

## NORWICH HONORS 2ND AIR DIVISION'S FIGHT FOR FREEDOM

Of all the Honorary Freedoms of the City of Norwich, few can have met with such heartfelt approval as that which has been granted to the 2nd Air Division of the Association Eighth Air Force. Read the complete story on pages 20 & 21.



Volume 40 Number 1

Spring 2001

# IN COMMAND: THE FIRST 50 YEARS OF U.S. AIRPOWER

BY RAY R. PYTEL (445TH BG)

On 1 August 1907 the U.S. Army recognized for the first time the need for "someone to take charge of all matters pertaining to military ballooning, air machines, and all kindred subjects."

Captain Charles DeF Chandler became the first Officer in Charge, or for better terminology, the "Commander" of the newly recognized air unit, followed by numerous officers including one "Lt. Henry H. Arnold" for less than a month, 18 November 1912 to 15 December 1912. Here is the complete chronology of commanders for the first fifty years:

## I. AERONAUTICAL DIVISION, SIGNAL CORPS

Officer in Charge: Capt. Charles DeF Chandler, 1 August 1907;  
Capt. A.S. Cowan, 1 July 1910;  
Capt. Charles DeF Chandler, 20 June 1911;  
Lt. Henry H. Arnold, 18 November 1912;  
Maj. Edgar Russell, 15 December 1912;  
Lt. Col. Samuel Reber, 10 September 1913 – 18 July 1914.

## II. AVIATION SECTION, SIGNAL CORPS

Officer in Charge: Lt. Col. Samuel Reber, 18 July 1914;  
Lt. Col. George O. Squier, 20 May 1916;  
Lt. Col. J.B. Bennett, 19 February 1917;  
Maj. Benjamin D. Foulois, 30 July 1917;  
Brig. Gen. A.L. Dade, 12 November 1917;  
Col. Laurence Brown, 28 February 1918 – 21 May 1918.

## III. DIVISION OF MILITARY AERONAUTICS

Director: Maj. Gen. William L. Kenly, 27 April 1918 –  
(under Director, Air Service after 27 August 1918).

## IV. AIR SERVICE

Director: Mr. John D. Ryan, 27 August 1918;  
Maj. Gen. Charles T. Menoher, 23 December 1918 – 4 June 1920.  
Chief: Maj. Gen. Charles T. Menoher, 4 June 1920;  
Maj. Gen. Mason M. Patrick, 5 October 1921 – 2 July 1926.

## V. AIR CORPS

Chief: Maj. Gen. Mason M. Patrick, 2 July 1926;  
Maj. Gen. J.E. Fechet, 14 December 1927;  
Maj. Gen. Benjamin D. Foulois, 19 December 1931;  
Maj. Gen. Oscar Westover, 22 December 1935;  
Maj. Gen. Henry H. Arnold, 22 September 1938;  
Maj. Gen. George H. Brett, 30 May 1941 –  
(under Chief, AAF after 20 June 1941).

## VI. ARMY AIR FORCES (under Army command)

Chief: Lt. Gen. Henry H. Arnold, 20 June 1941 – 9 March 1942.

## VII. ARMY AIR FORCES (autonomous)

Commanding General: General of the Army Air Forces  
Henry H. Arnold, 9 March 1942;  
Gen. Carl Spaatz, 15 February 1946 – 26 September 1947.

## VIII. UNITED STATES AIR FORCE (independent)

Chief of Staff: Gen. Carl Spaatz, 26 September 1947;  
Gen. Hoyt S. Vandenberg, 30 April 1948;  
Gen. Nathan F. Twining, 30 June 1953;  
Gen. Thomas D. White, 1 July 1957. ■

## Lost Ringmaster (491st Bomb Group)



*"Where the hell is the rest of the 8th? Where is everybody??"*

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# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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# PRESIDENT'S MESSAGE

BY FELIX LEETON (389TH)



1st Lt. Felix B. Leeton 0-816505, in the 565th Squadron (389th Bomb Group) BOQ area, September 18, 1944 — on way to ZI

Spring is here after a cold winter, and I am ready for all I can get of sunshine! The mid-term meeting of the 2ADA Executive Committee will be in Colorado Springs in late April, and should be an exciting session. This will be the only meeting before our next convention, so please let your representative know if there are business items in which you are interested. The next 2ADA convention, to be held in Norwich in November, looks like a real "one to remember." The Brits are calling it "The Last Mission," to which I say, "I hope not!" By my count it is the fourth or fifth time that Evelyn Cohen, VP Membership and chairwoman of conventions, has stated that "this is the last one." I plan to have a visit every few years for as long as I can.

This 2001 convention is looking like a complete sell-out! Of course, we all want to be there. Evelyn Cohen and David Hastings have already performed miracles in acquiring accommodations, scheduling meetings, arranging for transportation, and keeping all of us happy. Imagine the task projecting these costs a year into the future occurring in an unstable international economy. I am reminded of the time in the '50s when my employer (a Fortune 500 corporation) hired an economist to predict business trends. When introduced, his first words were, "All predictions assume that there will be no nuclear war."

Speaking of England, I have been led to a most interesting Web site about archaeology with a current article about Norwich. The address is: <http://www.archaeology.co.uk/index.htm>, then click on: A Fine City – Norwich. The article has some great color photos and prints nicely on five or six pages. The article was dated 5 November 2000, so I don't know how long it will be available.

My favorite 2ADA projects are support of the 2AD Memorial Library and the Database Project. It looks like the Memorial Library fund is doing well. BUT, in order to provide basic capital to assure the "perpetuity" part of our desired legacy, there is still a need for funds. I firmly back Geoff Gregory's "Bequest Request," although I understand that it takes some extra effort to accomplish (and perhaps some discussion that one may want to put off as long as possible).

The search for funds from foundations is taking time we can ill afford to spend if we are to take advantage of the valuable historical input from the maximum number of survivors!! I call upon the group VPs who do not have self-generated backing and have not made plans to finance from within, to get a committee started to investigate what they can do on their own!!

The Board of Governors of the Memorial Trust of the 2nd Air Division USAAF held their annual meeting on 26 October 2000. In addition to Charles Walker, our representative to the Board, Bud Koorndyk, former representative to the Board, and Heritage League HLO Vicki Warning attended.

Mrs. Warning, the first HLO to attend a Board meeting, was warmly accepted by the board, and was thanked for the gift of \$3,000 from the Heritage League. According to Paul King, the money will be used for a large picture of the Madingley Cemetery to be displayed in the shrine area of our Memorial Library.

I am happy to see the increased involvement of the Heritage League and the Board of Governors of the Memorial Trust of the 2nd Air Division USAAF. THEY ARE OUR FUTURE. ■

## 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)

The word from our representative Chuck Walker and the Board of Governors is that the new Central Library in Norwich is scheduled to be complete and open in August 2001. Libraries are never really complete, because they are constantly receiving new books (by the hundreds) and new periodicals (by the thousands) each month, and from time to time they have to be expanded, remodeled, and updated.

This will surely be the case even with our new Memorial Library that will open officially in November 2001. It is reported to be twice the size of the original and outfitted with the latest high tech equipment for data retrieval and viewing. This tells me one thing. We must plan for the operation of the library not only for the immediate but for a long time in the future when we are all in the great hangar in the sky. The deeds that members of our association accomplished will live on because the 2AD created the Memorial Library and will finish the task of endowing it in perpetuity.

We still have work to do and a mission to complete, and that can be best achieved by our "Bequest Program." I urge everyone in the Association to take the few minutes to complete the two simple forms to make their bequest that will ensure that our story continues for the 21st century and beyond.

I congratulate the 44th Bomb Group and group VP Dick Butler for the conceptual leadership in establishing the Electronic Database of the 44th Bomb Group. I have been working to complete the 467th Bomb Group Database, and the progress has been slow but steady. I urge all group vice presidents to take the initiative in accumulating group archival records, photos, and biographies in a central file that can be entered into a group database. I can tell you from my own experience that this is no easy task and it will take a great amount of dedication and the time and effort of many to bring it together. I can also assure you that it will be worth the effort when our future generations endeavor to learn about all the fine young men of the Second Air Division, 8th USAF. I am continuing and I know that Dick Butler and his database committee are working to obtain funding to get all of the Second Air Division online. For all who care about future generations this will be a labor of love.

Much time and effort has been expended to date to document the history and achievements of individuals, crews, squadrons, groups, and the Second Air Division. On this page is a list of active Internet Web sites that cover specific areas.

I am sure that there are some other sites out there and more to come. The information super-highway of the Internet is the communications media of the future. The 2ADA and the bomb groups' story will reach millions through the Internet. This will not take the place of the



Memorial Library, but will be a major carrier of the story of the Memorial and the Second Air Division.

Now a few words about the Heritage League. These folks are doing a wonderful job of expanding the membership of the League, and we the membership of the 2ADA should support this important activity. They may someday all too soon inherit the 2ADA legacy and they will carry it on to their future generations.

Al Asch, group vice president of the 93rd BG, asked that I write to the World War II Memorial Commission requesting that the commission rethink the role of the Eighth Air Force and the Second Air Division and display the B-24 as well as the B-17. Accordingly, I have written to General Fred Woerner, the director of the design team, stating some compelling facts and rationale about the major role of air power in advancing the victory in both the European and Pacific Theaters. Following is the text of my letter:

"The World War II Memorial should feature the role of air power in the destruction of the enemy forces of Germany and Japan. This is not to diminish the contribution of all of the services and support organizations. All gave some, some gave all that the United States and Allies were victorious.

"Why feature air power?"

"The mightiest air force ever created, the 8th U.S. Army Air Force destroyed the Luftwaffe and the industrial infrastructure of Germany, without which the ultimate victory was not possible!

"The air war in Europe was carried to the enemy at a huge cost in lives of the air crews.

"The air war in the Pacific led to the destruction of the Japanese navy and the recovery of the conquered territory, carried the war to the heart of Japan and the destruction of the will to continue their aggression.

"Who can forget Ploesti, the B-17 Memphis Belle, the B-24 Witchcraft, and the B-24 Liberators of the 2nd Air Division USAF 8th Air

Force. Who can forget the fighter aces Major Bong, Pappy Boyington, the aircraft carriers and the mighty B-29 fleet, including the war-ending Enola Gay.

"If the World War II Memorial fails to illustrate the contribution of these forces, who is it a memorial for?"

"The design of the Memorial as illustrated in the ground-breaking ceremony display leaves much to be desired to memorialize the sacrifices of the men who gave their lives that we may enjoy freedom!

"The six thousand surviving members of the Second Air Division Association 8th Air Force have pledged their lives, their funds, and sacred honor to the Memorial that honors those who served and the 6700 airmen who sacrificed their lives.

"The memorial is not just an architectural structure with landscaping. It must instill a sense of the enormity of the deeds of the people who served. Unfortunately, the material design presented does not achieve this feeling in many members who served. What can be done to make this memorial more strikingly memorable?"

"Your consideration of the enclosed comments will be appreciated and is expected."

I hope to report to the Executive Committee in April on General Woerner's reply. ■

## 2ADA Memorial Library

[www.ecn.co.uk/memorial/](http://www.ecn.co.uk/memorial/)

## B-24 Veterans Site

[www.mach3ww.com/b24/html](http://www.mach3ww.com/b24/html)

## B-24 Net

[www.b24.net/b24main.htm](http://www.b24.net/b24main.htm)

## Heavy Bombers of USAF Groups

[www.heavybombers.com/index.html](http://www.heavybombers.com/index.html)

## 445th Web Site

[www.445th-bomb-group.com](http://www.445th-bomb-group.com)

## 801/492 BG Carpetbaggers Site

[www.fortunecity.com/meltingpot/roberts/38](http://www.fortunecity.com/meltingpot/roberts/38)

## Official 467th BG Site

[www.siscom.net/~467bg](http://www.siscom.net/~467bg)

## Andy Wilkinson's Web Site

[www.usaaf467th.org.uk](http://www.usaaf467th.org.uk)

## Fred Holdrege's Web Site

[www.hometown.aol.com/f2holdrege/flightplan.html](http://www.hometown.aol.com/f2holdrege/flightplan.html)

## PEP Site

[www.it-as-usual.co.uk](http://www.it-as-usual.co.uk)



As you read in the last issue, my wife Twyla Kieffer has passed away, last November 6th. She was of great help in preparing the various articles for publication, especially making sense of handwritten stories, which she typed up as she determined what the author intended to convey. She is being missed, but I am not alone, as in her place we are fortunate to have two new "assistant editors" — Twyla's daughter, Darlene Grair, and her daughter Vivian.



**DARLENE GRAIR**

Some of you have had contact with Darlene as she has answered the phone many times while we were away. And of course, some of you met her at the Oak Brook Hills (Chicago) convention in 1998 and mistook her for Twyla.

We are fortunate that they live here in Elkhorn, and Vivian is attending high school just three or four blocks away from the editor's residence. While I am sure it will take time for them to become familiar with the strange terminology, at least I'll be able to have two additional ideas about what is being said in the handwritten material. No matter what, I don't want to discourage your submissions. We will decipher them here, or as a last resort, buck them to the staff at Defiance Graphics Corp. in Rowley, MA, where the stories have been set in print for many years. No matter what, we will figure it out! So keep the articles coming!

#### SPRING QUIZ

The Second Air Division first had a six-foot circle with a group letter designation within it on the rudder and the wing. Later the tail circles were dropped, but the circles did remain on the wings. Name the group letters, the groups, and the base of each group.

#### ANSWERS TO THE WINTER QUIZ: B-24 PILOT'S INSTRUMENTS AND CONTROLS

1. Fluorescent Light Switches
2. 24 Volt DC Fluorescent Light
3. Magnetic Compass Light Rheostat
4. IFF Radio Destroyer Switch
5. Bomb Doors Indicator
6. Bomb Release Indicator
7. Defroster Ducts
8. Pilot Director Indicator
9. Directional Gyro
10. Gyro Horizon
11. Radio Compass Indicator
12. Manifold Pressure Gages
13. Tachometers
14. Fuel Pressure Gages

## THE EDITOR'S CONTRIBUTIONS

BY RAY R. PYTEL (445th)

15. Cylinder Temperature Gages
16. Chemical Release Switches
17. Ventilators
18. Rate-of-Climb Indicator
19. Airspeed Indicator
20. Turn and Bank Indicator
21. Altimeter
22. C-1 Automatic Pilot
23. Marker Beacon Indicator
24. Landing Gear Indicator Test Button
25. Flap Position Indicator
26. Landing Gear Indicator
27. Free Air Temperature Gage
28. Oil Pressure Gages
29. Oil Temperature Gages
30. Hydraulic Pressure Gages
31. Suction Gage
32. Inboard Brake Pressure Gage
33. Outboard Brake Pressure Gage
34. Defroster Controls
35. Propeller Governor Limit Lights
36. Turbo Boost Selector
37. Throttles
38. Propeller Feathering Circuit Breakers
39. Mixture Controls
40. Bomb Bay Fuel Transfer Switch
41. Booster Pump Switches
42. Engine Starter Switches
43. Oil Dilution Switches
44. Primer Switches
45. Anti-Icer Control
46. Formation Lights Rheostat
47. Carburetor Air Temperature Gages

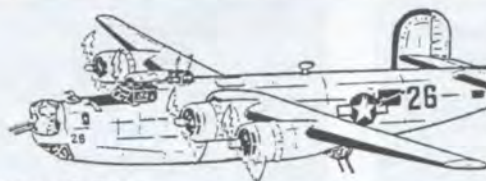
48. Main Storage Battery Switches
49. Heater and Defroster Switches
50. Oxygen Panels
51. Pilot's Wheel
52. Propeller Switches
53. Intercooler Shutter Switches
54. Pitot Heater Switch
55. Cowl Flap Switches
56. SCR 535 Power Switch
57. Throttle Friction Lock



**VIVIAN GRAIR**

58. SCR 535 Emergency Switch
59. De-Icer Control
60. De-Icer Pressure Gage
61. Emergency Ignition Switch Bar
62. Ignition Switches
63. Brake Pedals
64. Elevator Tab Control Wheel
65. Alarm Button
66. Passing Light Switch
67. Navigation Light Switches
68. A C Inverter Switch
69. Rudder Tab Control Knob
70. Landing Light Switches
71. SCR 522 Control Box ■

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Westbury, New York 11590**



# Report from the 2ADA Representative to the Board of Governors

BY CHUCK WALKER (445TH)

Mr. Paul King, chairman of our Memorial Trust, sent me a newspaper article dated 8 January 2001 concerning the Norwich City Council's official award of The Freedom of the City to members of the 2nd Air Division Association. It was quite a nice article written for the most part by David Hastings, the vice chairman of our Memorial Trust. There were several pictures, some taken during the war and others taken during the dedication of our first Memorial Library in June of 1963.

The award, given by the Norwich City Council in recognition of services to the city, is in honor of the continuing contribution made by the 2nd Air Division, which was based in Norfolk during the Second World War.

"Of all the Honorary Freedoms of the City of Norwich, few can have met with such heartfelt approval as that which has been granted to the Second Air Division Association of the United States Air Force."

"Statistics of war tell one story; nearly 500 combat missions flown from 14 airfields in Norfolk and northeast Suffolk from the end of 1942 to April 1945, in the course of which 6700 young Americans were lost."

"There is, as the leader of the City Council, Nick Williams, says, another story; the warm memories and relationships, the gratitude and respect born nearly 60 years ago and which yet burns bright in our hearts and minds."

The Freedom of the City of Norwich is truly a great honor of which we should all be proud.

The next 2ADA/Fulbright Librarian has been selected, and she has eagerly accepted the task of following on as Carson Holloway is finishing up his exceptionally fine job in that capacity.

Carson has been one of the very best 2ADA/Fulbright scholars that have served the Memorial Library. Did you know that Carson donated £500 to our library? Thank you so much, Carson, for your generous donation and for all the good work you have done for our Memorial.

The new selectee is Andrea Bean Hough of Indianapolis, Indiana. She wrote Paul King: "I am thrilled and honored to be chosen. My great-uncle served in the 466th, and I plan on spending time with him before we (*her husband Paul will accompany her*) to Norwich to learn more about life as a serviceman during the war. Serving as the 2ADA/Fulbright Librarian will provide me with an opportunity to give back to the veterans who did so much for our country." Andrea's present position is Senior Specialist Librarian at the Indiana State Library. She holds

degrees in Master of Arts American History and Master of Library Science. She also has a degree in Arts History and Political Science. She was responsible for creating the University of Houston archives. Among her many other professional qualifications, she is a member of the Society of American Archivists and also the Indiana On-Line Group.

The selection committee reports that the list of applicants this year was very impressive and they had a hard job in choosing, but they are certain that Andrea will be another outstanding librarian.

Good cheer to all, and I look forward to seeing you in Norwich in November. ■

## Former Trust Governor Anne Barne, 95

Sadly, Paul King, the chairman of the Board of Governors, has reported as follows:

"I am very sorry to announce the news of the death of Anne Barne, January 29, 2001 at the age of 95. I had heard from a friend of mine, who lives in London but who is a Governor with me of Norwich School, Mr. Frank Onians, that Anne was not too well around Christmas. Frank's wife is goddaughter of Anne. She had told him that Anne just had to make the opening of the library. Now she will not, but she will be there in spirit. She made a great contribution to our affairs since the founding of the Trust as a founder Governor. She had a great sense of fun and a key brain. She was one of the early woman graduates in Maths from Cambridge University."

Jonathan Briscoe, to whom condolence messages should be sent, is Anne's grandson and occupies Brampton Hall Farm with his father. The address is: Brampton Hall, Brampton, Norwich NR10 5HW, England.

Anne Barne was a great lady and a lifelong friend of the 2ADA. She will be sorely missed. Bud Chamberlain (489th BG) flew over to England and attended services.

— CHUCK WALKER

SEE PAGE 35 FOR BUD CHAMBERLAIN'S COMMENTS

## Folded Wings

### 44th

Wallace J. Balla (14th)  
Kenneth Bradford  
Vernon C. Meyers

### 67th Observation Group

Albert Sabo

### 389th

Donald W. Cutter  
Raymond H. DuFlon  
Henry Montegari  
C.F. Pease  
Lee D. Slessor

### 392nd

Edward M. Brewster (389th, 453rd)  
Lucian D. Keller  
Vernon Stillwagon  
Joseph R. Welch-Snopek (AM)

### 446th

Sidney R. Carpenter  
Joseph F. Kohler  
Donald Skeffington

### 448th

Lawrence Berger, Jr.  
James F. Kiely  
William J. Quigley

### 453rd

Robert P. Dever (467th)  
Robert E. Lambert  
John E. McSherry  
Clinton C. Sweeney  
Al A. Walls  
Jimmie V. Woolley  
Herbert O. Wright  
Robert P. Zimmerman

### 458th

Willard S. Burt  
Donald F. Ephlin  
Dominic Giordano  
Bernard J. Hinz  
Thayer Hopkins  
Max C. Papuga  
Herbert K. Struck  
Robert B. Williams  
Edward Wood

### 466th

Robert P. Eisenhaure  
Harry Romain

### 467th

Claude L. Maine  
Joe R. Ramirez  
Frederick C. Sammetinger

### 489th

Philip P. Genussa  
Christopher J. Hinckley  
William J. Loadholtes  
Andrew J. Stevens

### 491st

William J. Ducey  
Gordon M. Kroeber



# PERSONAL THOUGHTS FROM THE HONORARY PRESIDENT

BY JORDAN R. UTTAL (HQ)

## THIS TIME . . . JUST HIGHLY PERSONAL THOUGHTS FROM THE HONORARY PRESIDENT

Again, Happy New Millennium to you all, dear friends. I write this on 13 January 2001 for the Spring *Journal*, still feeling the glow brought on by the many holiday greetings which you were kind enough to send. I know it is getting more difficult to send out large mailings during the holiday season, and your kind messages are all the more appreciated.

