The hours began to pile up on Lizzy's flight report. She did transition work, phase training, hauled freight, passengers, and everyone from the commanding officer down to the squadron cooks. Yeah, it looked like she would be worn plum down to a nub before she got into combat.

For every time someone needed an airplane, "Old Lizzy" was right in service and rarin' to go.

It was only natural that Lizzy was picked to lead the overseas parade when that great day came for the squadron. It was on her first big over-water hop that Lizzy proved she could really take it. Even the best of weather officers run into surprises. The surprise this time happened to be one of those vicious, towering, cumulus clouds that happened to climb right through the overcast which Lizzy was trying to get above. This particular cloud is supposed to rip the average plane into little pieces, but Lizzy wasn't just "average." There she was, going down tail first at about 5,000 feet per minute and freight floating all over the fuselage, to say nothing of twenty-five Benny Goodman records which were taking an awful beating. Then old Lizzy reversed her field and started going up tail first at the same rate she had been descending. Much to the relief of her frightened crew, she popped out of the stuff at 12,000 feet, all in one piece and no damage, except for one large bump on her copilot's head. The rest of the trip was uneventful, and Lizzy put her crew safely down in merry England.

The other airplanes in the squadron were sent right to a modification center for a few combat improvements, but not Lizzy. Immediately, she was sent over to another group as a replacement. As a rule, when an outfit "borrows" your airplane, it's a cold day in July when you get it back. The group used Lizzy for one operational mission. Little is known of Lizzy's first encounter with the enemy, but she came back with plenty of holes to show that she had flown over unwelcome territory.

With the exception of the one operational flight, Lizzy's next two weeks in England were spent on practice missions and orientation flights with crews who were preparing themselves for combat. The group finally became operational and had their first mission. Much to Lizzy's embarrassment, she missed the big event — she was out on a routine inspection and getting a new set of tires.

Her crew finally had the opportunity to take Lizzy into battle on their second mission. The target for that day was Bremen, a long, tough haul in any flier's language. The weather wasn't at its best for an operational flight, and Lizzy had to climb up to where the thermometer dropped to about 50 degrees below zero to get over the stuff. But as the formation neared the target, the weather started to break up, and the boys were in for a good day of visual bombing. It wasn't hard to look ahead to tell where Bremen was, for "Jerry" was certainly filling the sky over the target. You could drive a formation of Jeeps through that flak barrage up there. The P-47 and P-38 boys were doing a good job that day. They had practically cleared the sky of Jerry with the exception of a few of the Luftwaffe veterans who always loiter around the formation to direct the German anti-aircraft gunners.

(continued on page 36)

Strange Recollections of Tibenham & Combat

BY JIM MYERS (445TH)

I was a captain and squadron bombardier of the 703rd Squadron, 445th Bomb Group. On March 6, 1944, we flew with a command pilot, W.W. Jones, the group operations officer. Col. Jones had a very peculiar habit. There was a directive from the higher headquarters that combat crews had to fly with steel helmets on their heads. This was rather cumbersome and not very popular. When Col. Jones came out to the airplane to take his position as command pilot in the right seat of the cockpit, he was carrying his steel helmet on his arm rather reluctantly. When he got into the aircraft, instead of putting the helmet on his head, he put it between him and the pilot on the floor. I did not see this, of course, being the bombardier in the nose, but the radio operator, Pappy Wilson, and the flight engineer, Harold Eckelberry, saw this happening. When we got up to altitude on the combat mission, Col. Jones picked up the helmet and urinated in it and set it back. After we got over the Channel he used it again, and of course, he used it several times during the mission. When the mission was over and we came back and landed at Tibenham, Col. Jones got out and picked up the helmet, went back to the catwalk and knocked the frozen urine out of the helmet onto the hardstand. Then he very casually put the helmet on his elbow again and put it back in his locker. I sometimes wonder how bad that locker smelled, but it didn't seem to bother him at all.

On my eighth mission, on February 20, 1944, Major Stewart flew the mission with us as command pilot. On this mission it was rather cold. Over Europe an 88mm shell came right up through the airplane between his legs and out the top of the fuselage of the airplane. The Lord must have been with us that day because the shell went right out the top of the fuselage and did not explode. Of course, Major Stewart was sitting with a terrible draft of cold air on him until we got back to our base. He was very white and I thought he looked like he was frozen to death. He could hardly move.

We had another experience. Our squadron was doing the briefing for a mission. Of course, we were up all night. I was in the mess hall eating my midnight meal, and in walked Major Stewart. He just looked terrible. He had mud practically all over him. I couldn't figure out what had happened to him. He came over and sat down by me at the table. I said, "Major Stewart, what in the world has happened to you?" It was in a blackout, of course, and he was coming from the operations building to the mess hall to eat. There was a cinder path between the two buildings and there was one shell hole on one side that always had mud in it and was pretty deep. Major Stewart said to me, "You will never believe what happened. I was coming over here to eat and here came an SOB on a bicycle. Apparently he couldn't

see me and I couldn't see him and he ran right between my legs and knocked me into the shell hole and he landed right on top of me! And do you know what he said to me, Jim?"

I said, "No, Major, I have no idea."

"The guy on the bicycle said, 'Did I hurt you, buddy?' And I said, 'No, buddy, I don't

because most of the prior targets in France had been milk runs. On this particular target the flak was so heavy you could look down on the ground and it was orange — you could see the guns firing because they were low altitude missions. There was so much damage that the wings and the tail of the airplane had to either

Pappy said to me, "Captain Myers, I just hate to go in his office again. He makes me feel like a little biddy boy. Major Stewart said to me, 'This is the fourth time you've been in my office, and if I was you and you was me, just what would you do with me?' " Then Pappy said, "Well, I think I would just confine myself to the base for two weeks." Major Stewart said, "That sounds OK with me, Pappy. You are dismissed."

think you did, but you scared the hell out of me." And Major Stewart said to me, "I wish to hell I knew who that guy was."

We had our radio operator we called Pappy Wilson; rest his soul, he's passed on now. One mission that we were on Pappy called down to me in the nose of the ship and said, "Open the bomb bay doors, Captain Myers." Of course, I did so immediately. I didn't know it, but Pappy was very sick and of course he regurgitated right out of the airplane. In doing it, he lost his upper false teeth, and of course I didn't know what had happened but I found out later that he asked Captain Conley, "What are we going to tell these people when we land?" Captain Conley said, "Don't worry about it, Pappy, I will simply tell them that you got air-sick." Which of course was a lie, but Captain Conley could get by with it, and Pappy got a new set of false teeth.

Pappy also had a problem of going off the base and drinking quite heavily, and of course, each time this happened he was AWOL and would have to be broken down to a private and then repromoted to a tech sergeant in order to fly combat. I was going by the headquarters one day and Pappy came out shaking his head very dejectedly. I said, "What is the matter, Pappy?" He said to me, "Well, Captain Myers, I just hate to go in his office again. He makes me feel like a little biddy boy. Major Stewart said to me 'This has been the fourth time you've been in my office, and if I was you and you was me, just what would you do with me?' " Then Pappy said, "Well, I think I would just confine myself to the base for two weeks." Major Stewart said, "That sounds OK with me, Pappy. You are dismissed."

The cold, damp weather and the flights through the soup are things I will always remember. I thank God for the good pilots we had and for the training and perseverance they had on our combat missions and in getting us home.

On a mission to Wattonberg, France on May 1, 1944, we encountered a very heavy amount of flak over the target. It was very uncommon,

be replaced or repaired because of many, many holes in each. Our tail gunner, Eddie Baumgarden, always flew with the turret door off. There was so much damage that it blew Eddie out of the turret onto the catwalk in front of the turret. Of course, that had never happened to Eddie before and he called Captain Conley, the pilot, told him that the concussion from the flak blew him out of the turret, and asked him if he had to get back into the turret. Captain Conley came right back in on the intercom: "Eddie, if you don't get back in that turret, I will come back there and stuff you in it."

Rest Eddie's soul — he is now missing and not among us, as he passed on a few years ago. ■

Upcoming 2ADA and Group Reunions

2ADA SO. CALIFORNIA REGIONAL

To be held on February 24, 2001 at the Phoenix Club in Anaheim, CA. Contact Richard Baynes, 71 Nighthawk, Irvine, CA 92604-3683, phone 949-552-3889.

2ADA SOUTHWEST REGIONAL

To be held at the Sheraton Grand Hotel near DFW Airport on March 17, 2001. Contact Ray Lemons, 10515 Estate Lane, Dallas, TX 75238, phone 214-348-2762.

446TH BOMB GROUP REUNION

To be held May 10-13 in New Orleans. Contact Bill Davenport, 13382 Wheeler Place, Santa Ana, CA 92705, phone 714-832-2829.

2002 2ADA MIDWEST REGIONAL

Including all Kassel Mission survivors. To be held September 26, 27 & 28, 2002, Oshkosh, Wisconsin. Contact Ira Weinstein at 3400 S. Ocean Blvd 5EN, Palm Beach, FL 33480 (winter address) or 450 Skokie Blvd #800, Northbrook, IL 60062 (summer address). ■



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

While back I related the passage of time (how quick it seems to go) to the taking-out of the trash — it seemed like Tuesday came around every other day. Now, over the Internet comes another version. "The days of our lives are like the pieces of paper on a roll of toilet paper. The roll seems to get used up faster when the end of the roll is near."

"IN SEARCH OF PEACE"

To my knowledge, there are no copies of this book available anywhere. However, **DAN BENARCIK**, Mike's brother, has volunteered to coordinate an effort to receive any copies of Mike's book that may be gathering dust on your bookshelf and place them with people who have been looking for a copy. If you have a book that you'd like to place with someone who desperately wants one or if you are a person who would like to provide a loving home for one of Mike's books, please get in touch with Dan Benarcik, 1826 Marsh Road, Wilmington, DE 19810. Dan is to be commended for providing this wonderful service. I'm sure there will be many people who will be very grateful to him. I know I am — thanks a bunch, Dan.

A few weeks ago **GLORIA BERG** called, and the news regarding **LeROY** isn't too good. LeRoy had been fighting an operation on his ankle that wouldn't heal. After three months the decision was made to amputate his leg just below the knee. As if this wasn't bad enough, he had a stroke while trying to recover from the surgery. He is currently working to recover from the stroke. If there are any of you out there who'd like to send good wishes to him, his address is 1022 Oakes, Superior, WI 54880.

One of the things **WILLIE WILSON** looked forward to each year was going up to his summer home in Mammoth Lakes, CA. Until recently his dialysis treatments kept him close to the treatment center near Northridge, CA. Now he says a center which is located on the Indian reservation in Bishop, CA has added a third shift, and his first treatment was on September 4th. Because of this, Willie and Mary Jean were able to drive up there and enjoy the month of September communing with nature.

EARLE NASE wrote about an article he saw in the Summer 2000 issue of the Journal of the 8th Air Force entitled "France Awards WWII Veterans With Diploma." The text of the article reads:

"The Republic of France is now awarding Diplomas to World War II veterans who served in or over France. One Diploma acknowledges the Nation's gratitude for the landing of Normandy and the subsequent liberation of France. Another Diploma is for those veterans who landed in Southern France and who participated in the eastern half of the country. Note: There

is no medal to accompany the Diploma.

"Anyone who has the notation 'Normandy' or 'Southern France' in item #32 or a similar notation under Battles and Campaigns on his Army Honorable Discharge Certificate will be eligible to receive one of these Diplomas. To request the Diploma, write to the nearest French Consulate located in the following cities: Atlanta, GA; Boston, MA; Chicago, IL; Houston, TX; New York, NY; New Orleans, LA; San Francisco, CA; Los Angeles, CA; or contact the Consulate General de France, 4101 Reservoir Road NW, Washington, DC 20007-2187, phone (202) 944-6148."

On September 3 **DIANA & WIB CLINGAN** celebrated their fiftieth wedding anniversary. Congratulations, and welcome to the club.

It's now the time when some of you have moved to your winter quarters — someplace where it's a little warmer. If you'd like your March Newsletter to be sent to this new address, please let me know before January 15. The same goes for any other changes of address. Thanks.

The beat goes on, and this might be the time to beat on you again. Please take a look at the address label on your September Newsletter. If it reads "expires Jan. 2001" or there is no date after the word "expires" it is time to make a contribution to the good cause. Ten of those hard-to-come-by dollars will put you ahead one more year, but why not make it easy on poor old Mo Morris. Send the kid \$20.00; that way his writing hand will last longer since he will only have to prepare one membership card, which will last for two years. I thank you and Mo thanks you.

These wishes won't get to you in time, but **IRENE & I** hope your holiday season has been a joyous one, with many members of your family in attendance at this special time of the year. And for 2001... Hang in there, guys, I've heard the best is yet to come! ■

Dad, What Are You Doing Here?

BY ALBERT J. BROWN (445TH)



Dad meets son, Lt. Albert (Al) Brown (L) at Tibenham in September/October 1944.

I have put this "war story" off for years — but here goes. I think it is a little different.

As you will recall, we were stood down for about ten days in September/October 1944. Only engineering test flights were flown. After having gone through one of those, I went to the club for a sandwich. At that time I was navigator on Arthur H. "Bud" Williams' crew. (On completion of my thirty missions I went "home"

and went through pilot training.) While devouring my sandwich and burning my mouth on that infamous horseradish, the "Tannoy" announced that Lt. Brown had a visitor. I knew it had to be another Brown. They then announced that Al Brown had a visitor. I thought, "Oh, oh, what have I done?" Then, there at the entrance to the club stood my father. I couldn't believe it... but sure enough, there he was.

As a veteran of Navy services in World War One (as was my mother) he had decided in late '41 that they hadn't done it right some 24 years earlier, so in early '42 he volunteered to get back in the Navy again. At almost 50 years of age, this was no easy thing.

With all the father-son emotion out of the way, we got a bed for him. Capt. Barker (I forget his first name) gave up his for my Dad. After a couple of very full days at Tibenham, we and Bud Williams and three other members of the crew went down to Plymouth and stayed a couple of days on his ship, the USS Maumee, an Auxiliary Oiler/Repair ship. They had just come up from North Africa and southern France and done escort/support duty through four trans-Atlantic crossings, against terrific odds and at ten to twelve knots.