I am just busting out with feelings of PRIDE as a result of the flow of clippings received from Norwich area friends. They show the steady and rapid growth of the new Norwich Central Millennium Library. I'm not

Hastings stunned us with the news that plans were being considered in Norwich for the award of the "Freedom of the City of Norwich" to the 2nd Air Division Association. Word was received just a couple of days ago that this is now official. In November, those of us lucky enough to get to Norwich will witness this award to our association in appreciation of the outstanding accomplishments of the 2nd Air Division during the war and the ongoing support of the 2nd Air Division Association since the war to our Memorial, a valuable asset to the Norwich Central Library and to the whole community in general.

More on PRIDE . . . this time in our 2nd Air Division Association. We started in 1948

I JUST CAN'T STOP THINKING ABOUT THE JOY WE ARE GOING TO FEEL LATER  
THIS YEAR SEEING THE NEW MILLENNIUM LIBRARY, WHICH CERTAINLY WILL  
BE UNIQUE IN ALL OF ENGLAND, PERHAPS EVEN IN ALL OF EUROPE.

sure that is the correct name, but we will know in the not-so-distant future what the correct terminology will be. As some of you may have noticed, I am always concerned about correct terminology!

Did I say PRIDE? Yes, indeed. Behind that steady advance towards completion is the amount of intense work on the part of the contractors, the Norfolk County Council, the Norwich city officials, and the Board of Governors of the Memorial Trust of the 2nd Air Division USAAF (correct terminology).

PRIDE? Oh, yes! As you know, the space allotted to our 2nd Air Division Memorial Library has been practically doubled, and to meet the extra expenses entailed, the Board of Governors undertook and successfully completed a drive to raise £125,000 to cover. Of course we volunteered to cooperate, and here again I am proud of all of you who pitched in to meet our commitment. I am even more pleased that the Governors' drive produced £50,000 more than the original target!

Yes, sir, I am further proud of our Governors' committee, including our own Chuck Walker, who have collaborated with the design people on the new mural, on the design, layout, and plans for our new 2nd Air Division Memorial Library. I just can't stop thinking about the joy we are going to feel later this year seeing the new structure, one that certainly will be unique in all of England, perhaps even in all of Europe. Incidentally, if you have not yet signed up to go to Norwich in November, give Evelyn Cohen a call and see what's what.

Excuse me for repeating, but PRIDE?? WOW!!! You have already been advised that in May at the Tampa Bay convention, David

and grew and thrived. (The 8th AF Historical Society started in 1974; the 8th AF Heritage Museum in 1996.) Just the other day, in researching old issues of the 2ADA Newsletter/Journal, I found a 1949 issue in which the purposes of the Association (our mission statement) were enunciated. Sure enough, just as it has been printed in our *Journal* for years in the far right-hand column of page 3, we see "to perpetuate the friendships and memories of service together in the 2nd Air Division etc . . . and 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 in the Norwich Central Library etc. . ."

And that's what we have been doing! Don't you think that we can all take PRIDE in what we have accomplished? The Association, since 1948, has had a host of leaders to thank for those successful efforts, and thanks to our two treasurers over the years, Dean Moyer and Bill Nothstein, and to Evelyn Cohen and many of our presidents and Executive Committees, we are still financially viable. And I hope we will be ready to undertake a final fundraising drive to ensure perpetuity of the Memorial; namely, to increase our Trust Capital Fund from its present approximate £750,000 to ONE MILLION POUNDS. With all due respect, as a member of both the 8th AFHS and the 8th AFHM, I can see from what is written in their publications that we are in more stable shape.

It is all of these factors which have stimulated my PRIDE in what we have done in concert with our British friends. What has been accomplished would not have been possible without you!! I salute each of you who has lent support. I am proud of every one of you. ■

## BEQUEST REQUEST AGAIN!!!

BY GEOFF GREGORY (467TH)

The idea to include the Memorial Library in Norwich in our wills met with early success, and we are grateful for that! However, since then, we have lost our initial momentum. Yes, we have had many promises — actually, promises, promises, promises!! The problem is that we have not been able to put those promises in the bank!

Let's look at where we are and where we had hoped to be at this time. It is a "given" that the Memorial Capital Fund will need additional money in future years. The ways to do this are limited — a cash donation has been the usual route we have taken. We have been asked many times to *dig into our pockets immediately*. An easier, painless way, is to PLEDGE a small portion of our estate to be donated after we have "gone on." What a wonderful way to honor and to "give to" our beloved dead who have given the "ultimate" for us! Something to think about: In the not-too-distant future, it will be OUR Memorial as well!!!

For the sake of simplicity, I submit the following:

We have investments of approximately £700,000. We operate the library on about 5% of that each year, or £35,000. This amount is derived from interest and dividends on our investment capital. We know that additional funding for this Capital Fund of the Memorial Trust will be needed in the near future. The 2ADA Fulbright Fund will also need to be augmented. The beauty of this Bequest Program is that, although slower to materialize, it will produce an increasing amount of money over the next ten years. AND — IT WILL NOT TAKE A PENNY OUT OF OUR POCKETS WHILE WE ARE LIVING!

The committee hopes to see an infusion of funds of at least \$500,000. A pledge of only \$1,000 from your estate upon your death, from just 500 men who are grateful for the lives our dead comrades have given us, would do just that! To those of you who have "promised" — can you step up this time and "be counted"? To those who have forgotten or are procrastinating — "the creek is rising and the bananas are ripening!" We need all of you to "get with the program." NOW IS THE HOUR!! Oh, yes, and there is a guarantee with it — it will be one of the most satisfying steps you have ever taken.

Blessings on all of us, and see you in Norwich! ■





# 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY W.H. "BILL" BEASLEY

JOHN HEY

Following is an excerpt from a letter written to us from John Hey, well-known Dutch researcher.

"Dear Willis and Norma:

"At the beginning of December, Enrico Schwartz and his Svetlana visited me. They informed me in great detail about the last investigation in Germany (its border is only 25 km from here) that must finally result in the recovery of some still missing airmen of the 492nd BG, if ever possible. During recent years I have exchanged quite a lot of information with Enrico by phone and fax, but so far I had no opportunity to meet this energetic couple personally.

"My physical condition does not allow me to travel to the sites in Germany where the work must be done, but I am giving them all possible support from my desk.

"As you may have heard from Arnett, C.S. and Allan Blue, I am strongly engaged in my USAAF Project for WWII for every loss of bomber, fighter and troop carrier of groups assigned to the U.S. 8th and 9th Air Forces. I am producing a separate A-4 format 'Casualty Report' containing all relevant data of the aircraft and crews. The project started in about 1990 and has progressed in the meantime until the beginning of 1995. If all goes according to schedule I hope to complete it in the course of 2002. The reports will be on display afterward in the National Liberation Museum at Groesbeek near Nijmegen, Holland. Together with the British air war historian Stan Bishop of Cambridge, a first volume containing all losses in 1942 and 1943 will be published this year. It will show the essential data from my reports.

"It was a great surprise when Enrico and Svetlana gave me a beautiful blue jacket with prints of the investigation team. Since I assume that this idea originated from you, I want to thank you too for this nice gesture! Enrico will come over in the spring to discuss additional matters. Their baby was expected around Christmas, so the mother will have other jobs to do then. I shall certainly continue to give them my full cooperation.

"Warm regards, John Hey."

*Author's Note: Enrico had jackets made for Svetlana and himself with "Investigative Team" printed on them. Our only part in this was to give our approval.*

*Allan Blue and John Hey worked together to get all of the Missing Aircrew Reports for the 492nd Bomb Group. They are an invaluable resource for the 492nd BG.*

Enrico Schwartz and Svetlana Reimer headed the team that discovered, excavated, and uncovered the remains of some of the missing crew members of the Lloyd Herbert crew, #802 of the 492nd BG. This dedicated young German couple laid wreaths at the Netherlands Cemetery on Memorial Day, May 2000 for the 2ADA and the 492nd Bomb Group. Their pictures were in the *Journal* in front of Lloyd Herbert's name on the Wall of the Missing. Enrico recently honored Walter Kroetge and Anni Swedholm (Red Cross nurse) for saving the life of Norman DeWitt of the 392nd BG. Certificates were presented to Walter and to the daughter of Anni. Enrico continues his work to locate other crash sites.

## WELCOME TO OUR NEW ASSOCIATE MEMBER

Aline Reimer, daughter of Enrico Schwartz and Svetlana Reimer, arrived on December 30, 2000. She weighed in at 3710 grams (8+ pounds). She is the youngest associate member of the 492nd BG.

## MEMORIAL DAY, MAY 2001

A wreath will again be laid this year in the Ardennes, Cambridge, and Netherlands Cemeteries to honor the War Dead and Missing of the 492nd Bomb Group.

## 50TH ANNIVERSARY OF THE KOREAN WAR COMMEMORATIVE COMMUNITY PROGRAM

Many of the veterans of the 492nd BG and the 2ADA were involved in the Korean War, and their group can qualify for becoming a Korean War Commemorative Community. They receive a certificate of designation from the Secretary of Defense; they receive, and are authorized to display, the Korean War Commemorative Flag; and are authorized to use the 50th Anniversary of the Korean War logo for approved purposes.

If you wish to participate and receive official recognition, contact the Department of Defense, 50th Anniversary of the Korean War, Commemorative Committee, 1213 Jefferson Davis Highway, Suite 702, Arlington, VA 22202-4303. An application is being sent on behalf of the 492nd Bomb Group. We became a WWII Community and have displayed the flag at several reunions.

## KOREAN SERVICE MEDAL (KSM)

Created on November 8, 1950, the KSM covers the period June 27, 1950 through July 27, 1954 — a full year after the armistice was signed. It included service with the Far East Command — Korea, adjacent areas of Japan, Okinawa, Sea of Japan, and the Yellow Sea. It

also recognizes thirty consecutive or sixty non-consecutive days of temporary duty in the theater of war.

Service with a unit or headquarters stationed outside the theater but directly supporting Korea military operations during this time also entitles a person to the medal.

(From Checkpoint 2000)

## LOSSES

The year 2000 took its toll on members in our group. We lost Charles Beard, pilot from the 856th BS, in February; and Gene Gossett, pilot from the 857th BS, in October. They were staunch supporters of the 492nd BG, and they are greatly missed. A great supporter on the distaff side was Molly Sparks. She and her husband Willie have been very dedicated workers for the 492nd BG and the 2ADA. Molly made scarves for the ladies to wear at the conventions and was always willing to do whatever needed to be done. She was diagnosed with cancer in September and passed away on December 1, 2000. She will be greatly missed.

## DID YOU KNOW?

The Veterans Millennium Health Care and Benefits Act, which became Public Law 106-117 in November 1999, mandates that six new national cemeteries are to be built. According to the law, they will be located in Atlanta, Detroit, Miami, Oklahoma City, Pittsburgh, and Sacramento, California. Within the last two years, four national cemeteries have opened in Albany, NY; Chicago; Dallas; and Cleveland. In addition, the Administration's budget earmarked \$110 million to "begin the process for planning new national cemeteries for veterans and their families in south Florida (Miami) and northern California (Sacramento)." ■

## And They Call Americans "Gun Happy"

In England, a traffic policeman was using a hand-held radar gun to trap motorists when a Tornado aircraft flew overhead. The policeman pointed the radar gun at the plane and registered a speed of 300 mph before the unit locked up and could not be used again.

The chief constable was not amused, and contacted the RAF, who, after an investigation, suggested that the police should be more careful. It was then revealed that the policeman had been extremely fortunate. The Tornado's onboard computer had detected and jammed the "hostile" radar equipment but had also automatically armed a sidewinder missile ready to neutralize the perceived threat.

Happily the pilot was alerted to the missile state and overrode the system launch. One has to believe the policeman will be more careful where he aims his radar gun in the future! ■



This was the Big Day! The first mission for the 446th Bomb Group. This was also my first mission as a ball turret gunner. It was December 16, 1943.

Our plane was named "Sitting Bull." Jesse Walker, our pilot, loved his flying machine and was not against "jumping the barns" on the English countryside following missions, but not today.

Our day started at 0230. Breakfast at 0300. The mud season had arrived at Flixton Airbase. Its dirt roads were now six inches of mud. We slogged through the mud in our sheep-lined boots to breakfast at the mess hall, then off to the mission briefing and then dressing for the mission.

The briefing room produced a dramatic-looking map of England and Europe, with a bright red, heavy string stretched between the English coast and Bremen, Germany. A startled look came over most faces in the room. Our prior thinking of an easier first mission quickly disappeared. The target was the submarine pens at Bremen. They had to be destroyed. This was going to be "Big League" from the start and climactic to more than a year of intense training for most.

The briefing continued: The 8th Air Force would send a total of 500 Liberators and Fortresses to accomplish this mission. The Germans could send up 100 fighters at this location. Flak would be heavy! Air temperature at 20,000 feet would be 60 degrees below zero. Frostbite is the least that you could expect.

It was later reported by the 8th Air Force that the flak encountered on the Bremen mission was the heaviest they had seen to that date.

The 2nd Bomb Division reported that the Germans had sent up fifty fighters and the bombers had shot down fourteen. Eleven bombers were reported missing. Only seven of our 446th planes were attacked by fighters on this Bremen mission. Our plane was not involved with fighters on this day.

This was a successful mission. Heavy damage was inflicted on the sub pens. However, the big event of this day was about to begin.

The accumulation of heavy weather, head winds, evasive flying in the flak areas, and the time in the air had all taken their toll on our fuel. The time of day was approaching 4 PM. We had left England at 8:30 AM. The topic of conversation on the intercom became fuel only.

As you may have guessed, we made it across the Channel and let down on instruments through the cold December overcast skies to the start of our runway. Red flares filled the air from the tower telling us to go around again. Do not land! A B-17 had pancaked in and collapsed on the runway. Jesse made a fast and correct decision — land now! He touched down on the runway and avoided the B-17 by going off into the so-called grass area.

Four gunners, including me, were not aware of our situation. We had removed our intercoms and had moved our body weights forward — enhancing the balance of the plane for landing. We were standing on the bomb bay, on the cat-

## SOME DAYS WERE BIGGER

BY H. DONALD CHENEY (446TH)



The Piccadilly Commando. Standing, L-R: Stuckey (waist gunner), Saia (engineer), Smith (radio), Stechley (tail gunner), Cheney (ball turret gunner), Morris (waist gunner). Kneeling, L-R: Browning (copilot), Rubin (bombardier), Burton (navigator), Walker (pilot).

walk, in the most forward position possible.

There was a rude awakening as the plane rocked with a pronounced thud as the landing gear was torn off from the plane. I had a glimpse of green grass, and then stones and dirt were flying up and past me as the bomb bay doors disappeared. This was followed by a long, pronounced scraping and a sudden stop as the plane dug into the earth.

The bomb racks and attached catwalk proved their toughness and remained in great shape for our escape to the rear. I was expecting a fire to break out, and moved as quickly as possible over a jammed ball turret and dove out of the waist window. The waist gunner had the same thought and landed on my back.

Thank God! Our crew had been spared. The plane did not burn. There was no fuel.

The photos speak for themselves. The one mission plane "Sitting Bull" would forever sit.

We named our next plane "Piccadilly Commando." We lost this one on the dispersal area prior to takeoff during our "20-something" mission. The engineer spotted a sparkling incendiary hanging on a bomb-bay rack. Ten men left the area in a hurry and watched the

"Piccadilly" burst into flames and explode into a hunk of molting metal.

We finished our 30 missions in borrowed aircraft. (The number of required completed missions had been increased from 25 to 30 during our tour of duty.)

My 30th mission was flown on May 27, 1944. This was one day after my 20th birthday. I was awarded my Distinguished Flying Cross just prior to D-Day.

I was asked if I wanted to participate on a D-Day mission. I declined with 30 missions accomplished. ■



Two photos of the "Sitting Bull"





# Air Force Memorial Update

BY ALFRED ASCH (93RD)

## THIS REPORT INVOLVES TWO SEPARATE \$25,000 CONTRIBUTIONS

On 10 January 2001, Dave Thompson (93rd BG), Charles Freudenthal (489th BG), and I delivered a \$25,000 check to the Air Force Memorial Foundation to help build our Air Force Memorial. The check was presented to Brigadier General Patrick O. Adams, USAF (Ret.), Foundation President; Major General John R. Allison, USAF (Ret.), Foundation Treasurer; and Colonel Pete Lindquist, Foundation Vice President for Operations. We had a delightful lunch with these gentlemen and learned that General Allison was a veteran of WWII and flew combat with The 14th Air Force in the Burma-China-India Theater. He not only flew attack and defensive missions in fighter aircraft but flew escort missions for the B-24s on bombing missions in that theater. The check was from excess funds of the B-24 Groups Memorial, Inc. of the Army Air Forces, the 501 (c) 3 non-profit corporation organized for the specific purpose of raising money to gift a 19' wing-span bronze sculpture of the B-24 to the U.S. Air Force Academy at Colorado Springs, Colorado.

The Book of Remembrance written for the Academy project was given to General Adams, and we explained that over 775 WWII veterans and their friends and family members representing 42 organizations contributed funds for the bronze sculpture and that these veterans served in all theaters of operations flying the B-24 during WWII.

We requested that some recognition be given the B-24 Groups Memorial, Inc. inside the memorial and gave General Adams a suggested design which appears below. We also asked that the B-24 be a featured aircraft in any display that is designed to show the history of the WWII air war.

One feature the Foundation is developing is a Sponsors' Registry which can be accessed

on the Internet. We suggested the Book of Remembrance be used to build up the registry, especially using Chapter V of the book for a brief history of the B-24.

The veterans outside the 2ADA who contributed will be pleased that the excess funds were used for the memorial. I am writing articles about the donation and memorial progress for several groups and the 15th Air Force Association for publication in their newsletters.

The Memorial Foundation now has about \$26 million and expects to reach its goal of \$30 million this August. Following this, a final approval of the design is required from the National Park Service. General Adams expects things will proceed as planned.

## THE SECOND CONTRIBUTION OF \$25,000 WAS MADE FROM THE TREASURY OF THE 2ADA TO BE REPLENISHED BY INDIVIDUAL CONTRIBUTIONS FROM 2ADA MEMBERS AND GROUPS

Please recall the article on pages 29 and 31 of the Fall 2000 *Journal* and my article on page 4 of the Winter *Journal*, both dealing with the Executive Committee's decision to repay the \$25,000 the 2ADA contributed to the Air Force Memorial Foundation. As of this writing (January 15, 2001) we have collected less than \$5,000. Again, remember the giving of \$25,000 for the memorial was a decision made by the Executive Committee and all group vice presidents were expected to follow through. The response has been disappointing. Both groups and individuals should participate in the pay-back. After all, the money will go for a most important program, support of our Memorial Library. Please use the form on this page to do your part. Make your check payable to 2ADA and indicate on the memo line that it is for the AF Memorial. If you use the IRS long form 1040 and itemize, your gift may be tax-deductible. ■

### CONTRIBUTION ONE:

**B-24 Groups Memorial, Inc.  
of the Army Air Forces**  
*In Memory of Those Who Made  
the Supreme Sacrifice in  
Air Combat During World War II  
To Preserve Our Freedoms  
Dedicated to All Who Served*



**B-24 Liberator**  
**World War II Heavy Bomber**  
Number of All Types Produced: 19,257  
More Built Than Any Other US Aircraft  
Combat Operations in All Theaters  
During World War II

### CONTRIBUTION TWO:

**Donation to Air Force Memorial  
(to help replace the \$25,000  
from the 2ADA treasury)**

Name \_\_\_\_\_

Group \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Amount \$ \_\_\_\_\_

**Make check payable to: 2ADA**  
**Indicate on lower left memo line:**  
**"For AF Memorial"**

**Mail to:**  
**E.W. Nothstein, 2ADA Treasurer**  
**40 Meadow Drive**  
**Spencerport, NY 14559-1142**

## New Members of the 2nd Air Division Association

### HDQ

Dortha Waidner (AM)

### 93rd

William R. Sargent (AM)  
Elsie B. Weiss (AM)

### 389th

Calvin E. Scarbrough  
Ollie S. DuFlon (AM)

### 445th

Vernon Land  
Sterling Lentz

### 448th

Elbert F. Lozes, Jr. (AM)  
Dale T. Wreisner

### 453rd

Harry M. Lee  
Robert C. Marx  
Walter E. Morris  
George S. Sowinski  
Marjorie Sallee Zilm (AM)

### 458th

Roger T. Austin  
Norman W. Cameron  
Annie R. Parks (AM)  
Clare Vanderbeek-Morkan (AM)

### 467th

Yvonne Elliott (AM)  
Harry G. Malin  
Dean F. Morrow

### 492nd

John J. Hogan

### SM

Andrea D. Hough  
(new 2ADA/Fulbright Librarian)



*Editors Note: We have just learned that Fred Dale's wife, Marjorie, passed away March 8th. Our condolences, she will surely be missed.*

Word was just received that Lynn M. Lawler passed away December 10, 2000. He was the Sperry ball gunner on the Salvatore crew. He flew 32 missions. He was at Tibenham from April 1, 1944 to December 1944.

Others who have folded their wings: William P. Maher, October 20, 2000; Wallace W. Patton, September 2000; and William C. Stewart, July 2000.

Welcome to our new members: John P. Martin, Jr., and associate members Charles D. Switch and Virginia Moore Federici.

Numerous inquiries have been received relative to making a contribution in memory of Ray Pytel's wife, Twyla Kieffer, who passed away in November. You may contribute to your favorite charity in memory of Twyla or to an endowment for the 2AD Memorial Library in Twyla's name which Ray and Jordan Uttal have been working on. If you would like to make a contribution to this endowment, send a check made out to the 2nd Air Division Association with the memo line marked for "Twyla Kieffer Endowment Fund" to Jordan Uttal, 7824 Meadow Park Drive #101, Dallas, TX 78230-4939.