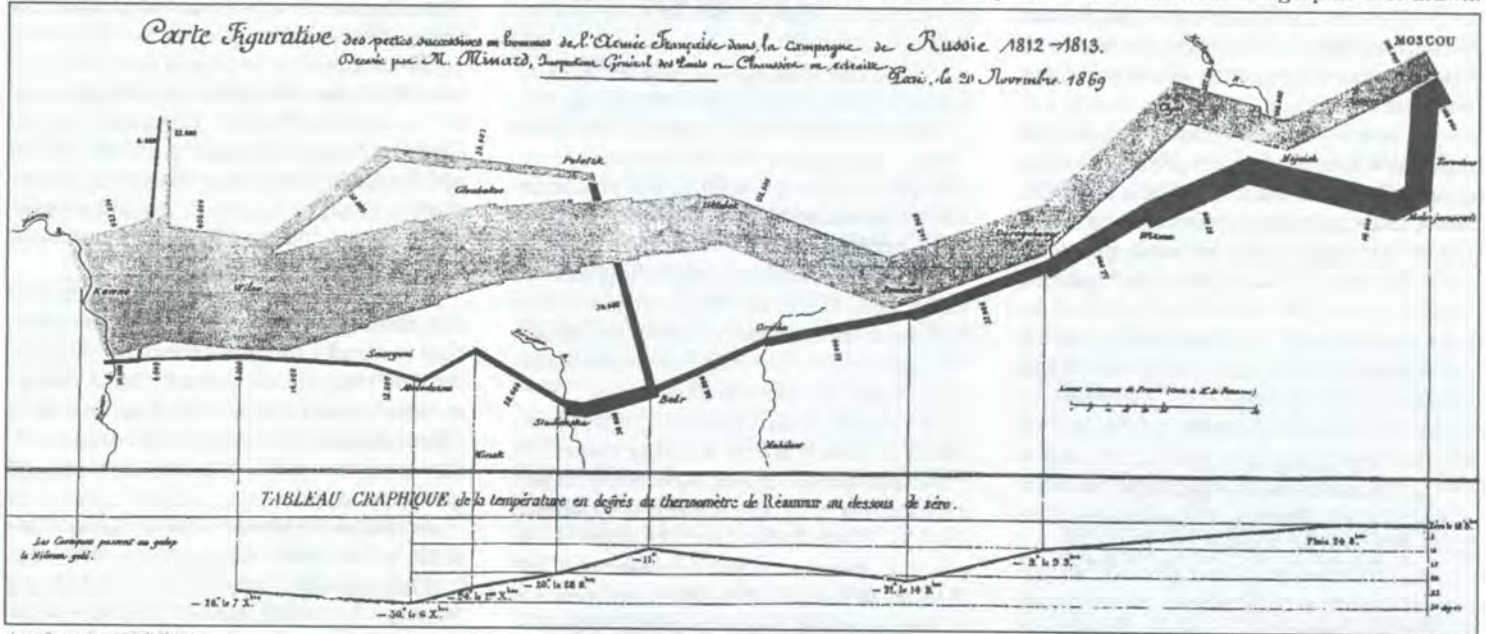
How my Dad found out where our APO was is another story. Suffice it to say he was born in Scotland, ran across a Scottish Rail Transport Officer and got some "decoded" help.

This war story lacks the blood and guts of others, but, in some small way — very BIG for me — does show an element of the American fighting spirit we had at that time.

My "visiting" Dad left me with some different, poignant, memories of the 445th. They really showed their respect for him. The effect was mutual. ■

Napoleon's Round Trip to Moscow

This map drawn by Charles Joseph Minard portrays the losses suffered by Napoleon's army in the Russian campaign of 1812. Beginning at the left on the Polish-Russian border near the Niemen, the thick band shows the size of the army (442,000 men) as it invaded Russia. The width of the band indicates the size of the army at each position. In September, the army reached Moscow with 100,000 men. The path of Napoleon's retreat from Moscow in the bitterly cold winter is depicted by the dark lower band, which is tied to temperature and time scales. The remains of the Grande Armée struggled out of Russia with 10,000 men. Minard's graphic tells a rich, coherent story with its multivariate data, far more enlightening than just a single number bouncing along over time. Six variables are plotted: the size of the army, its location on a two-dimensional surface, direction of the army's movement, and temperature on various dates during the retreat from Moscow. It may well be the best statistical graphic ever drawn.



ROMMEL

Leader of the Afrika Korps and Master of Mobile Warfare

REPRINTED FROM LINCOLNSHIRE MILITARY PRESERVATION SOCIETY MAGAZINE, LINCOLNSHIRE, ENGLAND

Field Marshal Erwin Rommel (1891-1944) was one of the great generals of World War II, and his inspired leadership of his armoured and mobile formations made him a legend in his lifetime, even among his enemies.

After serving in the First World War, he taught at the new infantry schools and in these inter-war years he caught the attention of Adolf Hitler. When war came in 1939, Rommel was commander of Hitler's personal headquarters. After the defeat of Poland, Hitler granted his request to be given command of a Panzer division.

The division that he took over was the 7th Panzer. As part of Army Group A, it was allotted an important part in the strategy that had been devised to break through the allied defences in the Ardennes in May of 1940.

After the defeat of France, Rommel was recognised as an outstanding exponent of "Blitzkrieg," but his orders when he took up his next command were to be on the defensive. This command was of the German forces that had been sent to North Africa to shore up the tottering armies of their Italian ally, which were headed for Suez and beyond before being badly mauled and defeated by the British.

In spite of his orders, Rommel decided to take the offensive. This was the first of a long series of attacks, launched on 31 March 1941. The British, however, would not give up the port

of Tobruk, which was only taken finally in November. Shortly afterwards, General Claude Auchinleck ordered the newly named British 8th Army against the Germans in Operation Crusader. This time the Allies had more success.

The first six months of 1942 saw Rommel recover from the setback of Crusader and take the offensive again. The initial German victories in this new offensive were stunning. The Gazala battles defeated the 8th Army and then Tobruk fell again to the Axis forces. Rommel decided to push on again to Alexandria, hoping to defeat the British totally in North Africa. He managed to reach El Alamein, but there, stiffening British forces forced him to a halt. He attempted many times to advance further, but failed in his objectives.

Under its new commander, Lieutenant-General Bernard Law Montgomery, the 8th Army stood firm.

As the autumn wore on, the Allies in turn prepared their counter-offensive, opened by the Battle of Alamein in October/November 1942. Rommel had supervised the construction of a very effective defensive position, and although numerically superior, the British forces found it hard to break; but eventually they did so, and the Afrika Korps began a long pull back. Meanwhile, the Allies had landed an Anglo-American Army in French North Africa

and were soon advancing on Tunisia. The Axis forces in North Africa were soon inevitably squeezed to death, but nevertheless, Rommel fought an inspired retreat as he pulled back, eluding Montgomery's attempts to trap him and his much depleted army and at the same time giving the U.S. forces a bloody nose in Tunisia at the Kasserine pass. Rommel left Africa before the final Axis defeat in May of 1943.

In January of 1944, Rommel was handed the command of Army Group B, in France, preparing to meet the expected Allied landings in northwest Europe. He ordered great effort to be put into improving all beach defences. After the successful Normandy D-Day beach landings, however, he clearly realised that the German Army would eventually have to retreat in the face of the invading forces. He advised Hitler of this. Hitler refused and Rommel gave some support to the plotters who were planning to assassinate the Fuhrer. When the plot failed and Rommel's name was linked with the plotters, he was given the option of standing trial or taking his own life. He chose the latter. What marks Rommel above most German high ranking officers was his insistence that moral standards must be observed at all times, on and off the battlefield — towards prisoners and civilians especially. This combination is rare in any epoch. ■

Unspeakable Variety in Our Mother Tongues

BY CLARE JOHNSTON • REPRINTED FROM "IN BRITAIN" MAGAZINE

If you hear someone in central Scotland saying, "it gars ye fash," you'd better mind your step — something is eating at their nerves. But then again, when it comes to British dialects, it helps to be constantly on your toes.

Ask for directions in Leeds and you might be pointed down a ginnel (a narrow passage between houses). In Cumbria, the same route would be a lonning or went — and in Halifax, it's a snicket.

These are all British expressions, yet the uninitiated can often barely identify the language, let alone comprehend what's said. With all the grammatical intricacies, dialects can be just like a foreign tongue. The leading contender for this status is Scots (also called Lallans), which is used in the Scottish lowlands (and not to be confused with Scottish Gaelic — which really is another language). Lallans has its own dictionary (*The Concise Scots Dictionary*), its own body of literature (mainly written by Robert Burns) and is full of baffling words like swithering (hesitating), niffle-naffle (wasting time), shuggle (shake), and the fabulous gontrum niddles (cry of joy).

As if different vocabulary and grammar weren't enough to contend with, even ordinary English words spoken in outlying (or central) regions can be unfathomable, simply because they are spoken with a different accent, or sound system. For example, many Scottish accents rhyme father and father and fail to distinguish between cot and caught or pool and pull. Some north English accents sound cud and could alike, and a Cockney pronounces thing like fing.

You might have thought it would be easy enough to guess what someone is saying by the tone of their voice. If so, think again. The way in which meaning is conveyed by loudness, tempo and melody is a little-studied aspect of dialects, but it's true to say that you can't always rely on tone. Questions in one region can sound like statements in another. And slow, melodious accents, such as those in East Anglia or Devon, are usually thought to indicate a more relaxed and easy-going nature.

Various estimates have been made as to the number of British dialects. One specialist says there are 13, another 42 — but even that is probably an underestimate. Professor Higgins in *Pygmalion* boasted that he could place any Londoner within two miles. Others have claimed to know which end of a dale someone is from. In the six northernmost English counties, 17 separate pronunciations for the word "house" have been "recorded" — and Yorkshire folk can tell instantly whether you come from Bradford or Leeds, even though the two cities are contiguous.

Why are there so many differences in dialect? One reason is the human fondness for novelty. If there isn't a suitable word for the occasion, why not make one up? If a word catches the popular imagination, it sticks — even if it doesn't always spread. Words for donkey

around the country include cuddy (a shortened form of Cuthbert), neddy (Edward), dicky (Richard), moke, fustock, pronkus, and nirrur. In other cases, the same word has quite a different meaning. Dinner means the midday meal to some, the evening meal to others, while a bucket in parts of Scotland is a dustbin, not a vessel for carrying.

Although people sometimes say things because they are easier or more sensible, it's also a matter of fashion. As Bill Bryson says in *Mother Tongue*, "Language is more fashion than science, and matters of usage, spelling and pronunciation tend to wander around like hemlines." Take, for example, the sudden tendency in 18th-century upper class southern England to pronounce dance, bath, castle, etc. with a broad a — as if they were spelled dahnce, bahth and cahstle. The pronunciations stuck, helping to underscore social and cultural differences.

In case you haven't guessed by now, British forms of speech are no laughing matter. To complicate things further, dialects are not just regional. Oh no. There are also occupational dialects, ethnic dialects, and class dialects. In practice, dialects vary from house to house and there are as many dialects as there are speakers.

Accent refers simply to pronunciation — everyone has an accent — while dialect has to do with grammar and vocabulary. That means it's possible to speak Standard English (the written form of English we all know, love — and understand!) with a regional accent. Only three to five percent of the population speak Standard English with the totally regionless accent sometimes called Received Pronunciation — or a "BBC accent." Received Pronunciation, which developed during the 19th century, had such social prestige that anyone with ambition tried to acquire it. Things are changing — it can work as much against you as for you nowadays, depending on the sphere you're in.

All this might sound complicated — but don't forget that dialects, accents and jargon (often borrowed from English) do exist in other languages too. It's just strange that in Britain, where people from a common heritage have been living together in a small area for hundreds of years, there's such a variety. And it is this very variety that is one of the charms and fascinations of this country.

One of the main reasons for Britain's proliferation of dialects is its colourful history and the fact that the British variety of expression and language has never been suppressed.

Surprisingly, despite their long existence on the island, the Romans contributed little to modern English. In Spain and Gaul they left Spanish and French; in England, there are barely five words of everyday vocabulary. Nor did the Celts (about 20 words). What they did leave behind, however, were place names (Avon and Thames are Celtic, while -chester and -caster come from the Roman word for camp).

In contrast, in northern corners of Holland and Germany, you'll find evidence of one of English's biggest linguistic influences. These are the homelands of the Frisians and Angles (after whom England was named) who invaded Britain with the Saxons and Jutes in about 450. AD. Their language sounds like an eerie English dialect — it has hardly changed over 1000 years.

The Anglo-Saxons' culture may have been somewhat impoverished but their language was rich in subtlety. When St. Augustine brought Christianity (and literacy) to England in 597 and the Anglo-Saxons learned to write, their literacy outpouring was immediate and astonishingly assured. In *Beowulf* alone there were 36 words for hero and 12 for battle.

England soon became a centre of learning and, although 85 percent of Anglo-Saxon words died out under the influence of the Vikings, the 4,500 that did survive are vital. Although constituting only one percent of the total in the *Oxford English Dictionary*, Anglo-Saxon words like man, wife, child, live, fight, love and eat are fundamental.

Scandinavian invaders followed hot on the heels of this Anglo-Saxon cultural flowering, leaving many Old Norse traces. In 878 a treaty was signed establishing the Danelaw — a line running between London and Chester, dividing control between the English in the south and the Danes in the north, which to this day remains an important linguistic dividing line. In southern Scotland and northern England, people attend the kirk (Old Norse: kirkja) whereas elsewhere they go to church (Old English: cirice). Northerners make butter in a "kirn" (Old Norse: kirna) while southerners use a churn (Old English: cyren).

As well as over 1,400 place names, Norse terms stuck alongside Old English ones, so creating a profusion of synonyms, such as craft and skill, wish and want. English would certainly be poorer without the Norse words freckle, leg, skull, meek, dazzle, and husband.

One final cataclysm awaited the language — the Norman conquest of 1066 — which bequeathed 10,000 words (70 percent of which are still in use). It's astonishing that English survived when no king spoke the native tongue for the next 300 years! It had no official status, so it drifted, with regional differences becoming more and more pronounced. By the 14th century, English existed only as a continuum of dialects. The variation was so considerable that individuals could be understood by only a minority of their own countrymen.

Meanwhile, French flourished at court, creating a French-speaking aristocracy and an English-speaking peasantry. This meant that the influence of French was concentrated in matters of government, fashion and fine living, while the peasants continued to eat, drink, work and sleep in English. Humble trades (baker, miller) tend to have Anglo-Saxon names, while

(continued on page 27)

Remember back in 1943-45, when our 8th Air Force in England used a novel concept of throwing out "Christmas tinsel" from our planes at altitude to confuse the enemy radar readings of our exact altitude? I remember it very well, as on one mission we were flying low slot in our B-24 formation and gunners from the planes above and ahead of us were busy throwing out the chaff, and also routinely tossing out the stiff cardboard sleeves in which it was packaged. One of the cardboards hit our nose turret and cracked off the whole plexiglas cover. We got our nose gunner, S/Sgt. Laurie Van Winkle, out of the turret OK, but it sure was a breezy trip from then on.

The following is an excerpt from an article by Thomas Roop, in the July 4, 1999 issue of *The Arizona Republic* newspaper, headlined "Military Chaff May Be Killing Valley Lightning."

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"Chaff consists of bundles of thin strands of aluminum-coated fiberglass. It has been used by the military from WWII to Desert Storm. (Editor's Note: I remember it as pure aluminum strips in our days.) Military jets training in the skies over the Barry M. Goldwater Range (65 miles southwest of Phoenix) routinely drop chaff as part of their countermeasures exercises. When dropped, the chaff creates a false radar signature, confusing the enemy. Chaff also emits heat to distract enemy missiles, allowing pilot and plane to escape.

"Chaff is used in military bases in 13 western states and 7 east coast states, plus in off shore exercises on both coasts. USAF used 1.8 million bundles worldwide in 1997. More than 354,000 rolls were used by the Navy/Marines and Navy warships used 100 large bundles in 1997. Many military aircraft deploy chaff using pyrotechnic charges that eject the material in bursts weighing around 8 ounces; others use air-flow dispensers. Navy vessels deploy chaff using rockets weighing 8.5 pounds and mortars weighing 16-24 pounds (this data from Department of Defense — 1998 inventory was more than 37 million bundles and 141,000 rolls of chaff).

"Hair-thin fibers released by the military jets to evade radar during aerial war games in southern Arizona may be shorting out spectacular monsoon lightning over Phoenix. Researchers say the fibers called chaff, float above the state for up to a day, forming huge clouds seen only by weather radar and preventing the huge buildup of energy needed to produce lightning . . .

"Chaff is blamed for everything from making Nevada cattle sick to posing health risks to those who breathe it in. But the Department of Defense has denied that chaff poses health or environmental risks, and even critics point out there is not much solid information on chaff.

"Researchers in Arizona have been looking at the chaff-lightning connection since at least 1990. They took special notice of a strange storm that swept out of the south and into the

Angel's Hair, "Window" or Chaff: A Useful Menace?

BY JIM LORENZ (466TH)

Valley on August 20, 1993. The storm pummeled the Valley with heavy rain, hail and powerful winds. There was even a report of a funnel cloud. But there was almost no lightning. And lightning almost always comes with strong summer storms in Arizona. But this storm packed just one cloud-cloud lightning strike. A normal storm of this magnitude could have been expected to produced 35 such bolts, according to Tucson research meteorologist Robert Maddox . . . past director of Severe Storms Laboratory in Oklahoma and currently a visiting scientist at the National Weather Service Office in Tucson.

"Maddox said he and his colleagues have been perplexed for years over weather records indicating that Phoenix has an unusually low number of lightning strikes for the number of strong monsoons . . . in July and August . . .

"Maddox published a study in 1997 and his colleagues documented that 11 potent summer Valley storms from 1995-1998 produced no lightning. 'Chaff has sharp edges that discharge lightning,' Maddox said. The net effect is the really high electrical charge needed to generate a lightning strike never has a chance to accumulate.'

"Although chaff floats unseen over the Valley, it shows up vividly on Doppler radar, said Tony Haffer, head meteorologist in the Phoenix office of the National Weather Service. Chaff tends to make clouds look like they are capable of producing more precipitation than they really are . . . At times, it's amusing. We notice that some of the local television personalities point to the bogus radar echoes and say there are showers southwest of Phoenix and moving our way. But when you look at the satellite picture, we have clear skies . . . We've tried to get some idea when and where the big chaff dumps will occur . . . but the military has been reluctant to share that with us. A September 1998 report by the General Accounting Office stated that there were 237,975 bundles of chaff released in 1997 . . . at the Goldwater Range. There are approximately 2 million fibers per bundle . . . Randy Cerveny, geography professor at Arizona State University, states that he feels Maddox makes a good case that chaff is causing a lack of lightning here . . . Right now, we don't know all the ramifications when there is an absence of lightning."

→ → → →

In a companion article, Mr. Roop noted that the activists in Nevada have claimed the chaff may cause cancer, possibly have effects on our breathing, and has potential dangers to our wildlife. GAO investigated and reported no conclusion and that the military should take care of its problems — urging the development of a biodegradable chaff.

As most of us remember, chaff was generally helpful, at least until the enemy devised the "rectangular black box of flak" from the IP to the target, where the guns repeatedly fired to a pre-set altitude. I find it somewhat amazing that one of our rather crude techniques used 55 years ago is still "state of the art!"

My conclusions: Don't eat the Christmas tinsel, and carry a bundle of chaff to throw up in the air when you suspect lightning is coming! ■

A GENERAL KNOWS BEST!

As a crowded airliner was about to take off, the peace was shattered by a five-year-old boy who threw a temper tantrum when his mother tried to fasten his seat belt. No matter what his frustrated, embarrassed mother did to calm him, the boy continued to scream and kick the seats around him.

From the rear of the plane, an elderly gentleman in the uniform of an Air Force general walked forward. Stopping the flustered mother with an up-raised hand, the courtly general leaned down and motioning toward his chest, whispered something into the boy's ear.

Instantly the boy calmed down, took his mother's hand and let her fasten his seat belt. All the other passengers burst into applause.

As the general made his way back to his seat, one of the flight attendants stopped him.

"Excuse me, general, but could I ask what magic words you used on that little boy?"

The old man smiled and said, "I showed him my pilot's wings, service stars and battle ribbons, and explained that they entitle me to throw one passenger out of the plane door on any flight I want." ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

THE B-24 AT THE SMITHSONIAN

Dave Thompson of the 93rd informs me that the Smithsonian National Air & Space Museum is going forward with building the Stephen F. Udvar-Hazy Center near the Dulles Airport at Washington, DC. Dave, after having a distinguished career in the Air Force, retired from the National Aeronautics and Space Administration (NASA). He recently attended the annual luncheon for NASA retirees, and United States Marine General John R. Dailey (Ret.), the current director of the National Air and Space Museum, was the principal speaker. He informed the group that the Center at Dulles will have some 180 aircraft and 100 spacecraft currently in storage for display. Of great interest, he dwelled on the B-24, stating that there will be one on display at the Center. General Dailey was a Marine pilot with 6,000 hours of flying time. He was the assistant commandant of the Marine Corps when he retired in 1990. Following retirement, he spent time with NASA before his appointment at the Smithsonian. Dave reports the General as being very knowledgeable about the B-24; that it was the most produced airplane by the USAAF during WWII and it performed very well in all theaters of operations during the war. He recognized the shortage that exists for static display of B-24s,

but is determined to find one and include it at the Dulles Center. This is great news, especially when one considers that prior management at the Smithsonian never recognized the existence of our B-24 and its outstanding performance during WWII. If any of you have knowledge of where a B-24 might be acquired, let me know: 6205 Meadow Court, Rockville, MD 20852, tel. 301-881-1376.

THE B-24 AT THE AIR FORCE MUSEUM

I received my 2001 calendar the other day from the USAF Museum and was delighted that our B-24 is the featured picture for the month of September. Its WWII name "Strawberry Bitch" is distinctive on the nose section. It brings back memories, as the pictured B-24 is the "D" model, the first in combat during WWII. Both the 44th and the 93rd entered combat from England with the "D" model which had only a single gun out the nose, no belly turret, and toothpick blade propellers. The Luftwaffe pilots soon learned they could make head-on attacks below our fire power and not get hit by our gun fire. Nevertheless, we flew combat missions with this airplane, and a great number flew the low altitude Ploesti mission against the Romanian oil industry on August 1, 1943. I remain a member of the Air Force Founda-

tion, Incorporated, and I enjoy their quarterly magazine as well as the annual calendar. Their address is: P.O. Box 1903, Wright-Patterson AFB, OH 45433, Web site: www.intecon.com/museum/. The annual dues of \$24.00 are well worth the money.

93RD BOMB GROUP REUNION

Planning is moving forward for our reunion March 30, 31 and April 1, 2001 at Savannah, Georgia, thanks to Harry Kelleher, our assistant group vice president. He has visited the Mighty Eighth Air Force Museum and hotels in the area, and contacted bus transportation and tour companies for lodging, sightseeing, food and transportation. The reunion program, including directions, hotels, schedules and costs, will be published in the next 93rd newsletter, the Ball of Fire. We can all be grateful to Harry for doing the planning and leg work for our reunion. I have heard from many of you by telephone (forgive the incorrect number in the BOF) and letters of your planning to attend. The reunion will be unique in that we will come together as a group separate from the Second Air Division Association convention. The featured activities will be the dedications of the bust of General Timberlake and the 93rd Bomb Group memorial plaque.

FOLDED WINGS

Sadly, Earl Zimmerman reports that Lt. Col. Charles J. "Charlie" Weiss, Jr., USAF Retired, passed away on November 19, 2000 at the Malcolm Grow Hospital at Andrews Air Force Base. He was being treated for lymphoma and developed pneumonia. ■

THE WORLD'S HIGHEST-PRICED, HIGHLY-PRIZED, ICE!

BY JACK KINGSBERY (458TH)

I was a crew chief on the first B-24 in the 458th Bomb Group to complete fifty bombing missions over enemy territory.

I recall the summer of 1944, when my plane returned from a bombing mission over Germany with one of the engines shot out. While over the target, our bomb group was attacked by ME-109s. The pilot was able to feather the engine and return home safely. None of the crew were wounded.

Since there was a shortage of bombers, all combat-damaged planes were repaired as soon as possible so they could be sent back into action. As soon as my plane landed, I assessed the damage and told my ground crew that we needed to replace the engine that had been hit. The subdepot at the base had already overhauled engines ready to be mounted. We started removing the damaged engine and had it off by midnight. The new engine was on by daylight and ready for a test hop to make sure that it functioned properly.

This was in mid-July, and it can get hot even in England. Lots of our Air Force personnel liked to drink beer when they were off duty. The British pubs served their beer called mild and bitter that wasn't cooled. In fact they had very little ice in England. The Americans really

complained about the warm beer, but drank it anyhow. It didn't bother me because I didn't drink beer.

We were losing a good many of our bombers to enemy fire, and replacements were flown in from the U.S. regularly. Sometimes the Air Transport Command personnel who flew the new planes to our base would bring several cases of good old American beer to give to our base personnel. Since there was no ice available, our boys had to drink the American beer warm. They said it was still way better than the English beer.

When the repaired plane was ready for the test flight, I went to the operations office and wrote up the flight report that our plane needed a test flight at five thousand feet. A new B-24 had come in from the States that morning and was parked next to our plane. The ferry crew got out of the new plane and gave our ground crew two cases of Lone Star beer. It was a hot day, and my crew said it would sure taste better if it was cold.

About that time, a flight crew came out for the test flight on my plane. The normal test for a new engine is to fly thirty or forty minutes at about five thousand feet. Since we had worked all night replacing the engine, I felt that my

crew needed an extra reward. I changed the flight plan and wrote in that the plane needed to be flight tested at twenty-five thousand feet. The temperature at that height would be at least zero. I told my ground crew to get two empty five-gallon oil cans and fill them with water, put the beer bottles in the water and load them into the plane. Since the planes were not heated, the water would soon freeze and the beer would be chilled.

The test flight crew never questioned the authority of the crew chief, so off my plane went into the wild blue yonder. After reaching twenty-five thousand feet, the pilot landed the plane and wrote his report stating that the plane functioned properly. The water in the two buckets had begun to freeze and the beer was icy cold. By the time we got our plane ready for the next day's mission, the beer was still cold and our crew had a beer party. They said the ice cold beer was great.

Flying a B-24 from five thousand to twenty-five thousand feet takes a lot of gas. I am sure that we probably set an all-time record for the cost of producing ice, but it was well worth it as a morale factor. After a few "cool ones" they were all ready to "Take on the Huns!" ■

The copilot of the WWII B-24 bomber that graced the Flandreau Airport in the late 1940s and early 1950s has reported in.

William Rigg of Bartlesville, OK called The Enterprise recently to confirm his discovery that his old plane was in Flandreau for a decade.

It was over one-half century ago that the plane he and his fellow crew members flew over Hanover, Germany and other enemy cities in WWII was the bomber that was a popular attraction at the Flandreau Airport for nearly a decade after the end of the war.

His letter telling of the bomber's WWII service is a part of this story.

The "Thunderbird," as it was named by the WWII crew, landed at Flandreau Airport in 1947. It had been purchased by Flandreau businessmen and the local Civil Air Patrol to be used in aircraft instructions at the airport. Then Colonel "Duke" Corning, who would later become a popular general and the man in charge of South Dakota's Air National Guard, flew the plane from Altus, OK to Flandreau.

Roger Johnson of Flandreau, an avid aviation buff, has a tape recording of a 1947 interview with Duke Corning telling of the travails in piloting the old warbird to Flandreau.

The Liberator "buzzed" the town and then landed for the last time on the grass runway at the airport. It had cost local investors \$350, plus another \$350 for gas and expenses to fly the aircraft here. The "Thunderbird" was a popular attraction at the airport but weather and vandals gradually did what German fighter planes and anti-aircraft guns could not.

The plane fell into disrepair. It was given to the Flandreau Boy Scouts in 1949, but its condition continued to suffer, mostly by vandals, and it was eventually sold to Mel Jacobson of Pipestone for junk. Jacobson paid the Boy Scouts \$1,500 for the old warbird. Government lawyers took the Boy Scouts to court for selling the plane in violation of the original agreement when it came to Flandreau.

But the lawyers retreated the more they learned about the condition of the plane, and the suit was later dropped.

Thunderbird's first combat mission was on June 2, 1944 and it returned to the U.S. on June 19, 1945. It was reported in old press releases of the time that the bomber had 174 shrapnel holes in it and had seven engines shot up on its missions.

Let's let copilot Bill Rigg take it from there:

"There is a need to express deep-felt appreciation and warm friendship to the community of Flandreau. It is for your efforts in bringing the Thunderbird to South Dakota and continuing to support the project for as long as was reasonably possible.

"This will be a bit of history for most all of you, but certain past events which occurred a long time ago have a very direct bearing on the basis of this message to you.

"The Thunderbird was a B-24, four-engine, heavy bomber assigned to the 852nd Bomb Squadron, 491st Bombardment Group (H), Sec-

491ST BG COPILOT FINDS HIS BOMBER IN SOUTH DAKOTA

BY CHUCK CECIL
Reprinted from The Enterprise,
Community Newspaper
of Flandreau, South Dakota



THUNDERBIRD AT REST IN SOUTH DAKOTA, CIRCA 1957

ond Air Division, Eighth Air Force, England, during World War II.

"In 1947 a determined and patriotic group from your community purchased the plane from the U.S. Government, saving it from immediate destruction, and arranged to bring it to Flandreau. It was placed in a prominent location at the airport for viewing by local residents as well as out-of-town travelers. It remained there until 1957, at which time it could no longer be adequately cared for and was properly reduced to basic elements.

"These facts were set out in a 1992 *Warbirds* magazine article.

"Going back to the time in 1944 while the Thunderbird was assigned to the 491st Bombardment Group (H) at our base in North Pickenham, Norfolk, England, there is a further historic event of great significance. The specific date was September 12, 1944, and the Bridges crew, identified at the end of this letter, was assigned to fly the Thunderbird as part of a 27-plane group effort to accompany other B-24 groups from the Second Air Division that day.

"The strategic target was the Misburg Oil Refinery at Hanover, Germany. Anti-aircraft fire was heavy, accurate and intense over the target and two of the group's planes were shot down. One crew parachuted and was taken prisoner, while only one man survived from the second plane.

"The Thunderbird suffered heavy damage,

losing one engine as well as having nearly all of the tail control surface destroyed. The impact of the shell bursts knocked the tail gunner into the body of the plane from his position in the tail turret, and a shard of shrapnel severally injured the right waist gunner.

"It would be a year before the injured man would walk again. Probably the result of pilot skill, luck, divine intervention, or more likely all of these, the crew managed to nurse the plane back to our base in England. Following extensive repairs the Thunderbird was fully restored to flying condition and continued to serve.