To bring you up to speed on the progress of the History of the 445th Bomb Group, the tentative title is *Where Have All The Young Men Gone?* We now have a 445th Web site up; the Internet address is [www.445th-bomb-group.com](http://www.445th-bomb-group.com). Be sure the . and . are included. The Webmaster is Michael Simpson, the son of a 445th pilot.

We have had invaluable responses from the last notice in the *Journal*. We are still looking for more stories and anecdotes from ground crew. We are all very pleased with the way this is coming along, and in our humble opinion it is going to be the best and most complete unit history from WWII (which the 445th certainly deserves).

We are soliciting photos about the 445th, as we now plan to include a CD with the book which will be mostly photos, this in addition to the photos in the book. These photos can be anything that relates to the 445th. Photos will be returned to the sender after being electronically copied. If you have your pictures digitally scanned, we need them to be in .GIF or .JPG format. They should be scanned at least between 300 and 500 dots per inch (DPI) . . . the higher, the better. That way it will be easier to downsize the pictures and keep the clarity. This will result in some very large file sizes (20+ MB). Recommendation: Go to Copy-Max, Kinko's, or any of the office graphics or copy/reproduction centers. They should have the ability to scan photos and produce a CD. Let them scan the pictures (using these guidelines) and make a CD, then send that. It will be returned after we extract the photos. If you have an electronic copy, you can e-mail it to: [simpsonms@mindspring.com](mailto:simpsonms@mindspring.com). Otherwise, send the pictures/CDs to the following address: Mike Simpson, 2162 W. Speedway Blvd., Apt. 15104, Tucson, AZ 85745. If you have questions, Mike Simpson's phone number is (520) 622-5039.



BY FRED A. DALE

#### THE 445TH'S TRAGIC TRIP TO GOTH, FEBRUARY 24, 1944

*The following material was taken from three mimeographed books on the 2nd Air Division of the 8th Air Force. The books were sent to me by Craig Harris, vice president, 457th Bomb Group Association. These books are about the 445th Bomb Group stationed at Tibenham.*

The mission against Gotha on February 24, 1944 was one of the toughest missions ever flown by Col. Robert H. Terrill's 445th Liberator Bomb Group. There have been several groups that have lost more men and planes in the many and various phases of this war, but few, if any, collected so much concentrated "HELL" for such a long period of time.

For well over two and one-half hours Nazi fighters, rocket ships and dive bombers poured death and destruction into the formation from every angle. All of the latest tactics were used by Hitler's "SUPERMEN" to break up and turn back the attack. They used trailing cables with bombs attached that exploded upon contact. Rockets were going off like the Fourth of July and parachute bombs were used to some extent. From the intelligence reports of the men returning, which was only half the number sent out from this group, the men had run the gauntlet from death to comedy, if such can be the case in the war above the clouds. The following narrative is a collection of stories as told by the returning airmen. They include stories of other formations as well as their own group. They are not in any order of events, as things happened too fast for the boys to remember all of them, or the times they took place.

No sooner had the group passed over Holland and on their way to Gotha when the opening gun was heard which started a race that seemed for a while as if none on our side were going to reach the target or ever get back. FW-190s came in on the formation in waves, then they queued up and came in one at a time. Other fighters stood off at a distance and shot rockets, then came in close and spewed their death-dealing 20 mm shells into the planes. One of the lead ships of a group, in one ear-splitting roar, blew up and scattered wreckage throughout the rest of the formation, doing con-

siderable damage to many ships. Men, wings and sections of planes, and parts of engines tore through the air and added to the turmoil.

One ME-109 came firing head-on into a Liberator and blew the nose off. As the big ship went spinning towards earth, the 109 pulled up into a steep climb. The top turret gunner in the Liberator behind cut loose and stopped him in mid-air. The ship fell on its back and headed down through the formation. Halfway through the formation it crashed into another Liberator in the low element and took her whole tail off. The ship, with its tail off and nose pointing towards the sky from the force of the impact, headed into the bomb bay of a Liberator above. The two planes crashed together. Both began to expel men from all sections of the ship. Ten men were seen to have jumped from the almost stationary planes. At this point, the planes broke apart and the one who crashed into the higher plane started sliding down sideways through the formation. One gunner yelled to his pilot, "Look out from the right," and as the pilot put the ship into a dive, the plane just in front of him pulled up to a steep climb and the doomed Liberator sailed between them with only inches to spare. This mid-air collision caused the group to momentarily break up its formation, because if one ship moves quickly in one direction, others have to move outwardly to avoid colliding. It was only a matter of time before the formation had reformed and was on its way toward the target like a snowball heading downhill. The fighters had succeeded in breaking up the formation, the dream of all Nazi pilots, but it all happened so fast and the group reassembled so quickly that they could not take advantage of the break.

The real reason that the group did not lose more planes than they did, was the wonderful teamwork of the entire group. All pilots and crews sensed the danger and began fighting, not as individual planes but all planes as one. Just as soon as one ship would leave the formation they would close in, swapping positions without hesitation and taking the lead even if it was the first time in their lives they had led the group. All worked like veterans, and as far as the Nazis were concerned, those that had changed positions six or seven times, had assumed those positions as if they had been trained for them. With waves of 30 or 40 planes coming in at a time, it was hard to defend, and because of this planes and crews are bound to be lost. Pilots, forced out of the formation, were maneuvering the huge Liberators around like they were pursuit ships in their evasive tactics. Planes were seen at almost impossible angles so that the oncoming enemy fighters could not keep their sights trained on them.

When fighting was at its height the bombers were in close formation and could watch the other crews at work. After a wave of fighters would pass over, members would signal across to the gunner in another plane as if to say,

*(continued on page 18)*



The story I am about to tell took place nearly twenty years before I was born, on July 7th, 1944.

Sometimes a moment can decide an outcome; under hazardous wartime circumstances one person can mean the difference between life and death — it just depends into what hands you will fall . . .

On this day, the U.S. 8th Air Force hit Nazi Germany with a huge force of B-24 Liberators and B-17 Fortresses. Their targets were factories in Magdeburg and Leipzig.

The air was filled with hundreds and hundreds of bombers. They hit their targets at about 9:15 AM and were eager to make a quick turn and head back home to their bases in England.

It all looked rather quiet, the German anti-aircraft defense was rather moderate, and no one expected that in a few minutes would take place what would be later called one of the largest air battles of WWII.

A massive force of nearly a hundred German fighter aircraft suddenly attacked the returning planes. The American crewmen did not see what was coming from behind, since the attackers came right out of the sun. That was their initial plan — and it worked very well.

The bombers' vital fighter escort was out of reach, and within five minutes an entire bomber squadron had been literally wiped out.

That moment 28 Liberators had been shot down! Fifteen of them crashed within a five to ten mile radius.

As eyewitnesses still remember to this day, the sky was white with parachutes. Aircraft exploded in midair. Airmen who made it out in time were hanging onto parachutes which had caught fire and fell suddenly without any chute to their death.

And on the ground the horror continued. The farmland in that area was scattered with aircraft debris all over and parts and pieces of what was left of human remains of so many airmen.

An entire Liberator air crew went missing. The whereabouts of the aircraft and the remains of the crew had never been found and remained a mystery all those 55 years, until today.

It was this missing air crew that brought me to that place. I am a team member of a volunteer organization which strives to solve such missing cases in order to give answers and closure to families who never officially received it over the past decades. My primary task is the actual field investigation, which involves going out to the locations in question, hunting down the clues, and locating and questioning the fewer and fewer eyewitnesses, all of which are vital for any successful outcome

## THE "FRONT SIDE OF THE COIN"

BY ENRICO SCHWARTZ  
Dutch Crash Researcher



L-R: Mr. & Mrs. Waltraud Thiele (daughter of Anni Schwedhelm), Walter Koertge, Enrico Schwartz (crash researcher), James L. Kissling (389th BG), presenting certificate to Walter Koertge. Photo submitted by J. Fred Thomas (392nd BG).

of the research.

On my first day in Westeregeln, where all those crashes took place, I had several goals to accomplish. However, my main goal was locating one particular crash site where I suspected answers to that missing air crew were.

Several senior citizen witnesses helped reconstruct the events and referred me also to a local farmer named Walter Koertge. I was told that he too was a witness that day, at the age of fifteen.

It was late afternoon already. They had spent the entire day with other locals checking potential crash sites. The day almost over, I had not found the main crash site and I still had to travel back home.

Now I was sitting in Mr. Koertge's living room. I knew he was my last hope. He told me about that terrible Friday morning in 1944. He recalled that he was working on his father's farmland when all hell broke loose.

And then he told a story which actually was not directly related to my initial case but caught

my attention, nevertheless . . .

He told me the following:

"When that inferno broke loose, all who worked out on the farmland were hitting the dirt and kept their heads down, since everywhere around us were explosions. We prayed that nothing would come near us and kill us down there. A few minutes later, I saw an airman coming down on his parachute just a few steps from me, the first American I ever saw.

I ran to him and took him into custody. The American did not pull his gun, so I took it away from him and pointed at him — 'Freeze!' Then I saw that the American was covered with blood and his arm was badly injured. He did not look like he was out to fight or going to be able to, so I lowered the gun and looked at him closer. I was shocked at how young he looked. He just seemed the same poor guy as all of us, and I asked him for his name and where he was from. The American said something which sounded like David or so and that he was from Chicago. I said, 'My name is Walter.' He was in severe pain and tears ran down his face. He explained, 'Back home we were told that when we come down on German territory the Germans will torture and kill us for sure.' I said, 'Don't worry, you are not getting killed, but I have to turn you over to the German military. Then you'll become a prisoner of war, but that is all that's gonna happen to you, promise.'"

TO BE CONTINUED IN THE SUMMER JOURNAL. ■



# THE MIGHTY 8TH WAS THE GIFT OF LIFE.

BY ERNEST G. WIENER (392ND)

The spring of 1937, the time of the World Fair in France, was a time of turmoil in Germany; Hitler-inspired trouble in Austria and Czechoslovakia. In fact, there were political problems exploding all over Europe.

Recently I celebrated my 85th birthday together with my wife of 56 years, our four children and seven grandchildren. As I look back over the years I see myself as an eager young law student in Prague, Czechoslovakia, setting out for a study trip to Paris in the summer of 1937.

Upon arrival in Paris, I immediately became involved in discussions on practically any subject with other students of different nationalities who clustered about all over the Left Bank, close to the Sorbonne University.

On one occasion I almost signed up to fight against Franco in Spain! I greatly enjoyed the heady feeling of freedom and participation among the milling and debating students in that exhilarating atmosphere. It was there that one of the students with whom I became quite friendly told me that going back to Czechoslovakia made no sense. "It's just a question of time before Hitler takes over your country and nobody will stick their neck out for you despite all the international treaties to the contrary." How true this prophecy turned out to be!

He gave me some excellent advice and I followed through on it. He suggested that I apply for an American scholarship — "There are plenty of them!" he said. Upon my return to Czechoslovakia, despite my parents being against the idea, I did apply, and a year later was successful in obtaining an American college scholarship. The other smart thing I did was to purchase a US Lines steamship passage from Italy to New York and a train ticket from Prague to Genoa. It turned out that after the German occupation of my country in the spring of 1939, the currency became completely worthless in American or any other foreign exchange.

In February 1940 I was among the last travelers allowed to leave Czechoslovakia. I went to Italy by train and from there I traveled by ship to New York. Upon arrival I stayed for a few days with a Czech family I knew there, and they paid for my Greyhound ticket to Baldwin City in Kansas, where my small college, Baker University, was located. In this way I moved rather rapidly from the heart of Europe to the central part of the United States with almost no intermediate stops in between! This turned out to be a shock of sorts: This small midwestern town permitted no liquor or beer, and the family of the professor with whom I stayed initially also frowned on the use of coffee and Coca-Cola! However, later on when I lived on my own, I discovered that the rest of this predominantly Methodist community did not live quite so strictly as it first appeared, and I could enjoy an occasional beer just like in my native country, where Pilsner is king!

I received credit for my previous law studies and was able to graduate two years later, by which time the U.S. was in the war, and I enlisted in the U.S. Army. After a few weeks at Fort Lee, Virginia, I was assigned to the newly formed Army Air Forces and its basic training facilities in Miami, Florida. I could not believe that this was the Army: We were billeted in former resort hotels, and did our exercises and listened to lectures on lovely beaches. Our food included an almost unlimited supply of tropical fruit, fresh milk, and other luxuries unheard of in the armies of Europe!



L-R: Bill Wall, George Bremer, and Ernest Wiener at Wendling, March 1944.

After several weeks of basic training, I was assigned via a replacement depot in Salt Lake City, Utah to the headquarters of the 392nd Bomb Group in Alamogordo, New Mexico. Although I was interviewed by several intelligence services during this initial period of my army service because of my knowledge of several foreign languages, I was told that I could not be assigned there because I was not a U.S. citizen. However, upon my arrival at the 392nd Bomb Group I was assigned to the headquarters Intelligence unit and remained with them through the rest of the war! Our office was headed by Major Percy B. Caley, a marine officer in World War I and a history professor in civilian life. There was also a Captain White, a photo interpreter, and several noncommissioned officers. This was a very closely-knit unit and those of us who survived still keep in touch, such as my close buddies, former sergeants Paul Wright and Bill Wall.

Shortly after arriving at the base, I was called before our executive officer, Major Fritche, who told me: "Our unit is about to be shipped overseas and I see that you are the only member who is not a U.S. citizen. How is that possible?"

"Well, sir, I volunteered for the Army, and in that case you did not need to be a citizen."

"I see," said the major, although it was quite clear that he was quite perplexed by the situation. "But I am sure if something happened to you overseas we would have quite a bureaucratic hassle on our hands! I'll see what I can do about this!"

A few days later our Sergeant Major King informed me that the major had been in touch with the U.S. District Judge in Alamogordo, who told him that he would swear me in as a U.S. citizen if there is a person present who came from the same state as I did. Sergeant Wright turned out to be that person, so the two of us took an army Jeep to Alamogordo and saw the judge, who after asking me a few questions, swore me in as a

*(continued on page 14)*





Submitted by **DAVID J. HASTINGS**, Vice Chairman  
of the Memorial Trust

Here are two photographs of the recent site visit to the new Millennium Library in Norwich by Paul King, myself, Chuck Walker, Bud Koorndyk, Vicki Warning, and the project designer. They give some idea of the progress of this magnificent new building. ■



Initial briefing by the project director



Part of the Second Air Division Memorial Library area

#### THE GIFT OF LIFE (continued from page 13)

brand new United States citizen. We did a little moderate celebrating of this auspicious event in a local bar. And our bomb group could now safely proceed on its overseas mission! Shortly after that the air crews flew over to England and the ground personnel proceeded by troop train to New York and from there on the famous Queen Mary to the same destination.

When I went to the U.S. on the college scholarship, a girl cousin of mine went on a similar arrangement to England. I went to visit her, and wound up marrying her girlfriend! Of course I had to first obtain permission of our commanding officer, Colonel Lorin Johnson, quite a young man himself. When he asked me if anybody had talked to me like a father, I assured him that several people had. Well, he said, he still did not like the idea of a member of our group getting married in England. "It might start a stampede," he said. "I want you to think about it for three months, then come back and talk to me again!" "Yes, sir," was all I could say. At any rate, three months later I received his permission to marry.

A very nice surprise awaited me prior to my wedding trip (accompanied by my two buddies, sergeants Wall and Kralowec): a "practice" mission was called by the group operations officer. When the lights were extinguished in the briefing room, Major Caley's voice boomed out: "Take good notice of the target for tonight!" and a picture of my future wife appeared on the screen. Then all kinds of good-natured advice poured out from the speakers concerning the care of the hydraulic system and similar hints! I was glad the room was in darkness. It was customary to distribute so-called "escape kits" to the flying personnel prior to their leaving on a mission. The kit contained waterproof maps, concentrated food, a compass, and some local currency. The base made a collection and presented me with a hefty package of English pounds to help with my honeymoon expenses. Completely unexpected and most welcome, it was typical American generosity displayed in a most informal manner!

I was amazed how quickly the American air forces in Britain were able to get set up and use their Flying Fortresses and in our case, Liberators, to bomb targets throughout Europe. Germany never expected the merciless bombing their cities and factories were receiving from the Americans during the day and from the British at night. Some of our targets, like the port of Bremerhaven, were almost completely destroyed, and our bombardiers brought home the aerial photos to prove it. Roosevelt and Churchill were able to prove to Stalin what tremendous damage the combined British and American air forces were inflicting on Germany. Anyone who visited Germany immediately after the war, as I did in my next assignment, could see the devastation caused by our bombardment.

When it became clear that the war in Europe was coming to a close, rumors began flying around that our group would soon be transferred to the Pacific theater of operations. This did not prevent me from taking a very pleasant week's leave with my wife in May of 1945 to the lovely Lake District of central England. But when I returned to our base, I learned that we were indeed being alerted for return to the U.S. Immediately I talked to our sergeant major and asked him if there was any way for me to stay behind in England. "Actually, you are in luck," he said. "We have an inquiry from the 8th AF HQ asking for people who speak German, French and Russian. And you do speak those languages, don't you?" "Yes, sir," was my answer, although my Russian was not very good. Anyway, everyone cooperated, and within two days I was on my way with a large barracks bag and transfer orders to the 8th AF HQ in High Wycombe near London. Sometimes things can really move in the U.S. Army, and it usually happens when you least expect it! But this is another story for another time. ■



# BUNGAY BULL

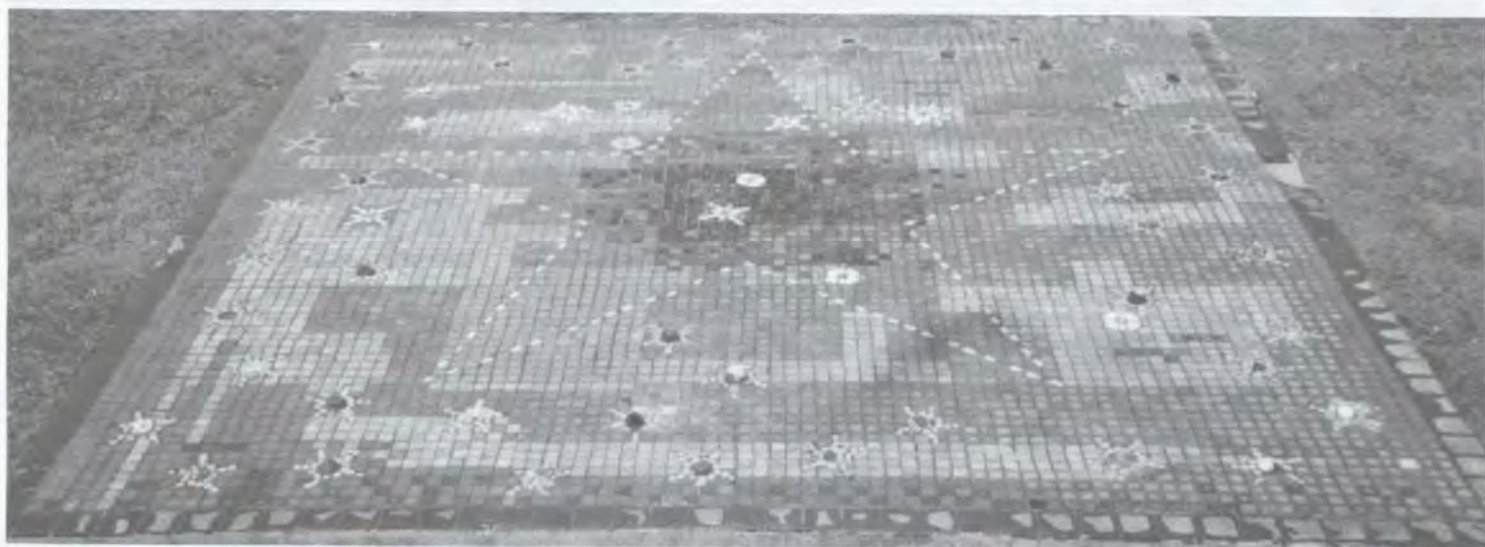
446th BOMB GROUP  
BY AUD RISLEY



My, the year flew by and gratefully ended with more than forty inches of snow falling at our place. I happily report that at the time of this writing I am looking at piles of white stuff, which pleases me because it is sand and not snow.

If you missed the Bungay Bull in the last issue of the *Journal*, my apologies. You know how it is when you get to be our age . . . we have good memories, but they get shorter. I missed the deadline. Glad it wasn't because of illness of any other problem besides my forgetfulness.

Recently I have heard from several of you who plan to be in Norwich in November, and at last count there may be more than a dozen of us, maybe as many as seventeen. Would have been eighteen, but sadly Bill Booth will not be with us. We received word that the 446's "almost a priest" died in late September. By now he is up with the angels telling his infamous stories and entertaining them as he entertained us for so many years.



**Mosaic fountain base from Second Air Division Memorial Library, Norwich, at Flixton Museum, May 2000**

In addition to Bill Booth, word was received that John P. Clowry of the 446th died in November, 2000. He lived in Colorado Springs. John C. Mott, of Denver, Colorado, died in December, 2000. Vernon Lewis died in April, 2000. He lived in Newton Falls, Ohio.

The agenda for Norwich is set, and it sounds like we will really be celebrating the new library's completion beginning on November 1 when we leave the U.S. until we set out for home again on November 9.

Early on, the plans were that we would be staying at the Hotel Nelson, but now we find that we will be instead at the Maids Head. Sounds good to me; I like the location right across from "The Muscle Palace." Brings back a lot of memories. Details will be forthcoming, and the last I heard there would be more than 600 in all in attendance. All indications are that the locals are going all out.

From our friend Jean in Norwich, we received an e-mail telling about the "topping out" ceremony at the library on October 19. She says they drink a toast, then pour the rest of the barrel of beer over the building to celebrate getting up to the roof level. They are celebrating already.

For those of you who haven't planned to go, you will be missed.

Dan E. Moore, of Lubbock, Texas, has recently joined the 446th. Captain Moore was with the 705th and was ordnance officer.

You may not remember, but Alan Hague of the Norfolk and Suffolk Aviation Museum told us that he had received what remained of the old memorial fountain of the 2AD Memorial Library in Norwich. The base from the fountain in front of the library was to be placed near the 446th museum. According to Alan, this has been done; several missing

stones have been replaced and it is now in place. The fountain had fifty stones, one from each of the fifty United States. He says it is creating a lot of interest among the visitors.

Other new additions to the museum are a metal sculpture of an airman and his dog on top of information boards with details of Flixton Airfield, who operated from there and details of where to find remaining buildings and parts of the base.



This project was funded by local councils to promote tourism in the area.

For those of you attending the convention and library opening in Norwich in November, please note that Alan Hague and John Archer will make arrangements for us all to visit the base and also view the new things at the museum. Alan says perhaps we can have lunch at one of our old haunts as well.

I am excited in anticipation of our big trip, almost like we haven't been there before. But it is always exciting no matter how many times we go.

From the Eighth Air Force Historical Society comes a reminder to send changes of address to the membership records manager in Savannah whenever you move. He also notes that dues have been increased to \$20.00 per year as of September 1, 2000.

With enthusiasm, I look forward to seeing you all in New Orleans, May 10-13, 2001 for the 446 reunion. Make your reservations soon (before April 8) at the Hampton Inn. Be sure to identify yourself as a member of the 446th. Lots of fun stuff is planned as usual.

From the 2ADA roster comes a list of members, now totaling 5,988. Of that number, 266 are members of the 446th. For information about joining, or if you run into folks who have friends looking for information, have them e-mail or write me. My address is on page 2 of every *Journal*.

May you all have a nice spring. Please send your news so that we can keep in touch. You know, the years go by. But there are many benefits. Your friends no longer see you as a hypochondriac, and your secrets are safe with your friends because they can't remember them either. ■



# Australian Lib Project Forges Ahead

SUBMITTED BY PHILIP LEVICK, SHEFFIELD, ENGLAND • REPRINTED FROM AEROPLANE MAGAZINE, AUGUST 2000



Due for an early rollout, to allow RAAF veterans to witness the event, the Liberator Memorial Fund's B-24 A72-176 has made steady progress at Werribee on the outskirts of Melbourne, Australia.

At Werribee on the western outskirts of Melbourne, work on the B-24 Liberator Memorial Fund's B-24, A72-176, is progressing towards a rollout on August 15, the 55th anniversary of the end of the Pacific War, reports Paul Hastings. The aircraft will not actually be complete for the rollout, but should be "externally cosmetically complete," with turrets, engines and tailplane all fitted. Over the next four years it will be fully fitted out, and will then go on display at Avalon aerodrome near Melbourne, on land donated by transport magnate Lindsay Fox.

B-24 Association restoration coordinator Colin Gray says that the early rollout has been chosen so that as many veterans as possible can witness the event. He explains, "Our biggest concern is the loss of veterans. Of the original thirty members that launched the fund, only two are still alive."

Work on restoring the fuselage has been slow, the problem being the two main longerons which run from the cockpit to the waist windows and provide the main structural strength. These had to be replaced; Gray explains, "There's a section some fifteen feet long in the rear fuselage that we haven't been able to work on, and a huge hole in the belly of the aeroplane where the fuselage has corroded away. We weren't able to rectify this until we got hold of some longerons, which are difficult to build because they taper, roll and twist with the fuselage."

A two and a half year search for a company that could manufacture them struck "paydirt" at Christmas, when Tennix Defence Systems agreed to build a new pair — and took just two weeks to do so!

While awaiting a solution to the problem, the team concentrated on constructing replacement parts for the belly, including walkways and the ball turret. Once the longerons are in place, all of the belly will come together.

Reconstruction of the forward fuselage also provided its own unique share of problems, one major stumbling block being the lack of a nose turret. The extreme nose section had to be built from scratch, and this could not be started until a turret had been acquired. Gray says, "We've just recently found the basis for a workable Emerson turret rebuild in the USA, so a start can now be made."

After three years' work, the flight deck has been completed, and about 75 percent of the

tail has been finished. The undercarriage should be installed in July, and the flaps and ailerons are complete. Engine mounts were recently fitted, and cowlings are being built. Four Pratt & Whitney R-1830 engines are available, two of which have been loaned by a Sydney-based Dakota operator.

A change of government in Victoria has resulted in the construction of a Bellman-style hangar at Avalon, the intended home for the B-24, being temporarily halted. ■

## The True Story Behind Neil Armstrong, "The All American Boy"

When Apollo Mission astronaut Neil Armstrong first walked on the moon, he not only gave his famous "one small step for man, one giant leap for mankind" statement, but also followed it by several other various comments. Just before he re-entered the lander, he made the enigmatic remark: "Good luck, Mr. Gorsky." Many people at NASA thought it was a casual remark concerning some rival Soviet cosmonaut. However, upon checking, there was no Gorsky in either the Russian or American space programs.

Over the years, many people questioned Armstrong as to what the "Good luck, Mr. Gorsky" statement meant, but Armstrong always just smiled. On July 5, 1995 in Tampa Bay, FL, while answering questions following a speech, a reporter brought up the 26-year-old question to Armstrong. This time he finally responded. Mr. Gorsky had finally died, and so Neil Armstrong felt he could now answer the question.

When he was a kid, he was playing baseball with a friend in the backyard. His friend hit a fly ball, which landed in the front of his neighbor's bedroom windows. His neighbors were Mr. & Mrs. Gorsky. As he leaned down to pick up the ball, young Armstrong heard Mrs. Gorsky shouting at Mr. Gorsky. "Sex! You want sex?!" You'll get sex when the kid next door walks on the moon!"

True story. ■



## SPRING BRINGS WITH IT CHANGE

As I sit at my desk looking out on the snow-covered fields, I start daydreaming about flowers that will come in the spring. After three weeks of temperatures that have not risen above freezing, I feel that it is time for a change. Days in the '50s sound like a heat wave.

The Executive Committee of the Heritage League has been busy reviewing the list of tasks it would like to see accomplished this year. It has also been reviewing some of its accomplishments.

As I reported in my last article, Vicki Brooks Warning accepted the nomination to become our first Heritage League Observer to the Board of Governors. Vicki traveled to Norwich for the October 26, 2000 meeting. She joined Bud Koorndyk (Honorary Life Governor), Chuck Walker (Second Air Division Association representative to the Board of Governors), and other members of the Board of Governors for a tour of the Millennium Library complex currently under construction. Vicki attended the meeting of the Board of Governors and presented a check for \$3,000 from the Heritage League.

Paul King, chairman of the Board of Governors; David Hastings, the Heritage League liaison to the Board of Governors, and others wrote that Vicki is a wonderful representative of our Heritage League. Mr. King also wrote that our donation makes it possible to have a large picture of the cemetery at Madingley, Cambridge in the shrine area of the new 2AD Memorial Library. How wonderful that our Heritage League has been able to make a contribution which will honor the veterans in a special way.

I traveled to Savannah, Georgia to attend the mini-reunion of the 453rd Bomb Group on the 19th of October, 2000. It was a special trip for me as it was my first visit to the Mighty 8th Heritage Museum. My daughter, Gretchen, accompanied me. This was her first reunion. My father and mother, Bert and Claire Biel, and my sister, Rosemary Biel Lighty, were also in attendance. This was a real family affair.

After a tour of the museum, visiting with Judy Walker, director of development, and with Rusty Bloxom, chief historian, about the needs of the museum, it was determined that our donation would be used for the purchase of books. A check for \$500 was presented to Judy Walker during a luncheon held at the museum. I suggested that our members may be able to help with books and other items on the library's "want list." I have a list in my files. Some of the desired items may be found in the coming issue of the *Heritage Herald*. Please, be sure to get in touch with the museum before sending any item to see if they need it.

The Executive Committee is continuing to plan for another get-together in early summer. The list of topics to be discussed is beginning to be assembled. One of the most important

# Your Heritage League

BY IRENE HURNER  
Heritage League President

will be to begin a search for officers for the coming business year. I mentioned in my title that "spring brings change." Our communications vice president, Kathy Jackson, has written that because of increased duties at work, she will retire from office at the end of this year. Kathy has done an outstanding job publishing the *Heritage Herald* for four years and has maintained the Web site. We all thank her for a job well done. We will need, therefore, someone to take on the responsibilities of publishing the *Heritage Herald* and maintaining the Web site. I would also like to see someone become a historian for the Heritage League. If anyone would

be interested in any of these positions, please contact one of the officers.

The Executive Committee did appoint Observers to the 2ADA at the August meeting. Our representatives will be in contact with the various committees, attend meetings during the year if possible, and then report to our membership.

I want to remind members and friends that our dues are now \$8.00 per year for regular and associate members. 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 previously mentioned, spring brings change. The new millennium is officially here. Did you feel the difference? We each made history by watching this New Year come in.

Change can be subtle or obvious. I hope that the changes that come to your lives during this year will all be memorable and wonderful. The new Second Air Division Memorial in the Millennium Library will be re-dedicated in November. I believe that the coming celebration will be one of my fondest memories. I am looking forward with utmost enthusiasm to this change.

I will end with a wish that God blesses each one of you with good health and happiness in this year of the new century. ■



Judy Walker (left), Mighty 8th Heritage Museum Director of Development, and Irene Hurner, Heritage League President, meet at the museum in Savannah, 10/20/2000.



# TRAPPER JOHN: A 445TH CREATION?

BY BERNARD HEAD (491ST)

Few people who saw the retired doctor spending his last years tinkering with a 20-year-old Cadillac Seville or working in his garden knew of his connection to one of Hollywood's funniest films and TV series.

Nor did many people know the horror that Greensboro surgeon John Lyday, who died at the age of 78, had witnessed in two wars, as an enlisted man in World War II and as an Army doctor in Korea.

It was in Korea, while serving with the 8055th Mobile Army Surgical Hospital, that Lyday worked alongside another surgeon, Dr. Dick Hornberger. Using the pen name Richard Hooker, Hornberger later wrote a book based on his experiences. It became the smash hit anti-war movie "M\*A\*S\*H" in 1970, and the movie in turn became a TV series from 1972 to 1983.

Though Hornberger borrowed pieces of personalities for characters, he had Dr. Lyday in mind when he created Trapper John, played in the movie by Elliot Gould and on TV by Wayne Rogers.

"He was the prototype for Trapper John, the one who had the baby back home. I was that little baby," said Carolyn Lyday, Dr. Lyday's daughter, who teaches at the George School, a Quaker preparatory school near Philadelphia.

She was six months old when her father went to Korea.

Lyday never boasted of his connection to the book, movie and series, and he wanted nothing

to do with being a celebrity. However, when actress Loretta Swit, who played Major Margaret "Hot Lips" Houlihan in the TV series, came to Greensboro years ago, Lyday appeared with her on the Good Morning Show on WFMY. He also attended 8055th reunions with Hornberger.

Carolyn Lyday said her dad had a dry sense of humor and realized that the movie and show "M\*A\*S\*H" used dark humor to illustrate war's wretchedness. But he never laughed about anything related to combat.

The daughter says that tears would well up in his eyes when he recalled World War II. He had seen comrades blasted out of the sky in planes flying next to him. He was a technical sergeant who had left Western Carolina University after two years in 1941 to join the Army Air Forces, where he became a radioman on B-24s in the 445th Heavy Bombardment Group. He flew 32 missions in Europe, where he won numerous combat medals, including the Bronze Star, the Distinguished Flying Cross, and the Air Medal.

While returning to England after a mission in heavy fog, Lyday's plane lost the use of its altimeter. The pilot and copilot had no way to judge the plane's altitude.

After the wars, Lyday finished undergraduate studies and medical school at UNC-Chapel Hill (which then had a two-year medical program) and went on to earn his M.D. at the Uni-

versity of Pennsylvania. After Korea, he returned to the University of Pennsylvania to complete his surgical internship and residency. The medical school offered him a teaching post, but he wanted to return to his native North Carolina.

He had grown up the son of a farmer in Pisgah National Forest in Transylvania County near Brevard, where his grandfather and a brother were doctors. Dr. Russell Lyday, a Greensboro surgeon and an older cousin, invited John Lyday to join his practice in Greensboro in 1958. Together, the two spanned the history of Moses Cone Hospital. Russell Lyday was Cone's first chief of surgery when the hospital opened in 1953. John Lyday served as Cone's chief of surgery from 1974 to 1978.

"He was tough, loyal, honest as the day is long, and conservative," said Dr. Robert Phillips, Lyday's friend and his predecessor as chief of surgery at Cone. "He was someone you could count on all the time." Phillips says he regrets talking Lyday into retiring in 1989 after he developed lung cancer. Lyday made a complete recovery, and Phillips says the doctor could have kept on practicing another eight or nine years.

But his family says that Lyday enjoyed his retirement, working on old cars, especially the Seville, and in the garden.

John Lyday was in the 701st Bomb Squadron and was on 1st Lt. Salvador Nucci's crew. He passed away in December 1999. ■

## 445TH BOMB GROUP (cont. from page 11)

"They missed me that time" and you still have gunner support from this section of the formation. Others seen going down would wave and be seen to holler just before they jumped or passed out of view. One gunner told the story of how his pal, in the ship across from him, had a series of signals they had worked out on the ground which came in handy in fighting off some 15 or 16 attacks. On the last attack the fighters hit his friend's ship and he could see him clasp his hands like a boxer greeting, then bail out and wave at the retreating formation, after his parachute had opened until he was out of sight.

The crews seemed to think that this was the end as they were saying their prayers and shouting for more ammunition in the same breath. One Liberator crew that was hit by about 30 fighters had their guns all out of commission and they were running around the ship taking parts of other guns to make theirs work. Soon the nose of the ship was hit and the bomber left the formation. The fighters closed in. It was about this time that all the men returning had their second big surprise of the day. The men began to bail out, and Germans pulled up and waited until the crew bailed out before attacking again. One followed the Liberator down while others rejoined the attack on the formation.

While on the bomb run the fighters picked on the lead ships so as to break up the bombardier's sighting and cause the rest of the

formation to miss the target. One lead ship, not ours, had a fighter, about the seventh in a long line of attackers, come into about 100 yards, roll and climb, and at the same time release a parachute bomb which the Liberator ran head-long into. The explosion tore the whole top section off the ship clear back to the edge of the wing. The plane burst into flames and went tail first straight into the ground. Another bomber moved into his position and took over. Our lead ship managed to fight off the fighters until after leading the bomb run that literally smashed the target.

An enemy fighter came in close and shot the tail of a Liberator to shreds. As he was banking away, the Liberator's guns caught up with him and set his engine on fire, forcing him to bail out. Two men from the Liberator bailed out also, and all three of the men's chutes opened at the same time, with the German between the two Americans. It looked from the arm waving that was going on that there would be a good free-for-all when they reached the ground.

One Liberator, returning early, had the tail shot away, and nose gunner's turret and tail turret shot up. They also had one engine out and all guns had used all their ammunition. They were credited with one enemy aircraft destroyed.

The group has a good account of itself even though the losses were high. The target was completely obliterated, and it will take the Germans a long time to set up anything nearly like the assembly plant they had established

at Gotha. Not only in bombing results did the crews of Col. Terrill's group distinguish themselves, but also 29 claims of enemy aircraft destroyed were forwarded to the higher headquarters for action. These did not include the probables or aircraft damaged that the men reported, just those claims that had real justification for going forward immediately. Other claims will be closely studied before sending them forward.

This particular group took on the best that Hitler had to offer in the way of aerial fighters and, although knocked almost to nothing by the attackers, went on to keep the 8th Air Force record of never being turned back by enemy fighters. The "DO OR DIE" spirit shown by the men of this group is typical of the fighting spirit of the whole United States Army Air Force. All were loud in their praise of the ability of the Liberators to take it and for the way that they responded to almost any maneuver that the pilots would put them through. Ground crews were highly commended for the way the bombers stood up in combat, and all feel that the ground crews deserve high praise and credit for the outstanding job performed by the group.

Brig. General James P. Hodges, Commanding General of the Bomber Division, highly commended the group for the splendid show they put on.

The 445th Bomb Group was awarded a Presidential Citation for their outstanding performance of duty in action against the enemy. ■





BY JIM LORENZ

#### MAIL CALL

Remember our \$1,000 contribution to the Memorial Trust of the 2nd Air Division USAAF several years ago? I received a nice letter in November from Derek Hills, Trust Librarian, and a note from Leslie Fleetwood which was a report of books purchased with the interest on our endowment.

The bookplate placed in each book has the 8th Air Force, 2nd Air Division logo in blue and yellow with the words: "Presented to the 2nd Air Division (USAAF) Memorial Room, Norwich Central Library by the 466th Bomb Group, in honor of all who served at Attlebridge Air Field (B-24 Base) March 1944 - July 1945."

The two books purchased were *A Bohemian Brigade: The Civil War Correspondents - Mostly Rough, Sometimes Ready*, by James M. Perry; and *Straight Down! The North American A-36 Dive Bomber in Action*, by Peter C. Smith. Derek notes: "All books are selected in accordance with our stock selection policy which we seek to update and validate on a regular basis. We concentrate on representative materials about American life and culture which are useful to our East Anglia patrons."

Please keep in mind that you, your relatives or friends can always make a \$35 donation, which will buy one book and you create your own bookplate words of honor or memorial. If in doubt of how it should read, and to send contributions, contact Jordan Uttal: 7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230-4939, Tel. 214-369-5043, Fax 214-369-0758.

I had an interesting letter from W. Ken Tuss, who has a Ford dealership in Laurel, Montana. He wrote in part, "It is my understanding that you are the person I should contact about joining a support group for persons or families who belonged to the 466th Bomb Group. My dad was a nose gunner on a B-24 stationed in [a garbled name but he did mean Attlebridge] England. His name was Walter A. Tuss. Please send me anything about such a group..." I did indeed have some information for Mr. Tuss. But what a nice way to describe our group — we certainly are a "support group" for the families and survivors.

#### 466TH BANNER AT THE 8TH AFHM

Last year, the 2ADA decided to hang group logo banners in our new, enlarged Memorial Room in the new Norwich Library; they were to be smaller versions of the banners in the 8th

Air Force Heritage Museum. Evelyn Cohen kindly called me to ask if we had a 466th logo, rather than just the red/white tail on the AFHM banner. I polled a small group of officers of the BG and BGA and we agreed on a version of the "Flying Deck" logo. I then proceeded to contact the 8th AFHM officials to see what might be involved.

As most of you know, I do sit on the 466 BGA board, and we discussed the matter. It was agreed that we want to do the replacement, when we get the details worked out. I feel our group would also want a proper logo on display in the rotunda. More on this later.

#### HAVE YOUR GRANDSONS REGISTERED FOR THE DRAFT?

I don't have any grandsons — so I didn't even know if we still have a draft law. Much to my surprise, we do. The Air Force Magazine, July 2000, states: "The military draft was abolished in 1973, but the draft registration was brought back by President Carter in 1980 — when the Soviets invaded Afghanistan. The current Federal law requires all young men living in the U.S., whether citizens, immigrants or non-citizen residents, to register within 30 days of their 18th birthday. Failure is a felony punishable by up to five years in jail and fines of \$250,000 — although no one has been prosecuted since 1986.... Nearly 20% of young American men fail to sign up. 'To be sure that any draft is as fair as possible, we've got to be sure we reach everyone,' says Lewis Brodsky, Selective Service Director of Public and Congressional Affairs." *Author's Note: Remember, once a federal committee or office is created — it never disappears!* Compliance varies by state from 72% to 93% — Highest is New Hampshire with 95% — Texas and California lowest with 77 & 78%.... those who do not register risk being ineligible for student loans and government jobs. Yet few are even aware registration is required.

#### PRESIDENTIAL MEMORIAL CERTIFICATE

This program was initiated in March 1962 by President John F. Kennedy to honor the memory of honorably discharged, deceased veterans and has been continued by all subsequent presidents under Section 112, Title 38 of the United States Code. The Department of Veterans Affairs administers the program by preparing the certificate which bears the president's signature and expresses the country's grateful recognition of the veteran's service in the U.S. Armed Forces. Eligible recipients include next-of-kin, other relatives or friends.

Eligible recipients may send a letter (wow, a government agency without a form to fill out!) to: Director, Memorial Programs Service (40313), National Cemetery Administration, 810 Vermont Ave. NW, Washington, DC 20420. Include a copy of any document which would help establish honorable military service. Give me a call or a letter if I can be of help.

#### THE AIR FORCE SONG

Ever wonder where the Air Force song came from? The Carpetbagger News last year printed the following:

"The official Air Force song sung by thou-

sands of aviation cadets marching to and from the flight line was born out of a contest sponsored by the old 'Liberty' magazine. It was selected from some 757 entirely by a group of Air Force wives! It was submitted by Robert MacArthur Crawford, a graduate fellow of New York's Julliard School of Music who bought and learned to fly his own plane and was known as the 'flying baritone.' He first sang the song in public at the Cleveland Air Race on September 1, 1939. When the U.S. entered the war, Crawford became a pilot in the Air Transport Command and retired as a Lt. Colonel. He died in 1961 and, as a tribute to him, the first score of his song was carried to the surface of the moon on July 30, 1971 aboard the only Apollo crew made up entirely of Air Force officers — the Apollo 15 Falcon lunar module. As the Falcon blasted off the surface of the moon, a rendition of the Air Force Song was broadcast to the world from the 'Endeavor command module orbiting the moon.'"