"There is another interesting tribute involv-

ing the Thunderbird you will want to know about. A very talented young man with skills in watercolor painting, whose name is David Redfern, was a crewman in the formation of planes that day over Hanover. He painted the action showing the damage to the tail sections of the Thunderbird and the tragic loss of one plane going down. The original of this painting is located at the B-24 museum in Pueblo, CO. A small copy of this painting and a color photograph of the plane at your airport are included here with the hope that there may be a suitable location in Flandreau for their display. *Enterprise Editor's Note: All of the documents Mr. Rigg sent will be turned over to the Moody County Museum.*

"Upon return to the United States, the Thunderbird was later moved to Altus Air Force Base, Oklahoma to await an uncertain future. By some stroke of good fortune the people of your area entered the picture, purchased the plane, and relocated it to the Flandreau Airport in 1947 where it remained until 1957. It was the act of acquiring the plane and retaining it during that time period under trying conditions that we were much touched by and feel you are most deserving of our sincere thanks.

"As strange as it may seem, our understanding of this lost time and the additional ten years of life of the Thunderbird has just been known to us the past few weeks. But now, knowing

(continued on page 26)

Watergate Was Not What You Thought!

COMPILED BY ROBERT L. BRYANT JR.,
COPY EDITOR AT THE STATE
NEWSPAPER, COLUMBIA, SC

Do you know what the term "Watergate" refers to?

Sally Sue Garris, who teaches U.S. government to seniors at Spring Valley High School in Columbia, South Carolina, asked that question of her middle-class, suburban students. Some of what they told her follows.

"Watergate was a fight against the Constitution. [It] involved the British against the U.S. people. The British didn't agree with the Constitution, and they wanted to abolish it . . . This event happened around 1789."

"Watergate took place in the mid-1900s . . . I think it had a lot to do with bribery. Nixon was giving money or buying out people to do numerous task[s] like buying votes."

"Watergate was an event that happened in the late 1800s."

"Nixon embezzled money from the U.S. government and used it to build the Watergate hotel."

"A place where a war took place."

"In the movie *Forrest Gump* [Watergate] was the name of a high-price[d] hotel. Someone was trying to steal secret documents. And Bill Clinton is involved."

"President Nixon was accused of giving out secrets of the U.S. to other nations."

"It had something to do with WWII."

"The Watergate scandal had something to do with the Vietnam War. Some documents or files were discovered. These items forced President Nixon to resign."

"Watergate was a scandal that involved Richard Nixon, Bill Clinton, and his wife, Hillary. The Watergate scandal started in 1996 and is still going on today."

"Richard Nixon had the Democratic Party bugged, and then he got caught by some guy from *The Washington Post*. They made some movie about it with Dustin Hoffman."

"I remember something with President Nixon and him saying, 'I am not guilty' and putting the peace sign up with both of his hands."

"Watergate . . . was an incident involving then-President Richard Nixon and some guy named Henry Kissinger."

"Richard Nixon lied about something, and when everyone found out the truth, they attacked him." ■

The 448th Speaks



SEETHING

BY CATER LEE

Each time we hold a group reunion we ask ourselves, "How could we possibly beat this one?" Well, if we didn't beat the rest, we sure came close. If any group has had more generals at their head table we would like to hear about it.

We had three retired and active generals at our final banquet, including active four star General Ralph E. Eberhart, Commander in Chief, North American Aerospace Defense Command, U.S. Space Command, Department of Defense Manager for Manned Space Command, Flight Support Operations, Peterson Air Force Base, Colorado. He was our speaker.

Also with us was retired Lt. General E.G. Shuler, Jr., who serves as chairman of the board of directors of the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. He retired as commanding general of the Eighth Air Force at Barksdale AFB.

Major General Lewis E. Lyle (Ret.) joined us as well. He flew three combat tours with the 8th Air Force as a pilot of B-17s, and he was commander of the 303rd Bomb Group and later commander of the 379th Bomb Group. He retired from the Air Force in 1967 as Major General, Director of Maintenance and Engineering.

In addition we had retired Air Force Colonel Warren Lamont, the son-in-law of Louise and Bob Angle and a classmate of General Eberhart at the Air Force Academy.

We had a few last-minute cancellations due to serious illnesses, and I am sorry to report that our good member Bert J. LaPoint passed away. Our final count was 215 in attendance.

Thanks to the following members of my family, no members of the 448th had to work at the registration tables. The following worked the registration on August 28th & 29th: Heath Larson (grandson-in-law), Martha Anne Larson (granddaughter), Cheryl Lee (daughter-in-law), Beth Lee (granddaughter), Linda Koniar (daughter), and Sandra Lee (daughter-in-law). We all appreciate this and thanks to all.

Prior to the unveiling of the 448th's beautiful memorial, Leroy Engdahl delivered a speech pointing out the adversities our generation suffered yet *we* with our *allies* defeated our adversaries and preserved world freedom. World War II ended September 2, 1945.

At Monday night's banquet, our British friends Jim Turner and Pat Everson were introduced. Each made a short speech and each was presented with a plaque of appreciation.

Several citations were presented. I presented citations to each of our four vice presidents. Four additional citations were presented. George DuPont read the citation for myself, which was much appreciated. Charles McBride read a citation honoring one of my staff members, Pat Wilkins, for all the behind-the-scenes work she does for the 448th. Bob Angle did the same for Jennifer Johnson. I took these back to Vulcan, Inc. and presented them to these two fine ladies.

Leroy Engdahl called Bubba Lee, current president of Vulcan, Inc., to the stand, where he cited Vulcan for their most generous past and present contributions to the Mighty Eighth Air Force Heritage Museum. A total in checks of \$35,000 was presented to the museum, raising the total for the 448th to \$130,000. The 448th is the *only* B-24 group to have donated \$100,000 or more. One B-17 group, that of Major General Lyle's, was the first to reach this figure.

The two tours, which were optional, were well-attended and enjoyed. One was the Historic Savannah tour and the other was the Low Country tour featuring old plantation homes.

Again we had several widows whom we always welcome and encourage to attend. Also we had some first-timers, grandchildren, sons and daughters we were happy to see and welcome back.

All our officers were re-elected and Robert Angle will serve as vice president to the 2ADA replacing Charles McBride, who has filled that position for several years. Charles will continue as 448th vice president.

Our 2001 reunion will be at Shreveport/Barksdale AFB, head of the 8th Air Force. Leroy Engdahl and I will soon start working on hotels, a visit to Barksdale, etc. and make a personal visit before the end of the year. The month of April was the choice time of the attendees.

New Orleans was selected by popular vote as our reunion site for 2002. New Orleans not only has the new D-Day museum but numerous other points of interest. Again, because of heat and humidity, April likely would be a popular month.

Good health and much happiness to all. ■

COPILOT FINDS HIS BOMBER IN SD (continued from page 25)

this, we feel a deep sense of gratitude and affection to the Flandreau and Moody County community for extending the life of our old friend that ultimately became your friend as well.

"You have to be an All-American fellowship of good friends and neighbors that support the great traditions of America the beautiful. You have our full admiration and respect."

Sincerely, Lester Bridges, pilot (491st BG); William Rigg, copilot; William Hamilton, navigator; Gordon Walker, bombardier; Gene Taylor, engineer (deceased); Martin Voyvodich, radio operator; Douglas Rodewald, gunner (deceased); Clair Way, gunner; Joseph Pegram, gunner; and Edward Wallace, gunner. ■



BY JIM LORENZ

MAIL CALL

Had a nice letter from J. Fred Thomas (392nd BG) about getting a call from a 466th vet after this man had noticed a 392nd poster on the Queen Mary. (He had rented a room on it for the night while vacationing in the California Disney area.) Fred kindly referred the man to me, and we have a new member!

Leonard Pilara was a meat cutter before WWII, and somehow the Army had wisdom to assign him to serve in the officers' mess, 785th Squadron, 466th BG from April 1943 to June 1945. Leonard told me that in 1945 he was reassigned to serve in Okinawa until he was discharged. I was in the 785th, but have a short memory. Anyone remember any of our mess hall men? Leonard and Olivia live in San Anselmo, California.

Another letter was from Ing. Matache Adrian in Romania. He is interested in letters written home by the men or from POWs for an exhibit they are preparing for the 55th anniversary of their liberation after WWII. Anyone interested, give me a call.

UNUSUAL MEDALS FROM WWII

Did your squadron ever get a Dickin Medal? Don't know what it is? Read on!

An article in the September 4, 2000 issue of *Chemical & Engineering News* reports that the *South China Morning Post* of August 15 tells of a dog receiving the Dickin Medal recently for saving the lives of seven soldiers in Hong Kong during WWII. Reporters Murray Campbell and Mike Carlson say the medal, which is the animal equivalent of the Victoria Cross, is given by the British charity The People's Dispensary for Sick Animals. It dates from the Crimean War (1853-1856).

The heroic dog, a Newfoundland named Gander, was a mascot of the Canadian Royal Rifles. On Christmas Eve 1941 in Hong Kong, Gander picked up and ran off with a grenade that threatened seven of the regiment who were pinned down by Japanese machine gun fire. The men escaped, but the dog died when the grenade exploded.

Gander's feat resurfaced about five years ago when visitors from the Canadian War Museum talked with Hong Kong veterans at a reception.

The late Gander's medal bears the inscription "We also serve." The Dickin Medal, the *Morning Post* reports, thus far has been awarded to 53 animals: 18 dogs, one cat, and 31 pigeons.

SPRING JOURNAL UPDATE

In the Spring 2000 *Journal*, we reported on a letter from Peter Celis, assistant to the mayor of Ramsel, Belgium, asking for any information we had on a B-24 which crashed nearby on October 7, 1944, as they wished to put a memorial on the spot and would like to have any of the surviving crew to attend.

I was able to determine that this was B-24 #42-502364, "This Is It," pilot William Garrett's crew, 785th Squadron 466th BG. They were on Mission #122 for the 466th, to Magdeburg.

With the help of crew navigator Bob Stone, we noted there was only one casualty — S/Sgt. Thomas J. Morrow — and there are only four living survivors. We gave these names and addresses to Peter, and he has contacted two of them and Sgt. Morrow's relatives. Peter has just advised that the Ramsel council is meeting soon to discuss this proposed memorial for that B-24 crew.

MEETINGS

Our next 466th BGA stand-alone meeting will be held April 18-21, 2001 in Las Vegas at the San Remo Hotel. Contact Lou Loevsky.

The 2ADA will meet November 1-9, 2001 in Norwich, England. The 466th BG will have a day at Attlebridge. ■

Who Does the Public Trust?

An article in *Air Force Magazine*, March 2000, by associate editor Tamar A. Mehuron gave the results of a Gallup poll taken in the latter part of 1999, which surveyed over 1,000 adults. Why this article? Thought you'd like to know that the U.S. Military was by far the most trusted!

Results by total percent rank order	a great deal	quite a lot	total %
1. The military	34	34	68
2. Church or organized religion	32	26	58
3. The police	24	33	57
4. The computer industry	20	29	50
5. The U.S. Supreme Court	20	29	49
6. The Presidency	23	26	49
7. Banks	16	27	43
8. The medical system	17	23	40
9. Public schools	14	22	36
10. Television news	14	20	34
11. Newspapers	12	21	33
12. Big business	11	19	30
13. Organized labor	13	15	28
14. Congress	9	17	26
15. The criminal justice system	8	15	26
16. News on the Internet	8	13	23
17. Health maintenance organizations	8	9	17

UNSPEAKABLE VARIETY IN OUR MOTHER TONGUES (continued from page 22)

the more skilled (mason, painter, tailor) have French ones. Animals in the field are good old cows or sheep but once cooked they're beef or mutton.

After the loss of Normandy to the French in 1204, the Norman rulers started thinking of themselves as English. They had never been hostile to English — and the language gradually reasserted itself. In the 15th century, English finally replaced French and Latin for official business, most of which was conducted in London. By the early 16th century even documents originating elsewhere were usually written in the London dialect, and a written standard emerged.

Scholars argue that Standard English is itself a dialect. However, it is fundamentally different from other dialects, not least in having its own writing system. Dialect, characteristically spoken, has to adapt the conventions of the Standard English writing system.

Dialects tend to be more vigorous and lively than Standard English, and are currently hugely fashionable in the media. And the joy of a living language is that the influences from other countries and cultures never cease. The "Mother Tongue" in Britain has now come full circle and currently absorbs Australian and American expressions. Meanwhile, technological advances not only increase the internationalisation of the English language but give it a whole new vocabulary of its own.

What's important, at the end of the day, is that it doesn't matter which area of Britain you choose to visit because, whatever the dialect spoken, you'll find that "welcome" is the same everywhere. ■

I have just finished reading *The Day We Bombed Switzerland*, written by Jackson Granholm of the 458th Bomb Group. (See book review elsewhere in this issue). I found it very interesting for several reasons. It is the story of a young man who enters the military service, is trained as a navigator and assigned to a crew and a B-24, and goes to England assigned to the 458th Bomb Group stationed at Horsham St. Faith. While flying his missions, he gets promoted to squadron navigator and then to group navigator.

From September 1942 until December 1943 Horsham was the home of Headquarters, 2nd Bomb Wing, and it was redesignated 2nd Bombardment Division until it became the 2nd Air Division. It is interesting to read about his experiences at this plush former RAF base where I was stationed from October 1942 until we moved to Ketteringham Hall. He tells about how we happened to bomb Switzerland and about the general court martials of two of the pilots. He was appointed defense counsel for the two pilots and Jimmy Stewart presided at the trial.

Horsham was also the home of the 96th Combat Bomb Wing with Brigadier General Walter R. Peck commanding. General Peck succeeded General Kepner as CG of the 2nd Air Division at the end of the war when General Kepner was made CG of the 8th Air Force.

I have, over several years, reproduced parts of the special supplement to the February 3, 1945 issue of *Target Victory*. I ran across an item on Lieutenant General Doolittle that I don't believe I have published previously. If I have, I apologize for repeating it. Just attribute it to an old man's failing memory. In any case, I found it refreshing to read again and hope that you will also.

"The third birthday of the 8th Air Force launches Lt. Gen. James H. Doolittle on his second year as 8AF Commanding General. He accepted command in January 1944, succeeding Lt. Gen. Ira C. Eaker (now Commanding Mediterranean AAF), and the original Commander of 8AF, Lt. Gen. Carl Spaatz (now Commanding US Strategic AF in Europe).

"Into Doolittle's 48 years are packed a career as adventurous as the tale of Army aviation itself. After attending the University of California, the Alameda youth enlisted as a flying cadet on October 6, 1917, and was commissioned March 11, 1918, assigned to the Aviation Section, Signal Corps reserve. He earned Master's and Doctor's degrees at Massachusetts Institute of Technology in 1924 and 1925.

"The name of Doolittle became linked with aviation progress throughout the world. In 1922 he was awarded a DFC for the first coast-to-coast flight within 24 hours. He won the Schneider Seaplane Trophy race in 1925 (speed, 232 1/2 mph for 350 km).

"From Major in Special Reserve he was or-

KETTERINGHAM HALL DIVISION

HQ

BY RAY STRONG



dered to active duty July 1, 1940, assigned in charge of production for the changeover of the auto industry to aircraft, to meet expanding requirements of the AAF. Then came the startling and imaginative 'Shangri-La' plan — first aerial raid on the Japanese mainland, April 18, 1942.