Although the first verse is well known, the other two verses are seldom heard, and the chorus (which we sang as cadets) is hardly known, but here it is, as it is today.

#### THE WILD BLUE YONDER

by Robert Crawford

*Off we go, into the wild blue yonder,  
Climbing high, into the sun,  
Here they come, zooming to meet our thunder  
At 'em boys, give the gun (give her the gun now)  
Down we dive, spouting our flame from under  
Off with one helluva roar! We live in fame  
or go down in flame, hey  
Nothing will stop the U.S. Air Force.*

*Minds of men fashioned a crate of thunder,  
sent it high, into the blue;  
Minds of men busted the world asunder:  
How they lived God only knew!  
Souls of man dreaming of skies to conquer,  
gave us wings ever to soar!  
With scouts before and bombers galore, hey  
Nothing will stop the U.S. Air Force!*

*Off we go into the wild blue yonder,  
keep the wings level and true,  
And you'll live to be a gray-haired wonder,  
keep the nose out of the blue!  
Flying men guarding the nation's border  
We'll be there, followed by more!  
in echelon we carry on, hey  
Nothing will stop the U.S. Air Force.*

#### CHORUS:

*To a friend we'll send a message  
of his fellow men who fly  
And drink to those who gave their all of old,  
And down we soar,  
to score the rainbow's pot of gold  
A toast to the host, of those we boast  
The U.S. Air Force.*

Note: The words were changed slightly after the old Army Air Corps first became the Army Air Forces in 1941, and then the U.S. Air Force in 1947.

#### MEETING DATES

The 466 BGA will meet in Las Vegas, April 19-23, 2001. The 466th BG will hold its annual meeting in Norwich, England, November 8. ■



# Freedom of Norwich for U.S. 2nd Air Division

BY CAROLINE CULOT • REPRINTED FROM THE EASTERN DAILY PRESS, MONDAY, JANUARY 8, 2001

**Editor's Note:** Please see Paul King's note on the next page for the correct terminology.

## THEY FOUGHT FOR THE FREEDOM OF BRITAIN.

And now the members of the 2nd Air Division of the United States Army Air Force are to be awarded the Freedom of the City of Norwich.

The award — given by Norwich City Council in recognition of services to the city — is in honour of the continuing contribution made by the 2nd Division, which was based in Norfolk during the Second World War. More than 6,700 men lost their lives in the 493 combat missions flown from Norfolk airfields by the division from November 1942 to April 1945.

In memory of them, a part of the former Norwich Library was dedicated to them, with money raised by a trust appeal. And with the building of the Norwich Millennium Library, a new wing is to be dedicated to the airmen in the same fashion.

A formal recommendation has been made to grant the award but is set to be officially passed at a special meeting of the council tomorrow.

The award will be given in a ceremony in November, when more than 300 members of the 2nd Air Division Association and their families will come over from the USA.

The day afterwards, the members will witness the formal opening of the new Library of the Memorial Trust of the 2nd Air Division at the Norwich Millennium Library. It will include memorabilia and American books.

The Honorary Freedom of the City, which dates back to 1370, is a rarely-given honour.

Norwich City Council leader Nick Williams said: "Members of the 2nd Air Division have given so much to the city both in times of conflict when more than 6,700 lost their lives, and also in terms of memories.

"The honorary freedom is in recognition of this very strong and special relationship and is a fitting thank-you."

David Hastings, vice chairman of the 2nd Air Division's Memorial Trust, said the members in America were overcome with emotion when recently told about the award.

He said: "I was given permission by the city council to go to a convention in America and announce a formal recommendation to make the award had been made.

"Most of the members are in their eighties, and when I told them, they just stood up and wouldn't stop cheering.

"The Freedom means a tremendous amount to them because they are of the generation when they still look upon England as their old country.

"And the library in Norwich — they see it as the glue which has made their association stick in America; it is very important to them."

Mr. Hastings said being awarded the freedom was very meaningful to the members because the division is believed to be among very

few of its kind to receive such an honour.

Mr. Hastings said members wanted the dedication service at the new part of the library to recreate the ceremony in 1963 at the former site.

Following a formal dedication to the library at Norwich Cathedral on November 7, there will be a parade with a roll of honour from the West Door of St. Peter Mancroft to the library, as in 1963.

To acknowledge the fact that the 2nd Air Division Association likes to include the younger generation in its events, a grandchild of a surviving airman will carry the roll of honour.

Young members of Wymondham College Band will play at the event — Wymondham was where the forces' hospital was. There will also be a flypast over the cathedral.

Just over twenty freedom awards have been granted by the city since 1885, the more recent ones going to Norwich Union in 1997, Sir Robert and Lady Sainsbury in 1999, and playwright Arthur Miller last year.

RAF Coltishall, and the Royal Navy in the form of HMS Norfolk have also received the freedom. ■



**CEREMONY:** Led by the colour party and the Book of Remembrance, the dedication procession makes its way from St. Peter Mancroft to the Norwich library for the original opening ceremony in 1963.



*"Most of the members are in their eighties, and when I told them, they just stood up and wouldn't stop cheering . . . The Freedom means a tremendous amount to them because they are of the generation when they still look upon England as their old country."*

— David Hastings of the  
2nd Air Division Memorial Trust



Trust Vice Chairman DAVID HASTINGS



The Book of Remembrance was carried in 1963 by LT. COL. CHARLES C. HURT.



HONOURED: United States airmen at a local base during the Second World War.

## HISTORY

The 2nd Air Division was part of the United States Eighth Air Force, which in terms of men and aircraft, was the largest offensive air force in history. There were three air divisions in the Eighth, which were in effect, air forces within an air force, each with fighter units and maintenance organisations.

The 2nd Air Division, with fourteen bomb groups based at airfields in Norfolk and northeast Suffolk, flew Consolidated B-24 Liberators. It had its headquarters at Ketteringham Hall, southwest of Norwich, and between November 1942 and April 1945 took part in 493 combat missions, dropping 199,883 tons of bombs.

Five airmen from the 2nd Air Division received the highest U.S. award for bravery, the Medal of Honor, four of them posthumously. In combat, 2nd Air Division gunners claimed 1,079 enemy fighters destroyed, against losses of 1,458 B-24s missing in action and others lost in accidents.

The conflict claimed the lives of 6,700 men from the division. At one time the chance of an airman completing a tour of operations (25 missions, later 35) was one in three.

The 2nd Air Division used fourteen airfields in Norfolk and northeast Suffolk, including Shipdham, North Pickenham, Hethel, Attlebridge, Horsham St. Faith, Old Buckenham, and Rackheath. As for the other two divisions of the Eighth Air Force, the 1st Air Division was based in the Huntingdon area and the 3rd Air Division was based in Suffolk and southwest Norfolk. ■

## A Note from Paul King

I spoke with the Public Relations Officer of the City Council today since the report in the local newspaper is somewhat ambiguous, and I did confirm with her that it is the Association that is being honoured and not the Division, which no longer exists. In any event, it is the Association which has done such magnificent work in developing the library since the Association was founded in 1948, which fully deserves this recognition. It is a signal honour of which I know the Association will be extremely proud. General Kepner received the Freedom of the City in July 1945.

On behalf of my fellow Governors and myself, congratulations upon this wonderful achievement, which will be duly celebrated when the award is made on the occasion of the upcoming convention and Official Opening of the new Memorial Library in November 2001.

— PAUL R. KING, Chairman, The Memorial Trust of the 2nd Air Division USAAF



# THE NEWFANGLED WASTE GATE ELECTRONIC REGULATORS: EXHAUST SYSTEM ON B-24s

BY DELBERT E. SHAFFER (458TH)

I don't remember the exact date but I think it was on the 7th of October 1944 on a bombing mission to Magdeberg, Germany that I had an experience with the new electronic waste gate controls on the tubosupercharger exhaust system on our B-24J bomber. I picked that date because I was on two other missions to Magdeberg and they were 7:45 hours on September 11 and 7:00 hours on August 16 and the October 7th was 8:15 hours. This one was longer because we had problems with the superchargers (which will be explained later).

Before I tell you about the troubles of October 7th, I must go back a few weeks or maybe a couple of months to tell you of a training tip I received from a sergeant instructor. One day there appeared on base a trailer truck with all kinds of training aids for flight engineers concerning the B-24. I got word that it was on base so I went to see what they had to offer. I don't think many engineers attended but as always I was interested in finding out what was new on the later B-24s. One of the things this instructor told me was that maybe some time during a mission, the waste gates may come full open. He said this could happen if a piece of flak cut a certain wire to the controllers. If that happens, here is what you do. He had the electronic amplifier controller in his hand, which was about four inches wide and eight to ten inches long with four electron tubes in it. He told me to take one tube out and then take another one and put it in the place from which the first one was removed. You had to remove and replace in only one certain position or it would not work. Then I was to plug the amplifier into the socket where the whole unit came out of (either 1, 2, 3, or 4 engine control). By doing this I could close the waste gate and depending on how long I had it connected I could position the gate in any position (manifold pressure) the pilot wanted and it would stay in that position. The sergeant had a mock setup in the trailer and demonstrated this to me and he let me go through the procedure so I had some hands-on experience. At that time little did I know that on some mission that little bit of knowledge would come in handy.

On the October 7th mission to Magdeberg, we were flying a lead crew deputy position off the right wing of the leader of our squadron. On the bomb run the flak was very heavy and somewhere near or over our target at Magdeberg, we suddenly dropped out of formation and fell very quickly to around 10,000 feet. (At that altitude it is possible to keep the B-24 flying without the superchargers but airspeed is very slow). At the time I was sitting in the bomb bay area, it was my job to open the bomb bay doors for the bomb run and close them after. I don't remember whether the bombs were dropped before we fell out of formation or sometime after we were down at low altitude. I closed

the bomb bay doors and went up to position behind the pilots. It was then that I knew we were in trouble. I could see we were out of formation, very low air speed and the manifold pressure on each engine was not normal. Also we were being escorted by two P-51 fighter planes. We flew along this way for a short while and since we were flying so slow that the P-51s had trouble flying slow enough to stay with us, two P-47 fighters were then called in to escort us.

We were all glad to have the fighters to protect us. They were with us until we were safely out of enemy territory. About this time I crawled back through the bomb bay to the waist gunner's position where I could get a look at the waste gates on the superchargers. Sure enough they were fully open on all four engines. I crawled back to the pilots and told them what I was going to do to get the manifold pressure up on the engines. I don't think they believed me. I went down to the front entrance to the bomb bay where the wastegate controls were located. There I proceeded to get ready to switch tubes in one amplifier and plug it into the number one engine position. I then got pilot Beno's attention that I was ready and he gave the OK to proceed. I plugged the modified amplifier in and the manifold pressure on number one engine started to climb. Pilot Beno signaled me when to stop and as I recall it was around sixty inches of mercury on the gauge on the instrument panel. I proceeded to do the same on the other three remaining engines. After I was finished I moved back up to my position near the pilots and noticed that our air speed was up to cruising speed (maybe a little above). So we were on our way as fast as we could fly to get out of Germany. We made it back to Norwich without any more problems, but we did arrive a little late and everyone was glad to see we made it back. As I remember, we were reported as a MIA bomber for a while because other planes in our squadron saw us drop out of the formation very fast, thinking we were shot down.

After we were back safely on the ground at our base and crawled out of the plane to make our way to the briefing room, there was not much said about what happened. I explained to my fellow noncom's what I did to help get the bomber to fly faster and told them why we dropped out of formation. They thanked me for what I did. As for the pilots, I don't recall them saying anything to me, not even a thank you. Our navigator (I Moyer Hunsberger) and bombardier (Austin R Schmidt) were very grateful. In the next few days they went to bat for me in a meeting with higher-ups to see if what I did was worth a citation or commendation. They came back and told me that the brass said it was just other flight engineer in the Eighth Air Force had that kind of experience

to talk about. They also told me that in the meeting they didn't get much help from our pilot, Bill Beno. So it went down in the record books as just another mission, with no mention of it on my flight record. ■

## How The 8th Always Got The "Best Man for the Job"

BY HARRY CROSBY (100TH BG)

In late 1943, all the B-17 and B-24 groups in the Eighth Air Force, some forty of them, were ordered to send one crew and one aircraft each to the RAF station at Alconbury. The project was so hush-hush that no amplifying instructions were given: just one plane and one crew.

Many groups had the same idea: Dump your worst crew, and get rid of your jinxed or most-damaged aircraft. In the 100th Bomb Group there was a crew piloted by one Frank Valesh, which was without a doubt the "number one, highly certified, complete foul-up crew." They'd named their B-17 "Hang The Expense," and whenever they crashed one, they'd get another and paint the same name on it. They were on number four when Valesh invited a nurse to join the Mile-High Club.

"What's that?" she asked.

By whatever appeal worked, Valesh described how the two of them would take a B-17 to 5,280 feet, engage the auto-pilot, lie down in the waist, and do what young men and women have done since the world began. Then she would be a member of the Mile-High Club.

The nurse agreed. Within minutes they were in the cockpit of "Hang The Expense IV," on the end of the runway, with all four engines roaring. As Frank released the brakes, he didn't know the rudder and elevator locks were still in place. During normal pre-flight it was the copilot's job to check them, but the nurse was not up to that.

So off they went — all the way up to 100 feet, before Valesh diagnosed the problem, cut the power, and tried to settle into the meadow just ahead. No such luck. Man, woman, and airplane slammed into Farmer Draper's barn, and a soft landing in 300 bales of hay.

"That is the man," said the group commander, "that we will send to Alconbury." He did not know that Alconbury was the 8th AF's new base for training lead crews.



On December 24, 1944, Ira Wells watched helplessly as six young men plummeted to their deaths.

Flying in a B-24 during the Battle of the Bulge, Wells, then 21, observed that at the bomber's wing, another B-24 was hit by flak. He saw it catch on fire, explode and crash to the ground. It was the Barneycastle crew.

Wells and the Camburn crew members, shocked that they didn't go down with Barneycastle, saw the flash of light and the thick blanket of smoke that followed. The distance that separated the two bombers was less than 100 feet.

Tucked in the front-top end of the plane, Wells, as the nose turret gunner, watched as the image of three parachutes came into view behind the smoke. The parachutes opened and sailed toward the ground, directly onto enemy soil.

"The sky was pockmarked with black smoke. I wondered if those who parachuted survived. I knew the other men that were still in the bomber had to be dead."

Flying a tactical mission in tight formation at 22,000-25,000 feet, that day's operation was one of the largest single air raids over Germany during World War II. The clear weather meant several thousand bombers were airborne at the same time.

It was also cold; northeast Europe was experiencing one of the worst winters of the last century. With no heat in the bomber at subzero temperatures, the airmen's suits had to be heated. But it didn't protect Wells when he had to leave the turret to defuse cotter pins on the bombs.

"I had to unplug the heat and disconnect my oxygen from central supply to a portable one. I had to make my way like that from the front to the center of the bomber, where the bomb bay was. It was bitter cold."

Wells' plane continued on route, dropping its bombs. He never knew the three men's fate for 55 years.

The Battle of the Bulge, which lasted from December 16, 1944 to January 25, 1945, was the largest land battle of World War II. More than a million men participated, 500,000 Germans, 500,000 Americans, and 55,000 British. Wells, who reported for active duty in February 1943, flew 35 missions over Germany.

Wells has been carrying around a picture of the burning plane for all these years.

"I keep the picture in my wallet because it reminds me of what a close call it was," he said.

Ask him to take out his worn leather billfold, and he will produce the photo taken by the plane's navigator, Lt. Harold Dorfman. It has been close to his heart for 55 years as a constant reminder.

This past August, the picture proved to be the link to a past he left so long ago.

At a reunion of the 448th Bomb Group in Savannah, GA, the location of the 8th Air Force Heritage Museum, he pulled out the laminated black and white photo, "which was always a great conversation piece."

Talking to a man in the room who was from the same 448th Bomb Group as he was, Wells spoke about the Barneycastle with reverence.

## A Reunion Out of the Blue

REPRINTED FROM THE  
STATEN ISLAND ADVANCE



Ira Wells goes through some of the medals and photos from his WWII experience.

"You flew around the same time as me; do you remember Christmas Eve 1944?" he said, holding up the photo.

"The Barneycastle?" asked the veteran. "Somebody is here today from Barneycastle."

Dumfounded, Wells searched the room. "How could this be?" he thought to himself. "It just seemed impossible."

It wasn't.

He found John Birkhead in that Savannah catering hall. Birkhead's jaw dropped as Wells pulled out his testament to the days when you didn't know if you'd live or die. Birkhead eyed the very shiny and laminated thing that he risked his life to get away from. Now, here it was, glaring back at him.

"I don't know who was more surprised. Him — because I carried this picture in my wallet — or me — because I was shocked that he was alive," said Wells.

Birkhead reported that all three men had survived the jump. Upon landing, they were captured by the Germans and spent time in a prison camp.

"I remember it like it was yesterday."

"We dropped our bombs and were banking away. Coming in we had not received much flak, but going away they opened up on us. Flak hit the number four engine and it caught on fire," he said.

Birkhead was riding as the left-waist. He wasn't with his regular crew where he was usually the tail-gunner. But the Barneycastle needed two extra airman that day.

"The right-waist punched me in the arm to show me the fire in front of him. I motioned for him to open the escape hatch below him, but

his eyes were fixated on the fire," he said.

In the meantime, Birkhead had managed to reach down and attach his parachute.

"I opened the hatch and he immediately jumped out, even though the pilot told us to 'stand-by to bail out,'" Birkhead said. "Just seconds after he bailed, the plane blew up. Me and the tail-gunner were blown out of the bomber."

"It was a violent explosion. There was no way to react. I didn't know where I was. I was hoping the plane blew away from me. I never did see the plane."

Birkhead pulled his rip cord a little too early, which caused him a rocky ride down through bits and pieces of the plane, including the wheel assembly.

"It looked like the canopy of the parachute might collapse, but it didn't.

"I landed in a clearing in the pine woods. The Germans were waiting for me. I was immediately surrounded."

He landed in the lap of the German army, a far better fate than surrendering to SS troops or civilians. But they all hated the "fliers" or the men on flying duty in the Air Force.

"An officer once told me that the Geneva Convention does not apply to fliers," he said.

The first night, the Germans shoved him into a pitch-black barn.

"I didn't know who or what was in there. A voice, in English, said, 'Over here.' I just followed the voice. I never saw the person. In the morning he was gone. I don't know if it was an American or a German."

One night, the Germans locked all the fliers in a box car in a railroad yard.

"They knew the rail yards were prime targets. There was a good chance we'd be dead overnight and be out of their way. We had no food, heat or facilities."

Another day, the Germans lined up the prisoners in woods where snow was many feet deep.

"We thought they might be shooting us."

Instead, they stripped the soldiers for the Hitler Youth. They took Birkhead's warm flying boots and replaced them with thin five-buckle overshoes.

"The boots rubbed on my feet and caused sores. The sores became infected to the point that I almost lost my leg."

After about four and a half months, ground forces liberated the camp. First he went to a field hospital, then was flown to a hospital in Paris.

"By that time, I was 100 pounds. My leg was so full of poison I had to have eight penicillin shots a day for two weeks straight. I also had three blood transfusions."

It took 11 months for his wounds to heal.

"There are only a few living ex-prisoners of war. Thinking that I saw those guys bail out and they survived is in itself amazing," said Wells.

"I think one of the reasons Ira has kept the picture and why I have a photo of a guy I went through the gunnery base with, in my wallet right now, is that it was a part of our lives that we will never forget and that will never happen again," added Birkhead. "The fact that I survived was more than pure luck. It was more like fate and divine help." ■



## 2ADA FILM LIBRARY — REVISED 3/01

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

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

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

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

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

## An Appreciation — Anne Barne

PAUL R. KING (CHAIRMAN)

Ann Barne, a founder Governor of the Trust in July 1945, together with Lady Mayhew and others and died, aged 95, on the 28th January, 2001, following a short illness.

At a Meeting of Governors, held on the 1st of February, I paid tribute to a remarkable, kindly person, who was always so charming and full of fun. Jordan Uttal, in a telephone to me, had said that with Anne's passing members of the 2ADA had lost not only a dear friend...they had lost a treasure. We stood in silent tribute to her memory.

Ann was a Governor of the Trust for fifty years and subsequently an Honorary Life Governor. She worked tirelessly for it. She had a keen mind befitting an economics graduate of Cambridge University and she made invaluable contributions to our discussions. She was responsible for founding the Friends of the Memorial Library and was involved heavily in its early activities.

One of Anne's dearest wishes was to live to see the new Memorial Library open officially in November this year. Alas, she will not be with us on the day, but she will be there very much in spirit.

Together with our Honorary President, Tom Eaton, our Vice-Chairman, David Hastings, other Governors, the Chairman of the Friends of the Memorial, David Neale and other members of The Friends, we attended a Service of Thanksgiving for Anne's life on February 3rd. This was held on a bitterly cold, wet day in the small, beautiful mediaeval Church of St. Margaret adjoining the magnificent Barne family home, Sotterly Hall, designed by one of the Adam brothers. The Church was full to capacity.

The Order of the Service had been drawn up by Anne and commenced with the Hymn, "Praise My Soul, the King of Heaven," and concluded with a resounding rendition of, "Thine be the Glory, Risen, Conquering Son."

There were readings from Ecclesiastes 3:1-8 and John 14:1-7 by family members, Miles Barne and Nick Nutting. All present were touched that Bud Chamberlain, a former President of the 2ADA had made the long journey from California to be at the Service for a dear friend. Colonel Chamberlain read movingly, a passage from the writings of W.G. Carr:

*"Youth is not a time of life, it's an attitude of mind.*

*You do not grow old having birthdays, But by deserting ideals.*

*You are as young as your faith, as old as your doubt.*

*As young as your courage, as old as our lethargy.*

*As young as your confidence, as old as your cynicism.*

*As young as your vitality, as old as your apathy.*

*Oh! Lord, may we never grow old in your service."*

The address was given by Robert Pelly, Anne's cousin, and as he revealed, seventeen years her junior.