"Thereafter he commanded 12th Air Force, 1942; N.W. African Strategic Air Force, March 1943; 15th Air Force, November 1943. He flew in 25 missions from African bases, including the first raid on Rome. He holds the Medal of Honor (for the Tokyo raid), DSM, Silver Star, DFC, and Air Medal with clusters."

The picture above is another of Ludwig Lund's watercolor paintings. It is titled "Bloody But Unbowed" showing a damaged B-24 on the ground and an injured crewman being helped. Again, I regret that the picture is not in color. The good news, however, is in a letter from Paul King, chairman of the Board of Governors in Norwich, which I quote as follows:

"We have found that we shall be able to use all the marvelous watercolor paintings of T/Sgt. Lund. We shall place these in our Meeting Room within the Memorial Library, which we hope will be known as the 2nd Air Division Association Room. It transpires that consent

for naming areas has to be given by the Millennium Commission, who are paying for half this huge Millennium Library complex. I am sure there will be no problems in that regard. Anyway, it is the wish of the Governors that the Association should be commended for its huge generosity to the Trust over the years."

Digital copies will be made for the display and the original paintings in the bound volume will be kept in the Norfolk Record Office. ■

489TH NOTES (continued from page 8)

ropolitan area you can sample from a menu of sixty live theater presentations!

There are delightful beer garden matinees at Orchestra Hall, with beer and snacks served at tables during the music. Operatic and noted soloists perform at Northrup Memorial Auditorium on the Minnesota Campus and at the St. Paul Chamber Orchestra.

Minnesota has more miles of lake and river shorelines than either California or Hawaii has miles of coastlines. A tranquil setting is never more than five minutes away. Add to that the Como Zoo and the Minnesota Zoo, each of which offer indoor and outdoor adventure which is close to nature.

The above thumbnail description, which does not list the hundreds of historical sites, museums, art galleries and sports activities, is a condensation of 63 pages covering these attractions in the 2000 telephone directory.

Perhaps you should plan to spend two or three extra weeks here, after which you will be able to say, "Yah, sure" or "Uffda" like a true Minnesotan. ■

Learning the Truth About the Squadron of Deception

REVIEW REPRINTED FROM FAA INTERCOM (MAY 2000), THE NEWSLETTER OF THE FEDERAL AVIATION ADMINISTRATION

They flew in weather conditions that often grounded the rest of the U.S. 8th Air Force. They jockeyed heavy bombers across the English Channel and the North Sea towards Nazi-controlled Fortress Europe, yet they didn't drop a single bomb. Their first mission was flown on a day that is a turning point in history — D-Day, the Allied invasion of France.

They were members of the 8th Air Force's 36th Bomb Squadron, a secret radar counter-measure unit during World War II now immortalized in a book by Stephen Hutton, an air traffic specialist at the Raleigh (NC) Automated Flight Service Station.

The book, *Squadron of Deception*, is the culmination of eight years of research and writing. Hutton focuses his story on the squadron's history, the experiences of its members, and in particular, the fate of "The Jigs Up," a B-24 Liberator that his father flew in as a tail turret gunner.

As a boy, Hutton listened to his father, Iredell, relate his war experiences aboard "The Jigs Up." Through a twist of fate, Hutton's father was assigned to another aircraft during a mission in late December 1944 that culminated with the crash of "The Jigs Up" in Northern Wales. Eight of the ten crew members perished, drowning in the rough Irish Sea. Only the pilot and copilot survived.

After conducting exhaustive research, Hutton came to realize, "Because my father missed that plane, I'm here today." Curious about the plane's fate and the squadron it was part of, Hutton researched military records for years, but could find no information on the crash or the 36th. Persistence and luck paid off when he ran across a reference to the secret squadron in a book about the 8th Air Force. In 1990, he learned that information about the unit had been declassified during the late 1970s.

Through military records, interviews with 200 former members of the squadron, and diaries kept by his father and other crew members, Hutton pieced together an account of the unit and its history.

The 36th preceded bomber groups on their way to targets. Its mission was to jam the signals of enemy radar. Using "Mandrel" equipment, the squadron produced snow on German controllers' radar screens, interfering with the ability of enemy anti-aircraft batteries and fighters to locate and shoot down Allied bombers.

Even when the Allies grounded their fighters and bombers due to bad weather, the 36th still flew missions to keep the Germans guessing. The unit participated in a "spoof dialogue" mission, in which members read misinformation from a prepared script that was then "leaked" to the enemy over airwaves to sow



confusion. During the Battle of the Bulge, the unit disrupted enemy tanks communications.

In roughly a year, the 36th flew more than 200 missions and 1,200 sorties, nearly all of which were deemed effective by Allied Bomber Command.

These days, Iredell Hutton would tell you

that his son probably knows more about the unit than he did when he was flying, because aircraft crew members were briefed only on a "need-to-know" basis.

While his research brought him closer to his father's experiences, Hutton let the airmen tell their story. "I didn't live during that time, so there's no way I could really feel what they went through," Hutton reasoned.

The photographs and the veterans' stories can only offer glimpses — albeit moving and monumental — of a group of men who fought for freedom in the world. The real story is ingrained in the minds of these men.

That's the inspiration Hutton got from writing the book, and hopes others will take. "This whole country, this thing we call freedom is the most important thing. Here these men were, laying their lives on the line for America and the freedom we enjoy. The price paid by our servicemen and by people behind the scenes is the underlying theme of this book."

Schiffer Publishing Co., Atglen, PA, publishes *Squadron of Deception*. Price is \$39.95. Access the Web site at www.36rcm.com to read more about the 36th. ■

B-29 SUPERFORT IN BRONZE

PHOTO BY SEAN CAYTON • REPRINTED FROM THE DENVER POST



Steve Kozal Jr. of Orange County, California takes a picture of a plaque beneath the bronze replica of a B-29 Superfort after a dedication ceremony in the Air Force Academy's Honor Court on September 8, 2000. The B-29 is among seven replicas donated to the Academy by World War Two veterans' groups. Steve Kozal Sr. flew a Superfortress during the war.

Ode to the Men of Ploesti

by Richard Allen Haft (44th)

*Let's gather round my friends so I can tell
How mortal men flew into the teeth of hell.
It was August first, nineteen forty-three
When the Liberators rose from Benghazi.*

*The orders at briefing were all too clear
The chief of staff would not shed a tear,
If all the Libs were lost to destiny
And the oil did not flow from Ploesti.*

*Two air forces merged to fight this great fight
Never in history had assembled such might,
The cream of the air were seen on this day
Many men knew they had drawn their last pay.*

*'Twas Paul Revere riding the Freedom Trail
'Twas the Round Table and the Holy Grail,
'Twas the Light Brigade charging once more
'Twas the Marines storming a distant shore.*

*Twenty-three hundred miles they flew that day
Too long for the Libs a continent away,
The oil must not flow to the enemy
They would shorten the war with Germany.*

*The resolve was two way, for Germany too
Fought with their all against all who flew,
Gerstenberg, tyrant, but genius as well
Turned Ploesti into the breath of hell.*

*He ringed the city with the largest guns
And manned them with Germans not Romanians,
On church steeples, haystacks, bridges and groves
He mounted a gun wherever he chose.*

*The fighters were there and many we're told
Their pilots were nervous, anxious yet bold,
Two hundred fifty fliers were in the blue
And Messerschmidts were the planes they flew.*

*"Bandits" like jackals pressed their assault
Like jackals they preyed on the lame and the halt,
A bomber in trouble was no place to be
There were many that day over Ploesti.*

*Five miles of shadow over a quiet sea
Five miles of Libs far as the eye could see,
The tidal wave streamed on its way to Corfu
The first checkpoint reached and onward they flew.*

*Tragedy struck the lead crew of the flight
They plunged into the sea and vanished from sight,
Their wingman went down survivors to find
They placed the wave in a serious bind.*

*A spotter picked up the flight at Corfu
Radio silence was now all but snafu,
Thirty degrees the heading was plain to see
The line on the map pointed to Ploesti.*

*The Germans knew well the planes would call
Welcomed by flak as thick as a wall,
The mission was secret thought all the crews
Now Germany would draw full payment of dues.*

*The leaders were sent to make the long run
The part of the raid that was the most fun,
They took their planes down to fifty feet
Enjoying the ride before feeling the heat.*

*The Danubian plain was lush and green
And verdant as any the crews had seen,
It dulled their thoughts left them feeling relieved
Dire predictions could not be believed.*

*Two minutes of practice the day before
Wiped out Ploesti on the desert floor,
Two minutes were scheduled again this day
The five groups would bomb and be on their way.*

*Blunders were many we would later learn
Lead groups approached but took the wrong turn,
Instead of Ploesti being put to test
The flight roared southward to Bucharest.*

*Baker and Jersted now assumed the lead
With twenty-two Libs they drew a bead
On a target of choice not the one assigned
The mission had strayed from the one designed.*

*The flagship was hit by an eighty-eight
They still led their group then met their fate,
Dropped their bombs as they continued to burn
Posthumous Medals of Honor they did earn.*

*Too many that day drew their last breath
In der mordkessel or cauldron of death,
Death, a lifetime of sins to atone
Death, the water all men must drink alone.*

*Spenner, Schopper and a gamecock called Hahn
German aces all who cared not a darn,
Attacked the enemy wherever he'd be
Making the hell blacker over Ploesti.*

*Compton and Ent then caught their mistake
Turned to Ploesti with doubt in their wake,
Bombed the wrong target came in the wrong way
Survived the mission but would rue the day.*

*The battle was now fifteen minutes old
Yet much of the tale is still to be told,
The three largest forces were still to come
With huge losses for both the Yank and the Hun.*

*Warrumph, warrumph, sounded the eighty-eights
With a boom, boom, boom, from its smaller mates,
And ear piercing screams of the machine guns
As wave after wave took their own bomb runs.*

*The Germans heard of a killer called Kane
They knew he would come so great was his fame,
And come he did shouting "Follow me"
Plunging into the fires of Ploesti.*

*A much quieter man, Johnson his name
Who later would gain even greater fame,
Led the Eight-Balls abreast of "Killer's" group
And drove on his target straight into the soup.*

*As Johnson and Kane faced the dreadful ordeal
Gerstenberg's rail cars then revealed,
Flak guns hidden which opened fire
Turning the Libs into a funeral pyre.*

*"Crabapple," the code, if he couldn't get through
Kane ignored the fires and onward he flew,
His force destroying half the capacity
Of the largest refinery in Ploesti.*

*The cost was appalling we'd later find
As twenty-two bombers were left behind,
The "Pyramiders" as Kane's group was called
Delivered their bombs but were cruelly mauled.*

*The Eight-Balls saw a wall of seething smoke
Ignoring the Holocaust Johnson spoke,
"We are on target, we will not turn back"
The Forty-Fourth plunged through, straight
into the flak.*

*Sixteen ships sailed in, only seven limped out
Gerstenberg's fortress caused an awesome rout,
But bombs took their toll on this refinery
And little oil would flow to Germany.*

*Posey, an Eight-Baller, broke off in a slant
To hit the high octane aviation fuel plant,
His perfect strike destroyed the target assigned
Just as in briefing, just as designed.*

*Colonel Jack Wood, the "Sky Scorpions" did lead
Though virgin to battle performed a great deed,
Crisscrossing three waves the target they hit
Was thoroughly destroyed bit by bit.*

*Ten years the battle for Troy was waged
Ten more to get home men fought in a rage,
The men that Sunday condensed time and space
Coaxed their planes to get back to the base.*

*Over one thousand miles a long way to go
More bombers were lost to terrain and foe,
One hundred seventy-eight planes left Benghazi
Eighty-eight returned from Ploesti.*

*Five Medals of Honor that day were won
Johnson and Kane for their gallant runs,
Another to Lloyd Hughes though set afire
Stayed in formation right down to the wire.*

*They were Launcelot, Gawain, and Galahad too
King Arthur's knights of old the chosen few,
Who dared risk their all to keep men free
Echoing the words "Duty, honor, country." ■*

On 22 March 1944, Lou was on the 466th Bomb Group's first mission . . . Berlin. While on the bomb run, his B-24, "Terry and the Pirates," was fatally damaged by flak. This caused a mid-air collision with another B-24. Both doomed aircraft came down over Berlin, with thirteen air crew members KIA and seven POWs. They were liberated by General Patton on 29 April 1945. Presently, the three living survivors are Lou, the navigator; Len Smith, bombardier of "Terry," and C. Wayne Beigel, copilot of the Brand crew.

Harry Meets Lou, 56 Years After "Shooting Him Down"

BY LOUIS LOEVSKY (466TH)



THE END OF LOU'S B-24, TERRY AND THE PIRATES, MARCH 22, 1944

Harry Schuster was a 16-year-old in an anti-aircraft battery in Berlin at that time, and it was Harry who *allegedly* "shot Lou's B-24 down"! After fifty years Harry decided to try to locate any living survivors of the "Terry" B-24. The way Lou got the story was that when Harry and his wife were vacationing in Florida, he made inquiries. A friend of a friend contacted "Barky" Hovsepian, now deceased, past 8th AFHS B.O.D. member and past president of the 466th Bomb Group Association, who contacted Lou.

Lou did get in touch with Harry, who lives with his wife in Germany, and the two men have been in touch by mail and phone. Harry's story is that when "Terry" came down it was so close to the flak battery that they all had to duck! Although it was *verboten* for him to leave his post, as a young teenager, he ran to view the nearby wreckage. He and a friend with a camera took two photos of the pile of mangled

aluminum that was "Terry and the Pirates."

When Lou questioned the version of the story that Harry had "shot Lou's B-24 down," Harry had this to say: "In Germany, they say that in a lumber mill where very large circular saws are used (with hundreds of teeth per blade), if a person cuts or loses a finger, who is to say, which tooth did it?" Needless to say, there were hundreds of flak batteries in and around Berlin.

After the war, Harry worked for the U.S. Army. Starting as a busboy at the Berchtsegaden Recreation area, he worked himself up to become a manager at this R&R facility. His boss, Lt. Col. Alan Gunnell, stated, "My office in Berchtsegaden used to be Hitler's office!" Harry and Anneliese, his wife, continue to live there, where he worked until a few years ago when, like many bases worldwide, his was closed. They now travel quite a bit, and come to the States to visit Florida and their grandkids in Omaha.

The photos shown here were taken in Council Bluffs, IA, on 11 June 2000. Lou and Molly met Harry, Anneliese, their daughter Jutta, and son-in-law David. They spent a most enjoyable day together with a champagne brunch, lots of conversation, and with Molly's wise decision, Harry and Lou went up to Lou's room to have a couple of beers and reminisce. The rest of the party tried their fortune in Harvey's Casino. David was stationed in Germany when he met Jutta, fell in love, and got married. They now live in Omaha, David's birthplace, with their two kids. Everyone got along well and had a fun time. ■



L-R: ANNELIESE, LOU, MOLLY, AND HARRY IN COUNCIL BLUFFS, JUNE 11, 2000

53RD ANNUAL BUSINESS MEETING

Second Air Division Association, 8th USAAF

Sunday, May 28, 2000 • Tampa Bay, Florida

A. CALL TO ORDER:

The meeting was called to order at 10:00 AM by President F.C. Chandler. The invocation was presented by James Reeves of Headquarters, 2nd AD, and President Chandler then led the Pledge of Allegiance to the Flag.

Over 250 members were present, constituting a quorum.

President Chandler introduced Dick Baynes, President of the 8th AF Historical Society, who extended greetings from the Society. Chandler also introduced Keith Thomas, new Governor of the 2nd AD Memorial Trust.

B. REPORT OF THE DELEGATE COMMITTEE (BARNEY DRISCOLL, CHAIRMAN):

Mr. Driscoll, Group 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). (The 2nd ADA IRS ID# is 25-1327743.)

In participating in this business meeting, members are performing 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. Driscoll then moved that all regular members of the Association in attendance be designated official delegates to this 53rd Annual Business Meeting. Motion approved.

C. REPORT OF THE SECRETARY (DAVID PATTERSON):

Secretary Patterson pointed out that the minutes of the preceding General Business Meeting, held in Austin, Texas, May 31, 1999, had been published in the Winter edition of the 2nd ADA Journal, and also were available for review at the Group Business Meetings earlier this week. A motion was approved (m: Patterson) to accept these minutes as presented in lieu of them being read again at this meeting.

Mr. Patterson then presented two items of change in the Association's by-laws approved earlier by vote of the Association's Executive Committee, and now submitted to the General Membership for approval. Both being proposed changes in the bylaws, a majority of two-thirds of the vote cast was required for passage of each:

1. To provide the Chairman, Group Relations Committee, the privilege of a vote when attending the Association's Executive Committee meetings. Mr. Patterson's motion to approve received significantly less than the two-thirds vote required, and thus was defeated.
2. To provide the voting privilege on the Executive Committee to two categories of officially chosen backup personnel in cases where the voting member could not attend due to health or other important commitments:
 - a. In the case of a Group Vice President's absence, his Assistant Group Vice President (as officially chosen by his Group organization) may serve for that session as a voting member on the Executive Committee if present and if approved by the absent Group VP.
 - b. In the case of the absence of an Association's elected officer, his backup (as officially chosen by the Executive Committee) may serve for that session as a voting member on the Executive Committee, if present and approved by the absent officer.
 - c. However, in every case, the rule of "one person, one vote" will prevail.

Mr. Patterson's motions to approve the two items of backup voting representation received over the two-thirds vote needed, and thus carried.

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

1. Treasurer Nothstein presented a summary of the interim financial report covering the period 7/1/99 through 3/31/00:

General Fund:		\$205,219.84
Beginning balance, 7/1/99:		
Total Operating Income:	\$117,660.96	
Total Operating Expenses:	\$ 73,044.34	
Net Income:	\$ 44,616.62	\$ 44,616.62
General Fund Balance, 3/31/00:		\$249,836.46
Donation Fund (separate from General Fund):		
Total Donations Received:	\$ 60,501.85	

Total Donations Distributed: \$37,494.84

(Memorial Library; 8th AF Heritage Museum; Memorial Trust; computer) Balance, Donation Fund: \$23,007.01

(Further disbursements will be as ordered by the Association's Executive Committee.)

The Treasurer's Report was approved (motion by Walker, 445th BG).

The Treasurer also stated that he has received over \$10,000 toward the U.S.'s World War II Memorial. He will send this sum to the memorial at the convention's conclusion, and will accept further donations until then.

2. Audit Committee (Felix Leeton, Chairman):

The Audit Committee met in August and September, 1999, to conduct audits of the general books of account, and of the convention books. The reports were submitted to the Executive Committee and approved by that body at their meeting in October, 1999. Mr. Leeton's motion to approve those reports carried.

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

1. Membership: The Association still has over 6,000 members.
2. Conventions:

NORWICH, 2001:

 - a. There are now 499 reservations, plus a waiting list (25 couples).
 - b. The number of reservations that can be accepted is limited by the number that can be served at the convention banquet in Norwich. (Note: This limitation has since been eased.)
 - c. Convention events planned include a visit to the Air Museum, Duxford; the U.S. Cemetery at Madingley; Blickling Hall; a service at St. Peter Mancroft Church; and a day at the WWII air bases.
 - d. In addition, a special event is planned to celebrate the Year 2001 dedication of the newly rebuilt 2nd AD Memorial Library: It will be a re-enactment of the procession and ceremonies held in 1963 when the 2nd Air Division Roll of Honor was placed in the original Memorial Library.
 - e. Also planned: An enjoyable evening out just for the Association's younger generations, so that they can get to know one another better.
 - f. Because of unpredictable prices of transportation, hotels, meals, and other convention items, costs per member to attend the convention will not be available until year's end (2000). (For instance, airlines will not commit to cost figures before November, 2000.)

At that time, notices will be sent out to would-be attendees, and they will be asked to remit in full to Ms. Cohen, so the funds can be placed in England in British pounds, Sterling, to minimize the effect of future currency fluctuations.

Needless to say, hotel, transportation, meals, and other costs will be higher than we have enjoyed in our conventions in the U.S.A. (for instance, hotel rooms will probably be \$130-\$150 per night).

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

Editor Pytel reported all is well with the Journal, and asked for any comments. There were none, other than applause for his work in continuing to publish an outstanding Journal.

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

1. Mr. Walker introduced Mr. Carson Holloway, who will this fall become the 2ADA/Fulbright Librarian at the 2nd Air Division Memorial Library, Norwich, England. He replaced Ms. Judy Jerome, who completes her outstanding two-year service to the Memorial. We are very fortunate to have Mr. Holloway's services, backed by his 30+ years of experience in the library sciences, as our Memorial Librarian for the coming year (with option for a second year).
2. Mr. Walker then introduced David Hastings, Vice Chairman, Memorial Trust of the 2nd Air Division. Mr. Hastings reported as follows:
 - a. On behalf of his fellow British visitors to this convention, he thanked the Association membership for their kindness and friendship.

(continued on next page)

53RD ANNUAL BUSINESS MEETING (continued)

- b. He brought greetings on this, the 60th anniversary of the Battle of Britain, from Chairman Paul King and other members of the Board of Governors, Memorial Trust of the 2nd Air Division, USAAF, as well as from the Memorial Library staff and the members of the "Friends of the 2nd Air Division Memorial" organization. He mentioned the recent tragic loss by accidental death of one of the outstanding Board members, John Whitehouse, a great loss to society and to the Memorial.
- c. He next pointed out the progress in the rebuilding of the Norfolk and Norwich "Millennium" Library, which will house the 2nd AD Memorial Library. This sixty million pound (Sterling) building project is on budget, and is scheduled to officially open in July, 2001. It will be the finest building the City of Norwich has yet seen, and will house: (a) the Central Public Library, (b) the 2nd AD Memorial Library, (c) a business learning center, (d) a tourist information office, (e) restaurant and bar, (f) lecture and film theatre, (g) massive underground car park, (h) a Heritage Attraction Center (telling the story of 1,300 year old Norwich and of the County of Norfolk in sound and vision, from the early Viking days to the present (including the 2nd Air Division's World War II "friendly invasion"), and (i) a huge atrium for city functions.
- d. The Memorial Library, to be housed in this Millennium Library, is a unique tribute to those Americans of the 2nd Air Division who gave their lives, and to those who served, and Mr. Hastings pointed out that this fine facility will be fully operational and ready to welcome the 2nd Air Division Association's visit in November, 2001.
- e. Thanks to a successful fund appeal by the Trust Governors in England, over 177,000 pounds (Sterling) were raised for the new Memorial Library (with the 2nd ADA raising almost a third of that). This will assure that this new facility (now to be twice the size of the old one) will have the latest in "leading edge" technology in the sciences of library operation and communications, and will contain up-to-date electronic equipment and systems (computers, Internet access, etc.) for visitor research and use.
- f. The Memorial Library layout is planned to include:
 - (a) A wooden panelled and windowed interior entry wall (for view but at the same time privacy), (b) model of a B-24 at the entry, (c) a large wall mural depicting the various facets of the 2nd AD (ground crews, battle-damaged B-24s returning from bombing missions, children's parties, British neighbors, etc.), (d) a reception desk, (e) bookshelves containing over 4,200 volumes, plus up-to-date periodicals and videos depicting the 2nd AD and the United States of America, (f) a meeting room for group meetings, (g) an interactive B-24 flight simulator, (h) a quiet area with the Roll of Honor and the Freedom Shrine, and (i) a Memorial Garden for quiet and reflection. Finally, there will be display areas to tell the story of the 2nd Air Division, a 2nd AD WWII airfield locator map, and an area to house Group records.
3. The Memorial staff has established a Web site, which is updated periodically (www.obycity.com/2admemorial/index.html).
4. The Governors have compiled a five-year financial plan to assure adequate facilities and staffing to meet the ever-increasing needs of the Memorial Library.
5. At a later date the Governors will launch a final fund appeal to raise a sum (approximately 500,000 pounds, Sterling) such that the total Trust corpus will equal \$1,500,000 — an amount the Governors calculate will fully secure the financial health of the Library into perpetuity.
6. Mr. Hastings then introduced other dignitaries from England:
 - a. MR. KEITH THOMAS, newly appointed Governor of the 2nd AD Memorial Trust, and former Chairman of the "Friends of the 2nd AD Memorial." Mr. Thomas thanked the Association for inviting him and his wife to this convention, and looked forward to working as a governor. He suggested two areas where he would help, one to work with the Association's Heritage League to encourage ties with the younger generations of Americans and British, and the second, to increase the public's awareness of the 2nd Air Division's exploits in WWII, and its unique Memorial Library.
 - b. MR. JOHN CREBER, Norfolk County Senior Assistant Director of Cultural Services. (John succeeds Hilary Hammond, and continues the strong ties that Hilary started with the County Council.)

Mr. Creber thanked all for inviting him to the convention, and expressed his two personal goals: First, to encourage the Norfolk County Council to continue the commitment to support the Memorial Library, in money, equipment, and staff. His second goal will be to keep alive the high level of excitement and pride in the Memorial Library that the City has shown — feelings that have grown and grown as the library's rebuilding moved ahead, sometimes with clear sailing, sometimes encountering roadblocks, but ever moving excitedly ahead.

- c. MR. CARSON HOLLOWAY, new 2ADA/Fulbright Librarian. Mr. Holloway visited Norwich earlier this year on his own to meet the Governors, the library staff, and to become familiar with the Norwich area, the customs, the people. Mr. Holloway thanked all for inviting him and his family to the convention, and looks forward to joining the library team. He envisions the library as an important educational facility to carry on the strong ties begun in WWII between England and the United States, and to carry forward the remembrances of the part the United States and the 2nd Air Division played in attaining victory and peace in those times.

H. REPORT OF THE PRESIDENT (F.C. "HAP" CHANDLER):

President Chandler pointed out that his fourteen month term in office was an arduous but rewarding one, with much accomplished for the good of the Association, thanks to the hard work of the Executive Committee and of the many volunteers serving on various committees and working groups.

It was especially rewarding to see the great steps of progress made in the rebuilding of the 2nd Air Division Memorial Library. He knows that the Association's members are looking forward enthusiastically to its completion. In fact, many will be travelling to England to attend the November, 2001 celebration of its opening.

In closing, Mr. Chandler pointed out that the enthusiasm of the leadership personnel in working toward the betterment of the Association often caused strong verbal stands at Executive Committee meetings. However, when the meetings ended, an atmosphere of "one for all, and all for one" (for the good of the Association) always prevailed.

I. GENERAL BUSINESS:

1. OLD BUSINESS: President Chandler asked if any members had any topics to bring before the membership at this time. There were none.
2. NEW BUSINESS:
 - a. Secretary Patterson presented a plaque to outgoing President Chandler on behalf of the Association for his hard work as president this past year. Mr. Patterson remarked that Chandler had to take over the leadership when incumbent President Earl Wassom became suddenly gravely ill. Chandler himself had just undergone painful knee replacement surgery and back surgery, yet he took over the reins without hesitation at this time of need by the Association.
 - b. Vice President Cohen pointed out that there will be a magnificent set of banners displayed at the newly rebuilt Memorial Library. There will be a 2nd Air Division banner, plus a banner for each of the fourteen bomb groups, and one for the WAACs.
 - c. The outcome of a voice vote on a motion to fund a stained glass window for the new chapel at the 8th AF Heritage Museum (Savannah) was too close to call, and thus inconclusive. As no further vote was taken (by voice vote, by show of hands, or by written ballot) to determine the will of the majority, the item was left unsolved.

Note: As the outcome was indeterminable, the Executive Committee will consider the subject again at a later date.

J. REPORT OF THE NOMINATING COMMITTEE (EARL WASSOM, CHAIRMAN):

Chairman Wassom listed the Executive Committee's Nominating Committee members: Charles McBride (448th BG), Walter Mundy (467th BG), Jim Reeves (HQ), and Ray Strong (HQ).

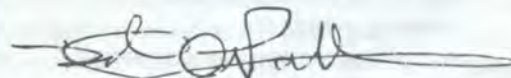
The following slate of officers has been nominated by the Executive Committee's Nominating Committee:

President: Felix Leeton (389th BG)
Executive Vice President: Walter J. Mundy (467th 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 ascertaining that there were no nominations from the floor, the motion to accept the above slate was seconded and passed.

K. ADJOURNMENT:

There being no further business, a motion to adjourn (Neal Sorensen, 489th BG) was seconded and approved. Adjournment was at 11:25 AM.



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

The Military VideoHistory Project

REMEMBERING THE 2ND AIR DIVISION 8TH USAAF IN WORLD WAR II

Since 1986 the Dzenowagis family has produced over 20 documentaries about the 2nd Air Division. Three more documentaries are in production. Many have been shown on public television, at national and regional reunions, and at national and state oral history conferences. These documentaries

have been honored with 12 national television awards. Consider purchasing these award winning programs as gifts for your family and/or for donation to your local library.