He spoke of her family's original Quaker background from Yorkshire agricultural engineers. Her grandfather, who died in 1864, was the founder of a company, which pioneered the introduction of cable ploughing by steam with his Two-Engine System.

Mr. Pelly related how in 1979 he and his wife were guests at the unveiling of a Memorial Plaque in Hunslet Road, Leeds to mark the site of the Steam Plough Works which had been demolished.

After the unveiling, there was a Road Run by Steam Engines from Leeds to Bramham Park where many varieties of Fowler engines were assembled and a good time was had by all. Anne could not be kept off the steam engines and she steered them all over the arena.

Ann married Percy Briscoe in 1931, living at Barmingham and Dudwick. Robert Pelly said that he was very young at the time and that the house, which they built "was outside my orbit."

After marrying Michael, Anne applied a trained mind to managing a comfortable household as a good hostess at Sotterly Hall as she had done at Dudwick. She took on an extended family and a busy social life combined with a growing number of well considered charitable works, being a member of now less than 15 committees in Norfolk and for a time, a member of Beccles Town Council.

Robert Pelly spoke of two great loves in Anne's life, her gardens and the dogs, with which she was never without. A succession of spaniels: Dingle, Dazzle, Daisy and Dinah.

Robert Pelly, in his Address, said that the most outstanding public service undertaken by Anne was her membership of the original Board of Governors of the Memorial Trust of the 2ADA U.S.A.A.F. founded in 1945. He described how, in May 1995, upon her retirement after 50 years of service, Anne was the Guest of Honour at a Banquet and was presented with a plaque for her Service. The presenter, he said, addressed her thus: "Dear Ann, There has never been another like you and there very likely never will be anyone who devotes that many years of effort, accomplishment and affection to our Memorial."

Mr. Pelly spoke too of Ann's full life, her love of travelling each year to distant parts, and of her memory. She was always up to date with children, grandchildren, step-children, and grandchildren and all that was going on, in spite of overwhelming deafness.

He commended Anne's children, Moira and Charles, who had loyally supported Anne through thick and thin, showing love in its true sense.

Robert Pelly concluded in his Address thus: "From her step-children, I feel she has been warded high appreciation and much affection which they have shown in many ways. With Anne's generation gone we shall not see her like again." ■



# 458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

## 458TH REUNION

It was somewhat disappointing that so little interest was shown in our planned July reunion in Dayton. Can't say at this time whether a "Plan B" is in place, but I've had correspondence with some of our members who would like to offer their ideas. I am definitely open to all suggestions and welcome your thoughts. I don't know where our 2002 convention will be held, but that will probably be a big topic of discussion at our April Executive Committee meeting in Colorado Springs.

## 458TH BOOK ENDOWMENT

The latest from Derek S. Hills, Trust Librarian, tells of the following books purchased under the 458th Book Endowment Program:

*Future War - Non-Lethal Weapons in Modern Warfare*, by John B. Alexander; *Traitors Among Us - Inside the Spy Catcher's World*, by Stuart A. Herrington; *Rockne of Notre Dame - Making of a Football Legend*, by Ray Robinson; *A Short History of the US Working Class - Colonial Times to the 21st Century*, by Paul LeBlanc; *Children of the Yellow Kid: Evolution of the Comic Strip*, by Robert C. Harvey; *The Day We Bombed Switzerland - 8th AF in WWII*, by Jackson Granholm; and *They Served Here - Thirty Three Maxwell Men*, by Jeffery C. Benton.

None of the above books could have been a part of the Memorial but for the generosity of those who contributed the \$3,000 necessary to have made the Endowment Fund. Again, many thanks.

## ON FINAL

Jason Unwin, secretary of the Pueblo Weisbrod Aircraft Museum located at 31001 Magnuson Avenue, Pueblo, CO 81001, writes that their museum and the International B-24 Memorial Museum are expanding their operations into a new 30,000 square foot hangar that will be operational in early 2001. They have, at this writing, 24 fixed wing and helio aircraft and welcome your visit. Their web site is <http://www.co.pueblo.co.us/pwam>.

For the last five years or so, I've received a catalog from a company called Dutchguard, P.O. Box 411687, Kansas City, MO 64141-1687. This is not a "Christmas type" mailing, but an all-year usable publication. Lots of "stuff" those of our age might want; a great selection of walking canes in particular.

Recently, I had to dispose of over 6,000 78, 45 and 33 rpm vinyl records because of space limitations. I taped them on my reel-to-reel and then to smaller tape cassettes for house and car use. Today, many CDs are available for the music we cared about in the late '30s through our service time and later. A publication called Good Music Record Co., P.O. Box 637, Holmes, PA 19043-0637 is a great source of cassettes and compact discs. Write them for a catalog.

Added another Martin Bowman book titled *USAAF Handbook 1939-1945*, ISBN 0 7509 2049 1 in soft cover. One chapter dedicated to "Health and Survivability" was particularly revealing. Three major occupational disorders peculiar to flying personnel were aero-otitis (ear pains), frostbite, and anoxia. In Europe, aero-otitis accounted for 8,345, frostbite for 3,452, and anoxia for 403 removals accounting for a total of 12,200. Total of all causes was 108,953 and besides the three major disorders were anxiety reactions (1,042), air sickness (124), old wounds (59), sinusitis (59), and defective vision (24). Also included in the total were 145 for misconduct and 45 at their own request.

Also, an interesting timetable of survivability from your first through twenty-fifth mission tour would surely make you think about your survival rate. If you can't find the book in your bookstore, check your local library. It's well worth the effort. Now, some 58 years later, the facts reveal the Air Forces as they actually were. Thirteen other chapters make up the 277 pages. Again, I would suggest this book as a welcome addition to your WWII library.

The following was not in the book previously mentioned, but gleaned from several sources and deemed factual.

- The highest ranking American killed was Lt. Gen. Lesley McNair, killed by the U.S. Army Air Force.

- More U.S. servicemen died in the Air Force than in the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.

- A B-24 carried up to 8,000 pounds of bombs and one and a half tons of machine gun ammo. The 8th Air Force shot down 6,098 fighter planes, one for every 12,700 shots fired.

- Germany's power grid was much more vulnerable than realized. One estimate is that if just 1% of the bombs dropped on power plants, the German industry would have collapsed.

- A number of air crewmen (I've seen the actual figure as seven), died of farts — ascending to 20,000 feet in an unpressurized aircraft causes intestinal gas to expand 300%.

- The U.S. Army had more ships than the U.S. Navy.
- When the U.S. Army landed in North Africa, among the equipment brought to shore were three complete Coca-Cola bottling plants.

- A malfunctioning toilet sank the German submarine U-120.
- Following a massive naval bombardment, 35,000 U.S. and Canadian troops stormed ashore at Kiska. 21 troops were killed in the firefight. It would have been worse if there had been any Japanese on the island.

And you thought the History Channel was revealing with their "Military Blunders" programs! ■



BY GEOFF GREGORY

## HOWDY FROM TEXAS!

Well, I must tell you that at the present time, things in the environs of the 2nd Air Division Association are a little slow. The next flurry of activity will be the Executive Committee meeting in Colorado Springs this April. Preparations for our visit to Norwich in November will be in the final stages of planning by then. One thing I know for sure — Evelyn Cohen has her hands full with *this* trip! I'm sure that by the time you read this, those registered for the trip will have received information on prices and scheduling from Evelyn. I might also add that without the help of our honorary member and vice chairman of the Board of Governors, David Hastings, Evelyn's job would be even more difficult. I understand that close to 700 people expect to attend, and about 65 of that number are 467th members. You will be pleased to know that during the April meeting of the Executive Committee, our own Walt Mundy will be nominated to the post of president of the 2ADA, and will assume office at the Norwich convention in November. CONGRATULATIONS, WALT!

At this writing, final adjustments are being made for our "Base Day" visit. A very big THANK YOU to Perry Watts and David Hastings for their great help in preparing the schedule for all the activities that day. Everyone may not be pleased with the schedule, but they and we are doing the very best we can to plan something for everyone. The day will start at the hotels at 9:00 AM, then proceed to a reception in the Village Hall at Rackheath. It will continue with

(continued on page 26)



As you have no doubt observed over the years, I like to publish information about those who served at HQ. Back in October, while sending me a contribution for the Newsletter fund, Howard Nisbet wrote as follows:

"On April 9, 2000 (my 80th birthday) I had an appointment at the Mighty 8th AF Heritage Museum with Sonia Dickey, archivist, in Savannah. I had my 28 original pilot's combat maps, and presented these to the museum.

"My navigator, Milo Mickelson, drew these up for me on all 28 missions I flew. The maps showed the route into and return home, with all important times and headings along the route. I carried these in the pocket of my flying suit. The purpose of the maps was, if something happened to the navigator and we had to drop out of formation, I would have directions to find my way home. On the back of each map I kept a complete diary, and the next day I would check for accurate losses, kills, and other information and record it. I only had to use the maps one time. Some new leader led us into a solid weather front and he 'busted up' the whole formation!

"Jan and I are very fortunate to maintain good health. We both do a lot of volunteer work for the church and church-related activities. And we try to keep in touch with all four of our offspring by traveling to Apopka, FL; Wichita, KS; Dallas, TX; and Alba, TX. Hope you and your wife are doing well. We certainly enjoy your dedication to producing the HQ Newsletter.

"As ever a friend, Howard and Jan Nisbet."

I wrote to Howard and Jan and requested permission to publish the letter. I also commented that I wished that a duplicate set of his maps could be deposited in the archives of the 2AD Memorial Library in Norwich. Following is the response I received:

"Sorry to be so long in replying to your letter of October 18th. Ray, you have my permission to use anything I have written you for any of your publications.

"You certainly remembered my navigator, Milo Mickelson, correctly. He was two or three inches taller than I was, and I measured 6 feet 1 inch back then. (*I had commented that I remembered Milo Mickelson as a tall, slender and very personable young man.*)

"To fill you in with some more info — we arrived at the 409th Squadron, 93rd Bomb Group in June, 1943. George Brown was a captain but was promoted to major about the same time we arrived in the 93rd. Major Brown was the 409th Squadron Operations Officer. Milo and I and my crew served with Major Brown on many occasions.

"Upon completion of our tour of combat, the very next day, Milo and I had an appointment with our 409th Squadron Commander, Lt. Col. Thurman Brown. While there, in walks Col. George Brown, 20th Combat Wing. He suggested that Milo and I transfer to Operations, 2nd Air Division HQ, as they could use some more combat-experienced men in the A-3 section.

## KETTERINGHAM HALL DIVISION



BY RAY STRONG

*Navigator Milo Mickelson drew up maps for me for all 28 missions I flew, showing the route in and return home, with all important times and headings along the route. On the back of each map I kept a complete diary of each mission.*

"At 2nd AD HQ Milo and I took over the Tactical Analysis and Reporting Section along with three or four other officers — one that you will remember was Clem Kowalczyk. We relieved three or four officers of duty and they were sent home. The head of our department was Charlie Salisbury. The T.A. Department kept the 2AD doctrine up to date and saw to all info regarding how to fly combat missions from the division on down to the wing, group, and squadron.

"I was responsible for filing a report on each and every mission the 2AD flew. I would make a rough draft of each mission, send it to Col. Bryan for approval, and attach any strike photos or photo recon prints. This report was sent by our courier service to a major at Pinetree, 8th AF HQ, and the report ended up on Lt. Gen. Ira Eaker's desk.

"The third thing our department did was to record and send a report to all groups when General Kepner had a meeting of all group and wing commanders (about once every ten days or two weeks). Staff Sergeant Becky Sharp and I attended all of these top drawer meetings. Sergeant Sharp was an expert stenographer. She could record in shorthand all conversations of all 25 to 30 brass hats present and she would never miss a word!

"Becky and I would go to our office and she would prepare the report ready for mimeographing. I was there to help with all the combat jargon and 'fly boy' stuff. This report was delivered the next day by courier to all units involved.

"I would also fly officers to meetings, part of their way when they were going on leave, etc. We had several types of aircraft at our disposal for 2AD HQ at the 389th group base (Hethel).

"So, Ray, you can see that our time at HQ was very interesting and rewarding. I worked some with Professor Harry Carver, math professor at the University of Michigan, and the other professor from Harvard (S. Hazard Gillespie). Professor Carver talked me into returning to school at the University of Michigan. Due to alphabetical seating in a lecture room, I met my wife, Jan Ann Nickelsen. Jan's father taught Machine Design at the University of Michigan Engineering School. The seating ar-

range was Nic - Nis, and we've been together 51 years; four children and ten grandchildren.

"Ray, I think I've rattled off enough for now. I hope you and all your family are well. We are doing just fine and healthy. As ever a friend, Howard Nisbet.

"P.S. Ray, I possibly could make a copy of the 28 missions for the library in Norwich."

Well, there it is. I think that this is a very interesting account of the careers of Howard Nisbet and some of Milo Mickelson. I wish I

knew whatever happened to Milo. By the way, Harry Carver was one of the best poker players I ever played with!

As I have said before, I wish that more of you would write to me about your own experiences with the 2nd Air Division and even about the 55 years that have elapsed since the end of WWII. I will be writing to Howard about having a copy of the maps made for the archives of the new Memorial Library in Norwich. I hope that all of you will consider the Memorial Library as a repository for items of interest about the war and especially about the 2nd Air Division and your experiences in and around Norwich.

Get out your pad and pencil and write to me!

P.S. Just as I was getting ready to send this to Ray Pytel, I received from Howard Nisbet two sets of his maps with his diary of each of the 28 missions on the back. I will have them all laminated to protect and preserve them. Then I will forward them to Derek Hills, Trust Librarian, with the suggestion that one set be retained in the Memorial Library, if they plan to have some of the 2AD archives located in the new library, and the other set placed in the Norfolk County archives where our other archives are now located. Wherever they are physically located, they will be a significant addition to the research resources of the library. ■

### POOP FROM GROUP 467

(continued from page 25)

a service in Salhouse Church, lunch at the Green Man (if they have the capacity), a visit to the base, a daylight look at our marker, dinner at the Green Man, and a night-time visit to our marker. It is the only floodlighted marker in East Anglia — perhaps all of England! The Stars & Stripes, waving side by side with the Union Jack under those floodlights, is indeed a sight to behold.

Please keep in mind that any guests invited to lunch or dinner must be paid for by you or by them. Exact details of the schedule, including meal prices and payment procedures, will be made known in the next POOP.

Terry joins me in the hope that each of you enjoys a healthy and happy 2001. ■



# Robert Henderson, The B-24 Sculptor, Brings Pearl Harbor Attack to Life with a Model P-40!

BY TRACY HARMON • REPRINTED FROM THE PUEBLO CHIEFTAIN

CANON CITY — When World War II veterans and their families recall, on December 7 “the day that will live in infamy” during the 60th anniversary of the bombing of Pearl Harbor, they will help dedicate bronze work created by local sculptor Robert Henderson.

Henderson, 56, has created a bronze replica of the P-40 Warhawk, which will be permanently displayed at Hickam Air Force Base, Hawaii. As the sole Army Air Forces Memorial at Pearl Harbor, the glimmering bronze replica will stand as a reminder of the Japanese attack that propelled the United States into the thick of World War II.

“It is (a tribute to) the 60th anniversary of the bombing at Pearl Harbor. We are recording and remembering this history so that when we look at it, we remember that we have to have our military preparedness,” Henderson said.

On that quiet Sunday morning when the Japanese attacked Pearl Harbor, December 7, 1941, fighting forces at the now-defunct Wheeler military base “were represented there very sparsely. We weren’t doing a lot of fighting in the Pacific,” Henderson said.

“Some very early B-17s were expected that day and that is why they didn’t think much of the blips on the radar. There were a few P-40s that got airborne that day,” Henderson said.

Former P-40 Warhawk pilot, retired Gen. James M. Vande Hey, personally selected the site for the memorial at Hickam. It will be displayed on a base by the water so that crews on ships coming into Pearl Harbor will be able to see the warbird.

The memorial will be especially dear to the children and family members of World War II pilots and soldiers because it is giving “the next generation a chance to say thank you and leave a tangible reminder of our history,” Henderson said.

Henderson, who has created two dozen warbird replicas, has seven of the airplanes on display at the U.S. Air Force Academy sculpture garden, including a B-24. An eighth plane — the huge C-46 cargo aircraft — will be dedicated there next summer.

Because Henderson still had the molds from the P-40 Warhawk he made for the AFA, he did not have to start the Pearl Harbor plane from scratch in the wood model form. Instead, he started by using molds to first make the plane in wax, then build the bronze cast from there, a painstaking four-month-long process that includes welding and finish work.

So how will Henderson get the 11-foot wingspan, 1,000-pound plane and its 4,000 base to Hawaii?

“General Vande Hey asked if it would fit in a C-5. I said, ‘Yes,’ and he said he thinks he can get us a C-5 to fly it over in,” Henderson explained.



Canon City sculptor Robert Henderson is putting the finishing touches on a bronze P-40 Warhawk to be dedicated at Hickam Air Force Base in Hawaii on December 7th during the 60th anniversary of the bombing of Pearl Harbor.

Ironically, Henderson’s son, Capt. Charles Robert Henderson, who is a 1992 AFA graduate, is a C-5 pilot based in Dover, Delaware. Henderson said it would be a dream come true if his own son ended up flying the sculpture to Hawaii.

Donations toward the memorial still can be

made to the nonprofit Groups Memorial Inc., which is funding the project. Names will be listed on a plaque below the warbird for each \$500 donation.

For more information, call 1-800-305-1738 or log on to the Web site at [www.warbirdcentral.com](http://www.warbirdcentral.com). ■

## All You Wanted to Know About “Link Trainers” But Were Afraid To Ask . . .

Edwin Link (1904-1981), designed the famous “Link Trainer” that taught thousands of men and women how to fly “on instruments” when they no longer could see the horizon.

There is no way to estimate how many pilots’, crew members’, and passengers’ lives have been saved by his invention. The instrument panel had an artificial horizon, a directional gyro compass, radio direction-finding compass, air speed and vertical speed indicators, altimeter, magnetic compass, tachometer, turn and bank indicator and a marker beacon indicator.

Edwin Link used an air-powered bellows, driven by an electric pump, the same device his father had developed and used to power organs produced by the “Link Piano and Organ Factory.”

An instructor, like the 445th’s Fred Dale, stationed outside the famous “blue box” could introduce every kind of flight problem imaginable and the student inside had to learn to compensate and recover . . . or he “crashed” (much to his embarrassment when the hood was opened and his buddies were there to jeer . . . and then it was THEIR turn!) ■





BY R.D. "DICK" BUTLER

In Cranford, near Shipdham, lives a gentleman by the name of Brian Peel. For a number of years, Brian has been a "pen pal" of mine. He has been very good about sending me clippings from *The Eastern Daily Press* about happenings in the Norwich area and in particular pictures and articles about the construction of the new Norwich library.

During our World War II days at Shipdham, Brian was a fourteen-year-old boy. His mother, who just celebrated her hundredth birthday last September, did laundry for the enlisted men on several of our air crews. Brian delivered the laundry to and from the barracks. Doing so, he spent many hours visiting with our men. Those he spent the most time with were members of Bill Strong's, Harold Morrison's, Walt Bunker's, and my crews. Some of those men made a lifelong lasting impression on young Brian. They were Oliver Germann, Loy Neeper, Warren Kookan, and Dominic Yocco.

Brian, although not a flyer, is a current member of the Shipdham Aero Club and visits the club often. He has placed crew photos of the Strong and Bunker/Butler crews in the club's museum, which our friend Steve Adams is in charge of. Dominic Yocco made a great impression on young Brian, and because Yocco was killed on the mission to Bernberg, Germany on 7 July 1944, Brian has always had a fond memory of that personable young crew member.

Recently, Brian asked me if I could get a photo of the crew that his friend Yocco had served on, so that he could put it in the Shipdham Aero Club's 44th museum. I found that Yocco had been on the crew commanded by Harold Morrison, but on the mission on which Yocco was killed, there was a substitute pilot for Morrison. Yocco was the only KIA while the rest of the crew became POWs. I found that of that crew, only the navigator, Duane Mitchell, is still alive. He referred me to Harold Morrison, who is a member of the 2ADA and has attended 2ADA conventions and 44th Bomb Group Veterans Association reunions. Both Morrison and Mitchell readily agreed to provide Brian with photos of their regular crew to be placed in the club's 44th museum. It is great that we have not only Steve Adams but also Brian Peel remembering our men in the museum at our old base.

For many years there has been one of the few remaining B-24s on display at the Eighth Air Force Museum at Barksdale Air Force Base, Louisiana. Little has been done over the years

to maintain the appearance of this valuable aircraft which has borne the name "Maiden Laiden." The board of directors of our 44th Bomb Group Veterans Association has decided to provide some help to the Eighth Air Force Museum in the restoration of the plane with the understanding that after restoration the plane would be renamed "Louisiana Belle" after a famous 44th aircraft. This would be most appropriate in view of the fact that the 44th Bomb Group served at Barksdale in early 1942.

When the plane arrived at Barksdale a number of years ago, among the missing parts were several panels on the sides of each of the four engine nacelles and the turbo superchargers. These were the missing parts which most detracted from the appearance of the aircraft. There are large holes where the superchargers were, and on numbers three and four engines, canvas covers the spaces where nacelle panels are missing. Manufacture of replacement aluminum panels for the nacelles could not be accomplished within the limited budget of the museum. But we have found a way to replace those panels and the supercharger positions by having fiberglass parts made.