EIGHT CANDLES FOR REMEMBRANCE

English friends and bittersweet memories greet the 2nd Air Division as they return in 1987 to air bases in East Anglia. Covers the re-dedication of purpose at the American Cemetery in Madingley.
73 minutes

DISTANT FIRES

They are the WWII generation who saved the world. In 1995 they return to England and share the memories of their most heroic hours. A CINE Golden Eagle national award winner.
56 minutes

PARADE

In-depth coverage of the 50th Anniversary of Victory in Europe parade held in Norwich, England. British and 2AD veterans march the streets celebrating this historic event.
56 minutes

FACES OF THE 2ND AIR DIVISION

Closeup reality of war and its lasting effects are revealed on the faces of airmen and ground personnel in this Emmy nominated documentary. Moving stories told by the men and women who lived them.
55 minutes



MEMORIES OF WAR

Where the bomb runs are taken and the battles fought yet once again for all to see and try to imagine. Awarded a 20th Anniversary Classic Telly.
30 minutes

RAF TRIBUTE TO THE 2ND AIR DIVISION

This stirring ceremony by RAF COLTISHALL Honor Guard and RAF Wyton Military Band highlights the reunion of the 2ADA, Norwich, England in 1990.
50 Minutes



THE DAYTON TAPE "PRIDE OF THE NATION" HIGHLIGHTS

This program previews the forthcoming documentary on the 445th Bomb Group's tragic mission to Kassel, Germany, September 27, 1944. Premiered at the Dayton Air Force Museum.
87 minutes

GERMAN FIGHTER PILOTS

Three Luftwaffe pilots explain the tactics behind the surprise attack during the Kassel Mission. Most of the Liberators were shot down. With English translation.
87 minutes

INTERVIEW WITH WALTER HASSENPFUG GERMAN HISTORIAN AND CITIZEN

As a 12 year old boy in Bad Hersfeld, Germany he gives a vivid account of the Kassel Mission battle and his capture of an American airman. With English translation.
48 minutes

THE STORY OF THE MEMORIAL ROOM AS TOLD BY JORDAN R. UTTAL

An absorbing account of the development and future of the Memorial Room by a leader and founding father of the 2nd Air Division Association.
35 minutes

Quantity	Title	Price	Total
_____	EIGHT CANDLES FOR REMEMBRANCE	\$ 33.00	_____
_____	DISTANT FIRES	33.00	_____
_____	PARADE	33.00	_____
_____	FACES OF THE 2ND AIR DIVISION	33.00	_____
_____	MEMORIES OF WAR	23.00	_____
_____	RAF TRIBUTE TO THE 2ND AIR DIVISION	33.00	_____
_____	PRIDE OF THE NATION HIGHLIGHTS	33.00	_____
_____	GERMAN FIGHTER PILOTS	33.00	_____
_____	AN INTERVIEW WITH WALTER HASSENPFUG	33.00	_____
_____	THE STORY OF THE MEMORIAL ROOM	23.00	_____
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THE PX PAGE



Who is to tell our history?

Ever since the Enola Gay controversy, I have been increasingly aware of the necessity for Veterans to pass on their personal experiences of WWII. "Just Tryin' to Stay Alive" provides an appropriate vehicle for Veterans to share this era - with family, friends and the coming generations. And I am gratified by the profound interest of the sons and daughters of these Veterans to achieve a glimpse into this extraordinary time of their father's youth.



John "Red" Morgan was a recipient of the Congressional Medal of Honor. His combat experience was written as an article in the Saturday Evening Post called "The Headless Pilot." In my conversation with John, in Stalag Luft I, he talked about that mission and gave his viewpoint. Some fifty years later, almost as a present, his words suggested the title of this Documentary-Video "Just Tryin' to Stay Alive."

• • • • •



George Lymburn, a B-24 pilot, 445th BG, was shot down the same day as John "Red" Morgan. The mission was the first major daylight raid on Berlin — March 6, 1944.

Just Tryin' to Stay Alive

— A Documentary-Video —

May 8, 1995 — The Second Air Division Association announced that a 50-Year Anniversary was to take place on May 8, 1995, in England. Four hundred surviving Veterans of World War II and their families attended. They were reminded of those special and precious days. "Just Tryin' to Stay Alive" is a Documentary-Video of that 50 year Anniversary.

I was present in England when George gave this address at the Cambridge Cemetery at Madingley. I sat there astonished. Here, finally, was someone saying aloud the thoughts I'd developed over the past fifty years. And now this talk is enhanced by some moving and dramatic visuals. The perfect video to show my family and friends, and for service clubs such as Kiwanis, Rotary, the VFW, and the American Legion.

— Dr. Roscoe Heins, 465 Bomb Group

Just Tryin' to Stay Alive

Running time 33 minutes.

\$20 [Including shipping and handling]

Please send to:

George H. Lymburn
1225 Taylor Street #403
San Francisco, CA 94108
(415) 921-1225

E-Mail: B24Pilot@yahoo.com

AFTER THE LIBERATORS

A Father's Last Mission, A Son's Lifelong Journey

Reviewed favorably by Len Deighton, Roger Freeman, and Richard Snow of *American Heritage Magazine*, this is a heart-rending story that parallels the movie "Saving Private Ryan." Bill McGuire was an infant son when his father was killed flying as a B-24 Liberator navigator with the 392nd Bomb Group from Wendling on a mission to Friedrichshafen in March of 1944.

This true account reads like a novel that, once begun, you will find very hard to put down. An incredible journey started when Bill McGuire came upon an obituary of an 8th AF veteran which seemed to offer a clue. Obstacle after obstacle was overcome by the author in his search for his father's combat story.

Bill McGuire traveled extensively to interview crew members, pursue information, interview witnesses at the crash site in Germany, and visit his father's grave in France. This is a well-written, deeply moving book, which deserves a place in every World War II air war library.

The author encourages others who want to trace their relatives' wartime records by providing a thorough list of information sources, a good bibliography, and a complete index.

Softcover, 6 x 9, 200 pages. 51 black & white photographs, formation diagrams. \$16.95 plus \$4.05 shipping and handling, includes a \$6.78 tax-deductible donation to the Kassel Mission Memorial Association, for a total price of \$21.00. Send your check to **KMMA, INC., PO BOX 413, BIRMINGHAM, MI 48012.**

Red Roses and Silver Wings

A World War II Memoir

Author Kitty Strickland Shore has written a beautifully romantic story about her years during World War II with Jack Strickland, her high school sweetheart and husband. From a woman's perspective, she takes us through Jack's cadet pilot training and later combat experience with letters, pictures and document copies.

Jack Strickland was killed while flying as the deputy lead B-24 in the 445th Bomb Group out of Tibenham, England, which was leading 240 Liberators of the 2nd Bomb Division on the low level mission of March 24, 1945. "Operation Varsity" had the bombers flying at treetop level dropping supplies to the Allies crossing the Rhine. Accounts of this unusual mission, along with detailed accounts of life in a foreign country and combat experiences, are spelled out in letters from Jack and surviving fellow veterans.

The author provides an interesting documentary of life during those traumatic war years. She traveled to Jack's former base at Tibenham, England, and interviewed extensively. The book provides formation diagrams of Jack Strickland's missions to Koln, Berlin, Hamburg, and other combat details, along with letters from knowledgeable air crew survivors.

Easy to read, this book will appeal to veterans, history buffs, and anyone who has been in love will identify with these two young people. The dust cover is beautiful, and should be featured on any coffee table.

Hardcover, 6 1/2 x 9 1/2, 340 pages, 44 black & white photos, numerous documents. \$22.95 plus \$3.05 shipping and handling, includes a \$9.18 donation to the Kassel Mission Memorial Association, for a total price of \$26.00. Send your check to **KMMA, INC., PO BOX 413, BIRMINGHAM, MI 48012.** ■

MONTY'S FOLLY

OPERATION MARKET GARDEN

Personal Accounts By

41 Crew Members Who Were There!

BY FREDERICK D. WORTHEN, MAJOR USAFR (RET.)

\$15.00 plus \$1.50 postage & handling. Order from June Berner, 4806 Whippoorwill Lane, Bonita, CA 91902-1724.

445TH BOMB GROUP (cont. from page 18)

Lizzy was about three minutes from the target when it happened. A burst of flak popped right off her nose and pieces of shrapnel came flying right through the windshield. The tough part of it was that the shrapnel hit her pilot right in the head. That blow was enough to kill any two ordinary men, but Lib pilots must soon get a lot like their airplanes — just plain tough. Before Lizzy's skipper went out of the picture, he made sure that his copilot had everything under control and was staying in the formation. Well, Lizzy was right in there and her bombs were dropped right on the target. After the target was taken care of, the radio operator made the skipper comfortable on the flight deck and gave him first aid which saved his life, but Lizzy's pilot was never able to fly again, for he had lost an eye in the ordeal.

In the meantime, Lizzy was heading for the barn. She had lost one supercharger and her radio, but was still in there plugging. Her copilot took over for the skipper, and the first engineer changed over to the copilot's seat. The crew was really sweating this copilot out. He had only landed Lizzy four times, and this was no practice hop. But after a few hours, the field popped into view, the emergency flares were shot into the air, and the tower cleared the pattern for Lizzy. She made a normal pattern, came down the approach, corrected a little to the right for drift, and sat down on the runway as light as a feather. Her crew was thanking the good man that a Liberator is an easy airplane to land.

It didn't take long for Lizzy's ground crew to patch her holes and take care of the other minor repairs before she was all set to go on the next mission. This time she was flying with another crew. The crew was to play a major role in Lizzy's most eventful episode.

The crew had been briefed to bomb Osna-bruck, a railroad town in northwest Germany. Lizzy was assigned to the low element of the lead formation. After climbing up through a 3,000 foot overcast, she joined her formation. As her formation and those around her reached 20,000 feet, Lizzy left the coast of England. The needle on the thermometer then dropped to around 30 degrees below zero. Lizzy's #2 engine started acting up as soon as the formation reached maximum altitude. Her skipper, through skillful manipulation of the superchargers, managed to jockey into formation, and Lizzy made her bomb run. As the rest of the formation picked up speed, Lizzy's engine trouble forced her to remain behind. Here is the thrilling story of "Lizzy's Last Stand."

Her gunner warned of an attack from the rear. Lizzy proceeded to dive, climb, swerve, and do everything possible to throw the fighter off. The gunners reported eight ME-210s coming in at 5 and 7 o'clock. On the first pass, the #1 engine began to run away. It was hit as it ran up to 3,300 rpm until it melted. On the same pass, a 20mm shell exploded in the #3 gas tank, leaving a 4-inch hole but no fire. The oil gauge

immediately dropped to zero; all of her oil was gone. Then Lizzy's mag switches, the gas supply, and mixture controls were cut off.

The fighters' second pass on the Lib was more successful than the first. Two or three shells exploded in her bomb bay, throwing parts of the bomb racks into the radio compartment, breaking the gas gauges and damaging the radio. The hydraulic system was also knocked out, leaving the turret inoperative. Lizzy's tail gunner was unable to rotate the turret, as the cable was broken, however he continued firing. Another two MM shells hit the nose compartment, exploding in her navigator's stomach and causing fatal wounds. The explosion also set Lizzy on fire, filling her cockpit with smoke.

Two or three more shells exploded in her waist, slightly injuring the waist gunners, but they continued to fight. A JU86 fired a rocket that went through both rudders, leaving two holes about the size of a basketball in them. Meanwhile, her engineer scored a direct hit on the fighter, and it burst into flames and spun down. Her right waist gunner got off a few good bursts into another fighter, leaving him smoking. After that, the fighters left Lizzy's crew to cope with her two remaining engines and the five hundred miles back home. They began throwing out everything that would come loose: steel helmets, flak suits, radios and ammunition; but Lizzy still continued to lose altitude. They were forced to throw her navigator out, for it was best if the rest of the crew was to live.

Lizzy's #1 engine had about burned out by this time, and its slow windmill caused a continual drag. Unable to feather her #1 and #3 engines, her power setting on the other two engines was increased to 60 inches of mercury and 2,500 rpms, on which she ran for two consecutive hours. With all her radio equipment inoperative, including the emergency signal units and the gyros, Lizzy continued her trip across the sea, descending through a 2,000 foot overcast, flying the air speed, needle and ball. The Lib continued across the sea descending about 200 feet per minute until she reached 3,000 feet. She managed to hold her altitude until #4 engine cut out and the ship swerved and started slipping despite using its opposite rudder. After a loss of about 1,000 feet, her engine cut back in again and righted her. As the Lib descended to 1,000 feet, her crew prepared to ditch her. But then they decided to take a chance on running #3 engine with no oil and a hole in the gas tank. It was started up again and Lizzy began to gain altitude until her #3 engine was red hot, so it was cut off with 5,000 feet between the plane and the sea. As she continued along, losing altitude all the time, her crew noticed that the water was getting smooth, so they assumed that land was not far off. Fifteen minutes later, the white cliffs of Dover were spotted, a truly beautiful sight.

Crossing the coast at about 1,500 feet, the skipper began to look for a fairly level field in

which to set her down. Spotting a long runway, he decided to land on the wheels, so Lizzy's lever was kicked down, her right wheel came down and locked, but her other wheel refused to come down so the lever was kicked to get her other wheel back up. It wouldn't come up, as all her pressure was gone. Seeing that Lizzy had only one wheel, her skillful pilot brought the bomber down and balanced her on three-quarters of the runway before Lizzy fell off on her right wing and spun around. She didn't burn, as there wasn't any gas left.

Well, there you have it. Nope, Lizzy isn't flying anymore; that is, as one airplane. There were quite a few salvageable parts that found their way into several sister ships. So she is still in there pitching for all she is worth, at least in spirit. Maybe she did get more cussin' than any other plane in the outfit, but she proved one thing. A Liberator can take as much beating as any other ship and still bring her crew back home. ■

This Would Never Happen While You're Flying...

A man was out for a leisurely drive one afternoon when he spied a man by the side of the highway, dressed from head to toe in red and gesturing for him to stop.

He pulled over, rolled down the window and said, "How can I help you?"

The man answered, "I'm the red jerk of the highway. You got something to eat?"

The driver handed him a sandwich from the lunch he had brought along and drove on.

A few minutes later he saw a man standing dressed from head to toe in yellow, standing by the side of the road and waving for him to stop. Again, he pulled over, rolled down the window and asked, "What can I do for you?"

"I'm the yellow jerk of the highway," the man said. "You got something to drink?"

The driver handed him a can of soda and roared back onto the road, thoroughly annoyed at the interruptions and determined not to stop again, no matter what.

To his frustration, he saw another guy on the side of the road, this one dressed in blue and signaling for him to stop.

Reluctantly he pulled over and yelled out the window, "Let me guess. You're the blue jerk of the highway. What the hell do you want?"

"Driver's license and registration," came the reply. ■



To the Editor:

On page 37 of the Fall *Journal* I saw a picture of B-24 #42-95224, known to me as the "Lonely Heart." I flew most of my missions in it with the 467th BG, 791st Squadron.

Would appreciate any information on the plane's history, as I lost all the notes and references that I had.

Raymond D. Beaulieu (467th)
44 Whittenton Street
Taunton, MA 02780-1524

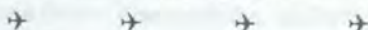


To the Editor:

This is a brief appeal to 2ADA members about any information they may have regarding Luftwaffe aircraft in Germany. I wish to interview all veterans by telephone who may have collected Luftwaffe aircraft and material.

I am also interested in any photographs of German aircraft taken in the summer of 1945. All material will be photocopied and returned by certified mail. This information is needed for an 8th AF history book I am writing.

Norman Malayney (25th BG)
519 Semple Street
Pittsburgh, PA 15213-4315
Tel. (412) 683-0169
E-mail: nmalayney@stormbirds.com



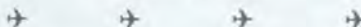
To the Editor:

Great to see the article about the balloon bombs in the *Journal*. A postscript of interest to the story involving many aircrew members is that in May of '45 about 700 armourer gunners and career gunners who had finished their combat tours and returned to the ZI were abruptly transferred from the Army Air Force to the Army Engineer Corps. We were shipped to Fort Lewis, WA and advised we were to locate and de-arm these weapons. Alas, the U.S. was able to locate the launching sites and destroy them. We ended up being assigned to fight forest fires in the Northwest.

A humorous side was the first night on base when 700 Army Air Force guys went to the "Top Three NCO" club. Many lively discussions took place with the troops regarding the combat roles of the fly boys and the foot soldiers. All was resolved with a few beers.