There formerly was a B-24 on display on the parade grounds at Lackland Air Force Base, Texas. This aircraft was given to the Duxford Museum in England but part of the deal was that it would be replaced at Lackland with a full-size fiberglass replica. A company, Military Aircraft Restoration Company (MARC), builds full-size fiberglass replicas of planes and had the contract to produce one for Lackland. Molds are made from actual planes from which the fiberglass ones are produced. Previous MARC fiberglass replicas have all been of fighter-size planes, of which there are many around the United States. They are very realistic. Prior to the B-24 being dismantled and shipped to the Duxford Museum, MARC employees made a complete set of molds of it from which the fiberglass castings were made and assembled for the complete B-24 replica. I know the owner of MARC and some of his key employees. I inquired as to whether the panels needed for the Barksdale plane would be fabricated from the molds which had been retained. I was informed that this could be done and was given a price for the work. Our 44th BGVA board agreed to pay for the work. The parts are nearing completion and should be shipped to Barksdale within two weeks of this early January writing. The museum director assures us that he can get them installed. The B-24 also needs a complete paint job which we hope will be completed by the time of our next 44th BGVA reunion in Shreveport, Louisiana next October.

For everyone's information, Will and Irene Lundy have moved from their long-time San Bernardino, California residence to Cool, California. Their new address is: 2519 Westville Trail, Cool, CA 95614. We wish them well and much continued happiness in their new home. ■



## WENDLING 392nd B.G.

BY CHARLES E. DYE

Greetings to all 392nd Crusaders!

It is spring; the excitement of the holidays and the election have subsided and events have almost returned to normal.

Therefore, it is once again time to do what we do best — recruit former members of our squadrons, group, wing, division and air force — and HAVE FUN while preserving the heritage of the 2nd Air Division and the Mighty Eighth during WWII.

This can best be accomplished by attending the conventions and becoming involved in the activities. The return to Norwich and the dedication of the new Memorial Library this November is a great way to become involved. One caveat — the trip may be sold out, so contact Evelyn Cohen if interested. There may be some cancellations.

You Crusaders who are not the proud owners of the anthology *20th Century Crusaders*, we have some great news for you. See "Col. Gil's" remarks herein. This book is a must for all Crusaders' libraries.

The 2nd Generation "Web" continues to expand. Try it — you will like it.

Our next group reunion will be in October at Irving, TX. Make arrangements to be there, for the camaraderie is outstanding, the hospitality room is always well stocked with both liquid and solid refreshments, and the business meeting will most likely include a vote on bylaw changes and other important matters.

We look forward to seeing all or most of you at this next meeting. Keep an eye on this column and the 392nd NEWS for important details.

Again I am delighted to include a message from "Col. Gil," our last wartime commander.

### LAWRENCE GILBERT NOTES:

The holiday season brought a very welcome flurry of greetings and good wishes from our 392nd members. Of special interest was hearing from our friends in England, the Scotts, the Carters, and the Duffields, of activities around our old air base. The annual Remembrance Day memorial services at the base, always a moving ceremony planned by these faithful supporters, was attended by more than one hundred from the community.

Denis Duffield, our official contact and tour guide for Station 118, mailed a list of a substantial number of family members and individuals identified with the 392nd BG who visited the base during the year 2000.

Re Charley Dye's comment on the anthology *20th Century Crusaders*, we recently seized an opportunity to buy the remaining stock of the book from the publisher at a very favorable price. The new price now available in our PX is \$36.50, postage included. Place your order now while supplies last! ■





# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

Here we go with that "Time" thing again — seems like just yesterday when about a year and a half ago the group decided to go to Savannah. Now it's "been there and done that" and we're looking forward to going to Norwich in November. Looking forward is one of the important things we do. Anticipation of pleasant experiences to come helps to keep the spirit in us alive. So, in Savannah the group decided that the people who were not planning to go to Norwich needed something to anticipate. The consensus was to plan a 453rd reunion in Dayton, Ohio and revisit the Air Force Museum at Wright-Patterson AFB. I had to go back to the Summer 1987 issue of the *Journal* and reread the Bunchered Buddies of Old Buck column by Milt Stokes to realize how quickly time has passed. Milt mentioned that we had been there on September 20-22, 1987. Previous to that date, 240 of us had been there in 1984 to dedicate a 453rd tree in the Memorial Gardens at the museum. So you see it will have been almost fourteen years since we last visited this extraordinary site, and many changes have taken place during those years.

It's unlikely that the 2ADA will plan to return to Norwich after this visit in November; that's why I labeled the convention the "Final Flight." It's also unlikely that the members of the 453rd will return as a group to the Air Force Museum at Wright-Patterson AFB. Therefore it seems appropriate to give the Dayton reunion the same name, the "Final Flight." The dates for this are September 14-17, 2001. The Crowne Plaza Hotel has been selected as the place. There has already been a great deal of positive enthusiasm expressed by the membership for this reunion. Once again, as I did prior to the Savannah reunion, I urge you to make your hotel reservations early. It's highly desirable for all of us to be in the same hotel. Details can be found in the March Newsletter.

The Roll of Honor, which is on display in the Village Hall at Old Buckenham, will be updated to include the names of three men who had inadvertently been omitted. Also, corrections are to be made to the names of fourteen men who already appear on the Roll. The previous action of this type occurred about ten years ago. At that time it was believed that everything was in order. Sadly that was not the case. Hopefully with this action we will have completed our task to pay tribute to those men whose lives were taken from them so very long ago.

Another list is being compiled of persons who were killed in the line of duty (non-combat deaths) while serving at Old Buckenham. If you remember anyone from the 453rd BG in

this category, please send me their names and whatever you can remember of the circumstances. It is hoped that a separate Roll of Honor can be prepared, which lists those KILOD but not in combat.

The 453rd reunion in Savannah as a great success, with over 200 people in attendance. Much credit is due Bill Eagleson and his committee. For a more complete analysis, see the March issue of the 453rd Newsletter.

The highlight of the Savannah reunion was the dedication of the Jimmy Stewart memorial sculpture at the banquet on Sunday evening. Although the sculpture was ready and had been on display for more than a year, we had to wait until our reunion plans were finalized before proceeding with the dedication. The sculpture

Wes and Connie until their son came to take them back home on Wednesday. When I talked with Linda on December 27, she told me the injuries were worse than originally diagnosed. Wes had all of his ribs broken along with a broken arm, and Connie had a couple of ribs broken. Both of them are now doing well, which just shows that you can't keep a good guy and a good gal down for very long.

There were many things that were quite impressive at the 8th AF Heritage Museum. However, I spent most of my time there wandering around the Memorial Gardens. It became evident as I continued my tour that the only "presence" of the 453rd to be seen was a beautiful plaque donated by Major Gen. Ramsay Potts. It was inscribed "In memory of the dauntless and courageous airmen of the 453rd Liberator B-24 Bomb Group" Ramsay D. Potts Col. Commanding. I also noticed that at least four other groups of the 2nd Air Division had erected their own memorial markers as a remembrance of their place in history. I mentioned this at our business meeting, and the membership over-



L-R: Milt Stokes, Lloyd Prang, and C.J. Roberts pose with the Jimmy Stewart bust

has now officially been dedicated at the 8th Air Force Heritage Museum by the 453rd Bomb Group. The fundraising effort has been completed and the fund has been closed. A special thank you is offered to all who participated so generously in making this possible.

One item not in the Newsletter is the accident that Wes and Connie Bartelt had while on the way to the luncheon cruise in Savannah. It happened on Saturday when the motorcycle they were riding was struck by a car that had run a red light. Wes suffered broken ribs and a broken collarbone. Connie suffered facial lacerations and was unconscious for a while. They were hospitalized for a couple of days. Linda Wittig and Jim & Dorothy Dyke stayed with

whelmly approved that we reproduce a 453rd memorial marker similar to the one that Jim Avis had erected at the Old Buckenham Village Hall in 1990. A motion was made and approved that the cost not exceed \$9,000. At first glance, this seems like a lot of money (and it is), but when you realize that the 453rd has about 725 members and if only half of us are able to make a contribution, it might only come to about \$25 each. This is a very worthwhile project. How about it? Please send whatever amount you can afford to "Mo" Morris, the 453rd Treasurer, at P.O. Box 123, Tuleta, TX 78162, and we'll get the project started. Be sure to designate that the money is for the 453rd Memorial Marker. Thank you. ■



# The 448th Speaks



SEETHING

BY CATER LEE

Greetings from the 448th Bomb Group Memorial Association and best wishes for a healthy and happy 2001 to all of you.

At our Savannah reunion last August, we voted to hold our 2001 group reunion at Shreveport/Barksdale AFB, Louisiana, headquarters of the 8th Air Force.

Leroy Engdahl and I promised to visit the area before the end of the year to select a hotel for our reunion and to visit the Air Force base and talk to key personnel there in regards to our group reunion in 2001.

When I first started making telephone contacts, I was put in touch with Col. Michael Smith and told him that Leroy and myself would be coming to Shreveport/Barksdale before the end of the year and during our visit would like to visit Barksdale.

At one point Col. Smith asked where Engdahl was from and when I told him Vidor, Texas, he said, "I went to school with his daughter, Deborah Kaye." What a small world! When Leroy told Debbie of this rare event she said, "I remember he was very smart."

This strange situation no doubt led to a most joyous visit to the air base where we were first met by Buck Rigg, director of the 8th AF museum on the base.

This was a reunion for Leroy, as he had met Buck years ago when Leroy had Shreveport in part of his sales territory. Leroy had visited the base more than once, and even has an exhibit in the museum displaying a couple of pieces of his left wing that a FW-190 shot 30 mm cannon fire into on his 5 February 1944 mission to Tours, France. This was a happy reunion.

After an interesting tour of the museum, we were taken to the flight line where four pilots who had taken part in Desert Storm and also a couple of sergeant maintenance men met us by a B-52 heavy bomber. They answered questions and let us look over the plane and into the cockpit. This was a special treat.

From there we went to a flight simulator cockpit and also one for the bombardier. Leroy was assisted by a colonel (pilot) and I was assisted, also. Leroy did a refueling in the air (didn't like that at all), and after twenty or thirty minutes returned to the base, where Leroy's landing was fair. The cockpit is so high he didn't know he was even on the ground. I think we were both ready for something else, but it was interesting to say the least!

We were then taken to a briefing room where Col. Michael Smith gave us a very interesting presentation on the organizational structure of the Air Force and the place the 8th Air Force fits in.

Next we were taken to the 8th Air Force Headquarters building where we were honored to meet Lt. General Thomas J. Keck, Commander of the 8th Air Force. He made us most welcome and expressed his gratitude for what the 8th Air Force of WWII did to preserve the freedoms we all enjoy. He gave each of us an 8th AF cap, an 8th AF medallion with his name on the back, and a blue 8th AF scarf. Nowadays different squadrons are identified by the color of their scarf. In WWII, a scarf would quickly attract an MP.

We then were accompanied to the officers' mess by Col. Smith, where we joined several other pilots, all colonels.

Col. Michael Smith's going to high school with Leroy's daughter may not have contributed to the royal treatment we were given, but it sure didn't hurt.

Our plans for a Friday, May 11 base visit are to board our buses at the hotel, which will be the Holiday Inn Financial Plaza located on the west side of the city near the airport, and to be at the air base at 9:30 AM where we will do a base tour, visit the 8th AF museum, and then go to the B-24 on base where we will have a memorial ceremony of about thirty minutes. Part of this ceremony will be the posting of a red, white and blue wreath with 448th diagonally placed down the center plus a couple of short speeches by two who were POWs and another by one of our members who had to bail out over France and avoid capture. He returned to Seething after convincing our invasion forces he was an American flyer. We think you will find these speeches quite interesting.

In November, Leroy and I stayed two nights and part of three days, and we chose the Holiday Inn over four others. Their price was the best after a couple of exchanges on what we would and would not do. Our price is \$73.00 per day plus 8.5% tax, a very good price since their standard price is \$109.00. Our price is good for three days before and three days after our reunion. Our reunion dates are May 9-12; we could not get April, but it will be nice weather and we hope and expect Lt. Gen. Keck will be our banquet speaker.

We are getting on down "life's way," so if you can, please plan on making this reunion.

To those of you who have been "under the weather," we wish each of you a full and speedy recovery.

God bless each of you, and cheers! ■



491st BOMB GROUP  
POSTREMUM ET OPTIMUM

## the RINGMASTER REPORTS

BY JOHN D. LEPPERT

### YOUR ATTENTION PLEASE:

The 2ADA convention in Norwich to dedicate the rebuilt 2nd Air Division Memorial Library will take place this fall, November 1-9, 2001. It may not be too late to put your reservation in for this historic event. Contact Evelyn Cohen.

### SOME INTERESTING STATISTICS:

At the end of May, 1945, our group statistical officer, Robert Yelland, published some interesting figures on the Ringmasters and

their performance. Here are just a few of those figures:

#### COMBAT CREW LOSSES: 493 MEN

112 KIA, 112 POW, 64 returned to military control, 205 unknown.

#### AIRCRAFT LOSSES: 88 B-24S

26 flak, 17 enemy aircraft, 8 accident, 14 unknown, 23 non-operational losses.

#### MISSIONS: 187

183 with normal bomb loads . . . 12,235 tons  
2 supplies to troops . . . 140 tons  
1 special fire bombs (Napalm) . . . 66 tons  
5 cargo . . . 88 tons  
2 screening force

#### GROUND SUPPORT:

Our ground support people were terrific, many working 24 to 36 hours at a stretch to keep our planes in the air. They performed over 321 engine changes during a ten-month period. When we came back with lots of

holes and damage, they worked overnight to repair and get our B-24s back in the air the next day. Electrical work, parachute rigging, bomb sight maintenance, turret repair, instrument repair, tire repair, bomb loading, and many other tasks were done daily by dedicated people.

#### AREAS ATTACKED:

Germany: 138 missions, France: 45 missions, Holland: 2 missions, Czech: 2 missions.

#### TYPE LEAD:

Group: 117 missions, Wing: 57 missions, Division: 11 missions, Air Force: 2 missions

#### BOMBING SIGHTING:

Visual: 73 missions, H2X: 60 missions, G-H: 48 missions, None: 10 missions

#### TYPE OF TARGETS:

Transportation: 85 missions, Air Power: 38 missions, Oil: 20 missions, Ordnance: 15 missions, Guns: 13 missions, Troop Support: 10 missions, Naval Power: 3 missions. ■





# HETHEL 389th Green Dragon Flares

BY BARNEY DRISCOLL

**G**reetings to all the good people of the Second Air Division Association and especially to all the fine folks of the 389th Bomb Group family. More than likely, by the time you read this you will be looking for signs of spring. At least as we anticipated this new year we did not have to contend with all the dire predictions that were being showered upon us by the prognosticators and soothsayers as when the year 2000 rolled around, such as the possibility that a large portion of the computers would crash and other such happy thoughts.

Please let me mention again that if by chance you know the name and address of any individual who was a member of the 389th BG and you think is not a member of the Second Air Division Association, be sure and send me this information.

I must say I truly enjoyed our 389th reunion at Tucson. It is always a real pleasure to enjoy the company and experience the camaraderie of those who as a close-knit unit had together experienced both triumph and tragedy.

We enjoyed the Pima Air Museum, where they have on indoor display a very well restored B-24, not to mention an additional 178 other aircraft, some indoors but mostly outdoors. The air at Tucson is so dry that the

outdoor displays do not suffer too greatly because of weather. We saw on display everything from the Boeing Stearman "Kaydet" primary trainer to the Lockheed SR-71 Blackbird. Also on display was an assortment of helicopters and several Russian Mig fighters.

In addition to the display of aircraft at the Pima Air Museum, we also enjoyed a guided bus tour of "AMARC" (Aerospace Maintenance and Regeneration Center). This is a 2600-acre open air storage facility where over 5,000 aircraft of more than 70 different types are warehoused, everything from B-52s and C-130s to the little Cessna A-37.

There appeared to be hundreds of A-10 Warthog tank destroyers, many of which had been used during Desert Storm. There were more planes there than the average pedestrian would see in a lifetime.

I might mention that we sold out of 389th BG caps at Tucson, but don't despair — I have six dozen more on order, so you don't have to go without or let your children or grandchildren run around without a 389th cap which they would wear proudly. These are the dark blue wool caps with "389th Bomb Group, Hethel, England" embroidered in gold on the front of the cap. Just send me \$15.00 per cap and I will ship them in a waterproof package.

It would seem appropriate to mention at this time that we are studying the feasibility of producing a 389th BG history book. To the best of my knowledge, the history of the 389th has been rather sketchy. This could be a major undertaking and will require the cooperation and assistance of many people. It will require everyone going up in their attic (if they have one) and digging out all the information they have been saving all these years, including personal experiences and photographs with names.

I know that there are hundreds of men out there with a story to tell, and we will need as many stories as we can get. Pictures need to be originals; copies don't reproduce well. If anyone has any great ideas or good advice, please let me know. ■



## IN RETROSPECT

"OVERLOOKED"

15TH AIR FORCE HAD VITAL WWII ROLE

BY ROBERT F. DORR

**V**eterans of the 15th Air Force of World War II often feel that their contribution to the final victory over Adolf Hitler's Third Reich has been overlooked.

The 15th was created to open a "second front" in the combined bomber offensive against Germany, and bombers of the 15th — escorted by long-legged fighters — were a critical part of the war effort.

Yet from its creation on November 1, 1943, the 15th Air Force never drew the headlines or the recognition that went to the 8th Air Force in England. The 15th fought out of bases in North Africa and Italy, and fewer correspondents were on hand to observe. Yet the 15th bombers, especially its B-24 Liberators, often struck targets that could not be reached from England.

Starting with its first mission on November 2, 1943, to the Messerschmitt assembly plant at Weiner-Neustadt, and finishing with its attack on the Salzburg main marshaling yard on May 1, 1945, the 15th bore the brunt of an especially difficult campaign.

As commander Maj. Gen. Nathan F. Twining said at the end of the war, "The cost to us, in both men and materiel, has not been small, but with that indomitable American spirit and know-how, we have surmounted all obstacles to accomplish our mission."

Twining was the 15th's second commander, as well as a future Air Force chief of staff. The first commander was Maj. Gen. James H. Doolittle, well-known as a racer pilot of the 1930s and as the leader of the B-25 Mitchell raid on Tokyo the previous year (for which he was awarded the Medal of Honor). Both men later attained four-star rank, Doolittle's being awarded in retirement.

The 15th was organized for the purpose of completing the strategic encirclement of Germany and its satellites. Striking at Axis targets from



**B-24 Liberators of the 15th Air Force. (Army Air Forces photo via Robert F. Dorr)**

the south, the 15th's air effort was to be unleashed on Axis oil refineries and oil supply installations. The 15th's last accomplishment would be the destruction of the German ball-bearing industry and other centers of vital military production.

At the height of its strength, the 15th Air Force had 21 heavy bomb groups, fifteen with B-24 Liberators and six with B-17 Flying Fortresses. This force totaled 1,427 four-engined bombers. The 15th also had four medium bomber groups and, altogether, 1,810 bomber crews, including those who flew medium B-25 Mitchells and B-26 Marauders. With seven fighter and two reconnaissance groups capping off its order of battle, the 15th Air Force had 62,180 personnel.

Some 15th crews saw targets not seen by bomber crews flying from England — among them, Vienna, Austria, and Sofia, Bulgaria.

The wartime 15th Air Force evolved into a major headquarters for Strategic Air Command during the Cold War years. Today, the flag of the 15th Air Force flies at Travis Air Force Base, California, where the 15th is a major component of today's Air Mobility Command.

Robert F. Dorr may be reached at [robertdorr@aol.com](mailto:robertdorr@aol.com). ■



I was one of approximately 10,000 servicemen and women who left Boston on the Queen Mary, and after spending forty days aboard ship, arrived in southern Australia around the first of April, 1942. After we had been processed, a number of us who were AAF personnel were shipped by rail to Townsville, Queensland. At Amberly RAAF Field I received training in the 50 caliber MG and aerial gunnery.

I was assigned to a combat crew pool, and flew 28 missions (called trips, or raids, at that time) out of Townsville with the 19th Bomb Group. We had mostly B-17Es. Prior to General Kenny assuming command of the South Pacific AAF, which later became the 5th Air Force, logistics were practically non-existent. A flight of four to six planes was considered a maximum effort. By the time the 19th was relieved to return to the States, in November 1942, I was hospitalized with malaria and dengue fever.

Before being cleared to return to flying status in late 1943, I was an armament instructor for aviation cadets at Stockton AAFB. Around the end of the year I started training on B-24s and was assigned to the 489th BG at Casper or at Wendover.

On August 4, 1944, we (Captain Newt Fisher's crew) finished with 32 missions on the Wisimar, Germany mission. I think it should be resolved as to whether Captain Fisher's crew finished first on August 4th, or Captain McMullen's crew finished first on August 5th.

After graduating from B-29 Central Fire Control gunnery school at Laredo, Texas, I was discharged on points in July of 1945.

## Two Wars and 91 Missions — But No Cigar!

BY PHIL BAKKE (489TH)

On August 5th, 1950, I was recalled to active service, and was assigned to the 98th Bomb Group at Fairchild AFB at Spokane, Washington. Following transition training on B-29s, I was assigned to Yokota AFB, Japan, and completed 31 missions over North and South Korea. During this period we were introduced to the policy of fighting a no-win war. I think that if General MacArthur had been allowed to continue daily attacks against the MIG bases, and the bridges across the Yalu River, the war would have been over in six months. Because of the implemented fifty-mile no-fly zone along the Yalu, the Chinese had free access to all of North Korea. Losses from MIG attacks became so high that we were forced to discontinue all daylight operations in the North. Night ground missions proved to be ineffective.