I flew a tour with Capt. Allen Blum's crew in the 458th Bomb Group. My twin brother, Don, and I flew together until he was seriously wounded by flak on his 14th, August 25, 1944. I finished my tour in March, 1945. I think that we are possibly the only twins to fly combat on the same crew with the 8th Air Force.

John Echols (458th)
311 W. Hartwood Drive
Rainbow City, AL 35906

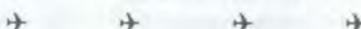


To the Editor:

I flew with the 491st on the Kassel mission. We were behind the 445th. After bombs away our group leader followed the briefing route which put us in the position the 445th should have been in. As I was observing the 445th group, it suddenly became engulfed in yellowish-orange flashes. I observed dark objects darting around. I realized the group was under fighter attack. At the same moment I saw seven bombers going down at once. Then there was another and another. It was a terrible sight, and had a pronounced effect on me because my turret (I was a tail gunner) was only manually operative as I had not turned on its operating switch during our climb and it had frozen. The thought of being attacked under this condition was nerve-racking. It was only later at debriefing that we learned of the devastation that took place.

The 491st's turn came later at Misburg, when 16 out of 30 bombers were lost. I was one of the lucky fourteen that returned.

Warren E. Doremus (491st)
9 Crest Hill Drive
Oak Ridge, NJ 07438



To the Editor:

Apparently, we have passed through the battle of the Confederate Flag, with mixed results. Now, if I am to believe my sources, the label "Confederate" is under assault again! Would you believe that the Confederate Air Force is being asked — DEMANDED — to drop its name of many years!! It seems that the descriptive word "Confederate" is unacceptable and inappropriate to some segments of our society. Large corporate sponsors are being pressed hard to withdraw their support of the CAF if the name is not changed! Let's hope that intestinal fortitude comes to the fore!

I find myself wondering if the name "Confederate" is just not "politically correct"! How will we handle the name "Yankee Air Force"??

Geoff Gregory (467th)
3110 Sheridan Drive
Garland, TX 75041



Editor's Note: Next I suppose we will have to stop referring to the Nazis, the Luftwaffe, and the Japs ... as the Nazis, the Luftwaffe, and the Japs ...

To the Editor:

My apologies for the delay in response to your letter of 14 September. I have been trying to hunt out an article I wrote a couple of years ago for an aviation magazine. Sadly, I can't find it, as the article covers the whole Assembly Ship story — or rather, as much as I know.

To answer your question, the only B-17s that were painted up as Assembly Ships were hack aircraft in the 41st Combat Wing, one each in the 303rd, 379th, and 384th Bomb Groups. However, they were little used for the purpose, as the groups concerned found it more convenient to shoot and tow flares. There are photos around of the three B-17s that were painted up as Assembly Ships.

Generally the 1st and 3rd Division groups relied on shooting flares with their colors of the day when making formations. I recall seeing towed flares on a number of occasions. Toward the end of the war it appears from loading lists that even some of the 2AD groups gave up using Assembly Ships.

Roger A. Freeman
May's Barn
Dedham
Colchester, Essex CO7 6EW
England, U.K.

Ed.: I had asked Roger if he had any stuff on the 1st and 3rd Divisions getting together for combat.



To the Editor:

As president of the Association of Americans Interned in Sweden (1943-1945), I want to advise you of the correct addresses and telephone numbers of our current officers.

Our president, and editor of "The Flak Burst," is James H. McMahon, Santa Rosa, CA 95402-1327, tel/fax (707) 525-9707, (s) phone (530) 596-6268. Our secretary and treasurer is Samuel Mastrogiacomio, 207 Narberth Ave., Sewell, NJ 08080, phone (856) 629-0812.

We are the only existing "legitimate" Swedish internee association. We have been a federally recognized veterans association since we organized in Vasteras, Sweden in 1956. Our dues are \$20.00 a year.

Our members are 8th and 9th Air Force combat crew airmen who crashed, bailed out, or force-landed in Sweden due to enemy action. Our "Heritage Members" are the widows of our Association members. Our "Associate Members" are their family members and their friends. Our "Honorary Members" are Swedish government and civilian friends and supporters (our wartime friends and our secret allies).

Our newsletter "The Flak Burst" was first printed in Rattvik, Sweden in June, 1944. The second issue was printed on 16 July 1944. The staff was: Sapp, Connor, Gilroy, Lustig, Davis, McAlister, Needelman, Nimmo, Pekar, and Phillips. "The Flak Burst" is the only "legitimate" newsletter of our association.

James H. McMahon (93rd)



To the Editor:

Another Liberator in the Luftwaffe? This B-24, possibly at Hildeshelm, is believed to be #42-78106, "Cherry II" of the 758th Bomb Squadron based at Giulia Airfield, Italy, and which crashed September 6, 1944.

Les Willis
39 Coughtrey Close
Sprowston
Norwich, Norfolk
NR7 8AT
England

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To the Editor:

The caption on the photo on page 6 of the Fall 2000 *Journal* says in part, "Eagle Squadron Spitfire." The aircraft pictured is actually a Hawker Hurricane. The first things that caught my eye were the thick wing root and the greenhouse canopy. The real clincher, however, is the wheel covers. One is visible and clearly belongs on a wheel that retracts *inward* — that's the Hurricane. All the Spitfire wheels retracted *outward*, hence their covers are on the inside of the wheels. Particularly good illustrations of both aircraft can be seen on plates 83 and 84 of the *Rand McNally Encyclopedia of Military Aircraft, 1914 to the Present* [The Military Press, 1990].

Talk about the "Hollywood Bomber." The Spitfire is the "Battle of Britain Fighter," and Hurricanes are relegated to the "also ran" category, as are all things associated with the B-24. I think it would be appropriate to acknowledge this misidentification in the next issue.

Regarding the Duxford Liberator on page 10 of the same issue, it appears that the windshield is a "V" centered on the fuselage. Is that right? I've never seen a B-24 without a flat section in the center. Why is this particular aircraft never identified as a B-24 what? I associate the rectangular navigator's window with a B-24M, but I suppose there were others also. Would you know the explanation?

Philip La Riviere (448th)
453 Tennessee Lane
Palo Alto, CA 94306-4149

Editor's Note: As to your first point, actually *Journal* proofreader Charles Freudenthal caught it, as well as a few others, but I made a "commode decision" that since the Brits supplied the picture, and it was their RAF plane, that if they want to call it a "Spit" we'd let them. As far as Rand and McNally goes, sometimes Rand never told McNally where he's been, one is a mystery road drivers never can find about six miles from my boyhood home area in Wisconsin! As to the B-24 at Duxford, I'd ask Duxford's John Delaney (address on page 33 of the Fall *Journal*) about the "V" windscreen and the model, but it probably was a B-24M (back copies of the *Journal* had a picture of it at Lackland, in dismal condition). The article said it was "one of the last in the USAF." Maybe some high brass wanted a split and had it remodeled, or someone was ordered to split the



bullet-proof glass as punishment! Or just maybe it was at the end of line in production, and they were one "flat" short, and they grabbed whatever they could find and slapped it on!

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To the Editor:

I am writing to you about a George Edward Brown who was stationed with the 389th Bomb Group, May 1943-45. Brown's plane crashed on the airfield on a Saturday midnight (I don't remember the date.) I saw the plane crash. He was badly hurt.

I met George after the crash. He was awarded the Purple Heart. After two years he was posted to Austria. He left the medal with me. His parents lived at 12 Oriskany Street or Blvd, Yorkville, New York. I often wonder, did he receive the medal? I never heard about it.

Enclosed is a drawing that George sent me, drawn by a German prisoner of war. George was sitting on the bank. I wonder if he knew the German's name. But *more important*, did he get his medal?

Edith Childerhouse (né Leverett)
73 Norwich Road
Wymondham
Norwich, Norfolk
NR18 0SH
England

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To Evelyn Cohen:

How are you — long time no see, no speak! But of course I am kept up to date with your news through the *Journal* and others.

I have just received my Fall issue; it is just beautiful, the colors so lovely; the pictures speak many words of deep, deep devotion. I have visited many of the cemeteries in Europe in reference to my researches covering both World Wars. On each and every visit one cannot be but overcome with emotion! Yes, Evelyn, this certainly is a very beautiful issue, which brings me to ask you if this Fall issue can be the first for the two new members I am signing up.

During WWII Ejvind Jensen and Erik Dyreborg were members of the Underground movement and participated in saving the lives of hundreds of U.S. airmen, hiding them from the Nazis and eventually getting them back to their air bases safely.

The airmen who sadly were killed — secretly the members made note of where the Germans buried the men and they tended their graves. Then after the war ended, they traced the airmen's families in the USA (this took many, many years). For the U.S. airmen who remained interred in Europe, their graves and cemeteries are permanently beautifully maintained, and through the years citizens have erected memorials in honor of the men who gave their lives so gallantly for their country in war.

To this day when the airmen's families visit their loved ones' resting places, citizens who include members of the Underground Association do a wonderful job as first class hosts for their respected guests. Erik Dyreborg has just finished writing a book which is at the publisher's; he hopes to have it on the market by Christmas 2000; it is to be written in both English and Danish.

Ejvind Friis Jensen is in the process of publishing stories of daring escapes and hideouts right under the Germans' noses for downed airmen. Many of the Europeans were shot for hiding the airmen. There were many great heroes.

Both Erik and Ejvind will benefit so very much from our *Journal* — being able to read about the many bomb groups, veterans' stories, etc., etc. I am signing them up as members as a surprise. The Fall issue would certainly mean very, very much to them, with the pictures of the cemeteries, stories of survivors, crash landings, etc. Therefore, Evelyn, I sincerely hope it will be possible for you to send it to them.

I make regular weekly visits to view construction of the new library. Boy! That building is massive! They are working on getting the roof in place before the real bad weather sets in. I'm looking forward to the official opening next fall; it's sure going to be a fabulous reunion.

Christine P. Armes
5 Primrose Court
Thorpe St. Andrew
Norwich
Norfolk NR7 0SF
England

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To the Editor:

We have a Michigan chapter of the 8th AF Historical Society with some 560 8th AAF vets. I am one of the charter members. This past fall Governor Engler signed a proclamation designating October 8-14, 2000 to be 8th AAF Week. In the photo I am the nice-looking guy (ha, ha) in the dark cap standing in back of Governor Engler. The gentleman to my immediate right in the photo was also in the 389th BG.

Governor Engler was very informal, charming, and certainly made us all feel at home. The plane on the desk is a replica of a B-17 that makes all kinds of sounds when a button is pressed. (Most of the vets present were B-17 people.)

Bruce Helmer (389th)
P.O. Box 80048
Lansing, MI 48908-0048

Editor's Note: Even their B-17 models will go to any length to get publicity!

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To the Editor:

I've been reading the *Journal* from cover to cover and I found some pieces which I wanted to write to you about.

In the first place I found on page 36 of the Winter 1999-2000 issue a request from a former WAC, Gladys Veynar, in which she asked to hear from other ex-World War II WACs to help her with documentation. It piqued my interest also, because in my extensive WWII air war documentation, along with several maps, articles, and photographs, I have many lists of WAC members who entered England.

Some of the articles are written in a funny way and I think Gladys Veynar will be glad to have this documentation. Maybe I will do it in the form of a booklet. So via your excellent *Journal* I go to contact Gladys. I was surprised to read also that Evelyn Cohen also served as a WAC!

In the same *Journal*, on page 37 I read a letter from Joanne Burton Shaffer. She is worried that WWII is to become a forgotten chapter in our history. I think personally that the youth in Holland knows more (!) about WWII, because our country was occupied for five years by the Nazis, a period we will never forget.

I heard from an American friend that the important date in history of June 6, 1944 (D-Day, Normandy) was very scarcely mentioned in the newspapers. Because I have many contacts in England also, I read in the *Framlingham Times* (journal of the 390th BG Memorial Air Museum, England) an article, reprinted from *The Daily Mail*, Saturday, 5 June 1999, which said that many young people know little or nothing about WWII. So in England today, 60% do not know that the war started in 1939 and less than 50% were able to cite 1945 as the year the war ended. 40% had no idea that Winston Churchill was prime minister. A most alarming fact was that 12% of the interviewees did not know that Britain had emerged victorious



9/13/00: Michigan Governor Engler signs proclamation of 8th AAF Week, Oct. 8-14.

in 1945. And 25% knew nothing about WWII.

One youngster thought that VE Day stood for Vietnam Day, and when asked who commanded the Allied Forces on D-Day, one boy could not name Eisenhower but added, "It was John Wayne in the film."

Each year our group in Leiden near the Valkenburg Airbase organizes an exhibition during the time of 3-7 May (May 5 is our Liberation Day), with all aspects of the war including the air war over Europe, for Holland was the route to Germany for many bomb groups. Members of our group narrate to the visitors about every photograph or piece of documentation.

In reaction to the article on page 23 of the Summer 2000 *Journal*, I want to thank Mr. Bill Beasley (492nd BG) for his kindness in inviting me and my wife Tiny to attend the Margraten memorial ceremonies held on May 28, 2000. We usually go three times a year to the U.S. Military Cemetery at Margraten to take some pictures as requested by families in the USA. But going there with this theme, it was totally different, and it was very impressive. It was a bitterly cold and even stormy day as we were there with hundreds of guests, with the backdrop of thousands of silent graves, remembering all those young men who died to give us hope and freedom to live on in a free world without Nazi terror. I took some pictures at the ceremonies.

In my files I have all the graves at Margraten by fighter or bombardment groups. Anyone I can help with details, please let me know.

Henny Kwik
A. Dubcekplaats 7
2332 HX Leiden
Holland

Editor's Note: If you went to the movies, you know that John Wayne won all the wars, past present and future. He was so busy he didn't have time to join the military.

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Henny Kwik stands at the entrance to the exhibition in Leiden, May 5, 2000.

To the Editor:

Old Mac Dike called me from Salt Lake City to tell me that he learned that our 785th Squadron Commander, Bob Walling, had died back in December of 1999. This past year we also lost our waist gunner, George Bertie, and just a month ago Harold K. Miller, our Snark bombardier, died in Coleman, Texas.

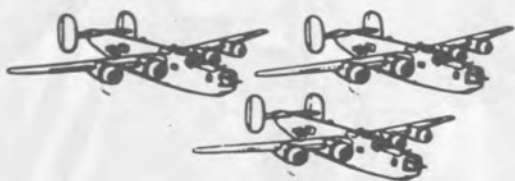
Dike brought me up to date on some of the Salt Lake City function, but I did not remember to ask him whether anyone reminded Stephen Ambrose, editor of the D-Day book, that we appreciated his mention of the 466th Bomb Group being the first to hit the Normandy beaches area — BUT "in their B-17s"! His researcher should have learned of the competitive nature of B-24 and B-17 crews.

Claude Meconis (466th)
433 Fallwood Lane
Las Vegas, NV 89107-2827

Editor's Note: Looks like Stephen Ambrose has been on the Walter Cronkite-Andy Rooney merry-go-round too long. So much for his authenticity of the Civil War?

**SECOND AIR DIVISION ASSOCIATION
EIGHTH AIR FORCE**

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



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