Sometime after WWII I lost all my Australian flight records, plus my service and decoration medals, to theft. Overall, my most vivid



recollection was the July 24th mission to St. Lo, when we received a direct hit by an 88 shell, through the floor at the waist. It went all the way through and exploded above the ship. Julius Huber, our other waist gunner, was hit in the leg by a piece of flak. Don Noble, our ball gunner, helped me pull Huber out of the flak hole, and dressed his leg. After warming a Syrette containing morphine, in my mouth, I gave him a shot to ease the pain. We arrived over the base firing red flares and landed without further incident.

While I was putting all this together I discovered a strange coincidence. I finished my Korean tour seven years to the day after my ETO tour — August 4, 1944 and August 4, 1951. ■

## The Air Force Historical Research Agency at Maxwell AFB

The Air Force Historical Research Agency is the repository for Air Force historical documents. The Agency's collection, begun in Washington, D.C., during World War II, moved in 1949 to Maxwell AFB, Montgomery, Alabama, the site of Air University, to provide research facilities for professional military education students, the faculty, and visiting scholars. It consists today of over 60,000,000 pages devoted to the history of the service, and represents the world's largest and most valuable organized collection of documents on US military aviation. In February 1991, the Agency became a Field Operating Agency of the Air Force.

Except for documents that are classified or otherwise restricted, the Agency's collection is open to the public, and visitors are welcome. More than eighty-five percent of the Agency's pre-1955 holdings are declassified; under guidance from Headquarters Air Force, the Agency systematically reviews documents for downgrading or declassification. The Agency's collection is also recorded on 16mm microfilm, with microfilm copies deposited at the National Archives and Records Administration, Washington, D.C., and at the Center for Air Force History, Bolling AFB, D.C.

The collection consists of two broad cate-

gories of materials that are used for a variety of purposes.

### UNIT HISTORIES

The major portion of the collection consists of unit histories that the various Air Force organizations have prepared and submitted periodically since the establishment of the Air Force History Program in 1942. Reporting requirements have changed from time to time over the years, and the submissions vary in quality. Taken as a whole, however, the unit histories, with their supporting documents, provide remarkably complete coverage of AF activities.

### SPECIAL COLLECTIONS

The coverage provided by unit histories is supplemented by special collections, including historical monographs and studies; oral history interview transcripts; end-of-tour reports; personal papers of retired general officers and other Air Force personnel; reference materials on the early period of military aviation; course materials of the Air Corps Tactical School of the 1920s and 1930s; working documents of various joint and combined commands; miscellaneous documents or collections of various organizations, including the US Army, British Air Ministry, and German Air Force; USAF indi-

vidual aircraft record cards; and a large collection of material relating to USAF activities in the war in Southeast Asia and Operations Desert Shield and Desert Storm.

The Agency accessions approximately 2,000,000 pages of historical material each year, including annual and quarterly histories of Air Force units as well as additions to the special collections. Working closely with the Air Force Historian and the historical offices of the major commands, the Agency conducts an oral history program to record important historical data that otherwise would be lost. The Agency gives special attention to the acquisition of personal papers of value for documenting Air Force and airpower history.

Over the years, the Agency's collection has been used by the Air Force for preparation of plans, development of programs, analyses and evaluations of operations, staff studies on many subjects, textbooks and other course materials for Air Force schools, student papers and theses, orientation and indoctrination of personnel, and many other purposes. The collection has provided information regarding military aviation in general and the US Air Force in particular to the Congress, the military services,

(continued on page 33)



Rugby has been described as "soccer meets all-in wrestling" and "a game designed for hooligans but played by gentlemen."

Rugby football, as most British schoolboys will be pleased to tell you, was born the moment a junior soccer player picked up the ball mid-game and ran like blazes with it toward the opposing team's goal.

Some similarities exist today between rugby and soccer. The former owes its origins to a single incident in a game of the latter in 1823 at one of England's best-known public schools, Rugby, when one pupil, William Webb-Ellis, picked up the ball and ran with it towards his opponents' goal.

The new game's more rough-and-tumble approach was an immediate hit with the youths at Britain's universities. Within a decade, Cambridge University had adopted rugby, and by 1871 — only ten years after the rules of soccer were formulated — rugby had its own statutes and its own governing body, the Rugby Union. Before long, it had spread from the British Isles to Australia and New Zealand and on to Africa, France and the Americas.

It's a neat little story — all the stranger for being true — and a good summary of the game's spirit: anarchic but gentlemanly, rough but eminently sporting, fast-paced yet highly and intricately choreographed. Rugby, like Aussie Rules and American Gridiron, is thrills because of its combination of strength, speed and stamina with almost balletic agility, the strictest discipline and old-fashioned sportsmanship.

But that's where the similarities end. Rugby Union — the most famous variation of the game — is played for sheer love of the sport, and makes much of the fact that its top players, all-round athletes equal to any, have day jobs as lawyers, doctors and advertising executives — not that you'd know it to see them playing at full pelt. The rules, meanwhile, will be broadly familiar to fans of the American game, although the emphasis on running and passing as opposed to kicking and long-range throws makes for a more hectic, one-end-to-the-other spectacle. In the United States the game emerged primarily on the West Coast and continued with rugby rules until 1905 when the publication of photographs of a hard-fought, physical game between Swarthmore and Pennsylvania created a stir. As a result, President Theodore Roosevelt insisted on reform of the game to lower the "brutality", threatening to abolish the game if reforms weren't forthcoming. In 1906 the forward pass was introduced to the United States and rugby became American football.

But rugby continued to flourish elsewhere, especially in Britain, New Zealand, Australia, South Africa, and France, and Ireland, who field a unified team. The sport is now played in more than 80 countries worldwide, with Italy and Germany especially bright prospects for the future. Since the 1960s, even the United States has seen a renaissance and will be bringing a team to the Rugby World Cup.

But amid all the furor, glamour and excitement, don't forget the game's humble begin-

## Football Without Padding: Rough & Tough Rugby — A Gentleman's Game

FROM AN ARTICLE IN  
"IN BRITAIN" MAGAZINE BY  
MATT POTTER



nings in the small and picturesque Warwickshire town of Rugby. Accessible by train from London and Cardiff, Rugby is little changed, with the towers and arches of the school still at the centre of community life, and its playing fields are a far cry from Cardiff's spectacular 72,500-seat capacity Millennium Stadium "seating bowl" which puts every member of the crowd so close, according to the architects, that nobody is "more than a drop-kick away" from taking part in the game!

### A ROUGH (BUT FAIR) GUIDE TO RUGBY

It's arguably the only word that appears in every single language on earth, but its rules remain obscure. A few of rugby's more baffling principles are explained below.

**FORWARD PASS:** One of the main differences between rugby and American football is that the rules of rugby do not allow you to throw the ball to somebody farther up the field than you. Any passing must be made in a sideways or backward direction. The reasoning is that this puts the emphasis on teamwork: If you want to advance, you have to do it together, and cannot rely on having one man loitering by the opponents' goal.

**TRY:** The strangest point of any game for the uninitiated is seeing somebody score majestically by placing the ball behind the goal line of the opposing team, and then hearing somebody saying, "That was a good try!" In rugby, the term "try" means "goal." The word was originally "tri", meaning three — the num-

ber of points originally awarded for scoring.

**OFFSIDE:** Another rule invented to promote teamwork and prevent team members loitering in their opponents' territory. During a "scrum" huddle, when both teams' strongest members try to regain the ball by pushing the opponents back, it would be offside if one of this pack sneaked around to the opponents' side to try to come in from behind.

**FORWARDS/BACKS:** Teams are divided between Forwards (the strong ones) and Backs (the fast ones). The idea is that forwards create a shield of muscle for the backs to manoeuvre behind, occasionally spurring out in a burst of speed and scoring. This explains why the Backs are often at the front, scoring tries, while the Forwards hang back!

**SCRUM/LINEOUT:** A scrum is both packs of forwards locking heads and shoulders, whereupon the ball is thrown in the middle, and teams must push the other forwards back and take the ball. In a lineout, each team forms a queue at the touchline, and one player throws it down the line between these queues. Whichever team jumps highest to catch the ball has possession.

### RESEARCH AGENCY AT MAXWELL

(continued from page 32)

and other government agencies. The collection has been used extensively by scholars, students, and writers, for books and monographs, master's theses, doctoral dissertations, magazine articles, and TV and movie scripts.

### LOCATION

The Agency shares Building 1405 with the Air University Library, located in the middle of Chennault Circle at Maxwell Air Force Base, Montgomery, Alabama.

Before undertaking research in the Agency's collection, prospective users should consult the published materials available in their area of interest. General descriptions of Agency holdings may be found in the National Union Catalog of Manuscript Collections, various library directories, and other published works. A number of detailed finding aids are also available at the Agency.

### A GUIDE TO THE RESOURCES OF THE AGENCY

This guide, located at the Reading Room desk, describes the document identification systems used for the collection and provides an index to the organizations represented in the holdings.

Members of the staff are available to explain the various finding aids, help in the identification of relevant documents on specific topics, and obtain the desired material from the stacks.

Inquiries concerning the Agency's collection and use of the Agency's facilities for research should be addressed to HQ AFHRA/ISR, 600 Chennault Circle, Maxwell AFB, AL 36112-6424. Telephone: (205) 953-5834; DSN 493-5834. ■





HARDWICK

## Open Letter to the 93rd

BY ALFRED ASCH

### GROUP REUNION AT SAVANNAH, GA

Don't forget our 93rd group reunion this March 30, 31 and April 1 at Savannah, Georgia. It will give us all an opportunity to visit the Mighty Eighth Air Force Heritage Museum once again, and some for the first time. It is worth a visit in addition to our dedicating the 93rd memorial plaque in the museum gardens and the unveiling of the bronze bust of General Timberlake. Schedules, hotel and transportation information and registration forms were published in our Winter 2000 Ball of Fire Quarterly Express. We expect to have a nice, large hospitality room at the hotel, so bring your memorabilia, VCR tapes, WWII picture albums, etc. for all to enjoy. We expect at least 100 to attend and there will be a few special guests. This will be the first reunion we have held on our own, and I look forward to seeing you again.

### OUR TRIP TO NORWICH IN NOVEMBER

We expect more than 100 members of the 93rd to make the trip to Norwich with the 2ADA this November. I am planning to take my family to this one. Naomi and I attended the last 2ADA convention there and we both had the best time of our lives. One of the main events for us will be the visit to our WWII air

base, Hardwick. As many of you know, it is located on a farm owned and worked by David and Jean Woodrow. With the help of others, they have built up a nice little museum which features the 93rd and our combat activity during WWII. I have been in contact with Dave and Jean and they are developing plans for us to spend a day at the base and in the general area. I will probably have more detail at our Savannah reunion which we will discuss at our business meeting. The dedication of our Memorial Library at Norwich will be a most memorable activity. I think we will all be most pleased at the library's size, beauty, and functionality. It will be one of the most modern in the world.

### WE HAVE LOST CHARLES JOHN WEISS, JR., LT. COL. USAF (RET).

Periodically, I receive membership listings from Evelyn Cohen which show gains, losses, and corrections, mostly of addresses and spellings. I received one of these a few days ago and was appalled and saddened by the large number of folded wings. It is the first time this "hit home" so badly, realizing that our membership is becoming quite old and we are losing our friends and comrades from combat. Charlie Weiss's name was on that list.

We all remember when Charlie was vice

president of the 2ADA for the 93rd. During that time, he spearheaded the effort to place our fine monument at our WWII airfield at Hardwick in memory of those we lost during the war. It stands there today and Dave Woodrow keeps Old Glory flying alongside of it. I have learned a few things about Charlie which made him most qualified to represent us as group VP.

Many of you will remember that he was our communications officer with responsibility to maintain all radio equipment in our B-24s. I cannot remember ever having radio failure while flying my tour of combat. Charlie had a deep sense of responsibility toward the combat crews and was one of the few non-flying officers to fly combat missions; e.g., he flew fifteen sorties and received credit for shooting down two German FW-190 fighter aircraft. He received the Air Medal for his combat flying and also received the campaign medal with four clusters of Europe-Africa-Middle East. I remember Charlie always accompanied us when we were ordered to fly combat from North Africa.

He held important jobs with the federal government after his retirement from the Air Force in 1963 as a lieutenant colonel. Some of these were with the Defense Department and the State Department as a civil service employee. He was able to use his vast experience in communications in these positions, some dealing with important security matters. He retired from Foreign Service of the State Department in 1976 with the civil service grade of GS-16. We indeed will miss Charlie, and our condolences go out to his wife, Elsie, and the family. ■

## HALESWORTH 489TH NOTES BY NEAL SORENSEN

### CHRISTMAS EVE, 1943

It was one of those spontaneous events, totally unplanned, that found eight aviation cadets waiting for a train at the Hondo, Texas railroad station. Showered and shaved, we were anxious to get to San Antonio to celebrate.

After twelve weeks of rigorous navigation classes that had seen some 40% of our classmates washed out, we were home free... almost! I had sweated out my last 64 flight physical with the six magic letters that had qualified me for cadets: T Z V E C L. Prior to enlisting as a private, my left eye failed me on flight exams for the Air Force, the Navy, the Marines, and the Coast Guard. It had been over a year since Corporal Sanders, a fellow clerk typist at Big Spring Army Air Base, had casually said, "Here, Neal, these are the eye chart 20/20 lines you have to read to pass." Since my eyes were good enough to read four out

of six letters on the 20/20 line, I could identify the two doubtful ones, regardless of which chart they flashed on the screen.

What the secret hopes or fears of my seven buddies waiting with me might have been, were set aside as we homed in on those coveted silver wings and gold bars.

Despite skipping lunch, we had missed the scheduled train and were faced with a two-hour wait, so someone suggested that we repair to the nearest tavern for a sandwich and a bottle of beer. "Scotty" Swartz of White Pigeon, Michigan was our most loquacious member. He would launch into an anecdote about Western Michigan football with his sandwich poised in mid-air, set it back on his plate to complete a gesture, and pick it up once more while the narrative continued — without taking a bite! Side bets started to be made among us of when and if he would make that first bite. After twelve minutes (when most of us had finished our sandwiches) he wrapped up his story and bit into his sandwich!

That set the tone for the evening ahead, and by the time the train arrived we had determined the fastest beer drinker, the biggest eater, and the weakest kidneys.

Whatever the original objective each of us had in going to San Antonio, that cause was quickly submerged by the camaraderie we had discovered in our pre-train libations. The unanimous decision was to find the best steak house

available so we could continue the festivities. Art Stearns, from Kingman, Kansas, suggested that we switch to champagne, and Bill Stockman of Springfield, Missouri seconded the motion. It was decided that two states were a majority, so the champagne began to flow.

Suddenly someone wanted to know how many bottles had been consumed. A mad scramble on the floor turned up four corks. "That's good," said Rudy Sweic of Chicago. "That means we can have four more, so we come out one apiece." Cheers brought our waiter back with a fresh magnum. Joel Stephens, our trumpeter from New Orleans, cried out for silence so he could give a toast to his beautiful Louisiana city. Scotty kept on talking, which brought tears of rage to Joel's eyes. "%&@#", Scotty, be quiet and drink your champagne!" "We need another bottle," said Cliff Bennett from Hager City, Wisconsin, "My bottle has got a hole in the bottom!"

The toast was solemnly drunk as torpor settled over the group. Our statistician suddenly hiccuped, "We need one more bottle so each of us will have a cork for a souvenir." Corks were furiously counted and recounted. We needed two, but the witching hour to catch our train was too pressing, so we settled for one.

We stumbled around and half-carried one another back to the depot. As we settled drowsily down in our coach seats, someone voiced a rhetorical question: "I wonder where we will be this time next year?" ■



Vernon Land wasn't thinking about his silver crew member's and gunner's wings when he jumped from his B-24 bomber, the "Mairzy Doats."

Of course, he had a lot on his mind at the time. It was 1944 and he was falling from 20,000 feet toward Kassel, Germany, alone with a parachute on his back.

The wings he'd last seen pinned to his dress uniform weren't exactly a priority when Land hit the ground, either. He was more concerned with saving his neck.

Before long, Land was carrying all of his worldly possessions with him inside a knapsack he had made from a shirt. "When you don't have anything, you'd be surprised how much a spoon means to you," Land said.

"I wondered what may have happened to the wings from time to time," Land said. "But I never expected to see them again."

An old Army Air Force buddy wrote to him to see if he was the same Thomas Vernon Land he went through gunnery school with back in 1943.

That's when Land found out that his old friend Lynn Lawler had gone to Land's barracks after he learned that Land's crew had been shot down. As far as Lawler knew, his friend had been killed in action.

The airmen in the barracks knew the two were friends, so they let Lawler take the two sets of wings.

That was 55 years ago.

Lawler recently found Land's name through the Internet.

He had to write Land's letter left-handed because he had lost the use of his right arm in a stroke a few years before.

"I had mixed emotions when I saw the wings — I really didn't know what to think," Land said as he held the polished silver pins.

Looking at the wings brings back a flood of memories for the WWII veteran. "People today don't know what sacrifices my generation made for our country," he said.

Land said he planned to give the wings to his daughters. ■

## 445TH BG VET EARNS HIS WINGS AGAIN

BY KEN MILLIGAN



Lynn Lawler and Vernon Land in Laredo, Texas, before going overseas



Vernon Land holds the gunner's wings and crew member's wings that a friend recently sent him after keeping them for 55 years. Lynn Lawler wrote to Land after tracking him down on the Internet.



Lynn Lawler celebrates his 65th birthday

## Anne Barne Reading

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

Within hours following receipt of the sad news that Founding Trust Governor Anne Barne had passed away, I developed a strong need to attend her services and ultimately decided to do so. When I communicated my decision to the family, I was invited to "say a few words on behalf of the 2ADA and myself, as well." In response to this distinct honor I prepared some notes; however, arrangements changed and I was asked to deliver a reading, instead. This was much more satisfactory because it conformed beautifully to the order of service that Mrs. Barne had already prepared herself. For details on the lovely Service of Thanksgiving for her, see Paul King's excellent write-up elsewhere in this issue of the Journal.

I would like to add some comments to those

from Paul King. First of all, I was asked by President Leeton, 2ADA Governor Chuck Walker and others to express our profound sorrow at her passing. Mrs. Barne was a special person to the 2ADA. My wife, Mike, and I have developed great respect and affection for her over the past 20+ years, during which we have been privileged to know and to work with her.

Throughout the period, she has exhibited a strong desire to strengthen the bond between the Brits and the Yanks — not only intragenerationally speaking, but from generation to generation. I believe that she sensed the secret to peace in the world was through strong and genuine democracies working together, as the UK and America did during WWII. For this reason, she was strongly supportive of forming an American auxiliary of the 2ADA,

called the Heritage League. Then, later, she was instrumental in organizing the Friends of the 2AD Memorial. Both organizations grow stronger by the day and contribute enthusiastically to rebuilding the 2AD Memorial.

With the message conveyed by the Memorial, kept alive by the support of succeeding generations on both sides of the Atlantic, we take a giant step forward toward uniting our democracies against future tyrants who choose to limit our God given freedoms. There many countries at peace today, but not all of them are free. I believe Mrs. Barne, in her own way, saw our memorial and the people supporting it, as a pattern to justify a free world — and she invested in it with all her heart. May God bless her. ■



# 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

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To the Editor:

I want to compliment you on the color format and ABMC feature in the Fall 2000 issue.

My wife and I have been fortunate in having the opportunity to visit many of the cemetery sites pictured in that issue. In November we visited Tunisia. There we found no evidence of the activities of the United States war effort other than the brief mentions in our British guidebook of the positions of the Allied troops — no monuments, etc. East of Tunis we stopped at two British cemeteries, within ten miles, containing over 5,000 bodies each. As you know perhaps, the Brits do not normally bring their dead home for final interment. Just outside Tunis, near the ancient Phoenician city of Carthage, is the only American cemetery in North Africa. This, like all ABMC sites, is well located to take advantage of the local vistas. It is simply a beautiful, peaceful place for our dead and missing to be honored in perpetuity. Approximately half of those originally buried there after the war have been returned at family request for final interment at home.

My wife checked the visitors book, located at all ABMC sites, and estimated the visitors to average about one a day. In discussion with the superintendent as to the absence of monuments designating important locations during the war, he stated that in reality World War II was only one in the long history of conflict in North Africa. As to visitors, there have been very few Americans, and no reunion groups, other than an occasional German one.

Our visit to the American cemetery in Tunisia followed by several years a trip to El Alamein in Egypt, where following World War II, both the Axis and Allied nations worked together to reburial the dead in individual national cemeteries located east of the village of El Alamein. Each of these, Greek, German, Italian, and British, all have national characteristics. The Egyptians who died here were returned to their homes. I do not know if any Americans were killed, but they would have been reburied in Tunisia.

Keep up the good work!

Bill Davenport (446th)  
13382 Wheeler Place  
Santa Ana, CA 92705

To Evelyn Cohen:

I have noticed in my correspondence from the 2ADA that it identifies me as "448th" and "93rd." That's interesting since my primary affiliation for ten-eleven months total was the 448th, although my crew was sent to the 93rd for a new, specialized bombing technique (GH) for about one month.

I have received a bulletin every now and then from the 93rd, and often thought I'd write to explain my situation. In a way, I almost felt I was part of that group also. Just thought I'd explain.

To the Editor:

I would like to know if members of the 2nd Air Division Association could help me locate any of my dad's crew (*photo below*). He was in the 330th Squadron of the 93rd Bomb Group. I have talked with Mr. John Lucas, the copilot, who gave me the names to go with the faces in the picture. He didn't have any addresses or phone numbers.

Kenneth Kenney  
846 Birchwood Court  
Arnold, MD 21012



**Robert H. Heller Crew, 93rd BG, 330th Squadron, March 10, 1945. John S. Lucas, copilot; Cecil E. Kenney, gunner; John D. Purvis, TT; Leonard B. Bartchak, radio; Roy J. White, navigator; Joseph A. Davis, RW; Michael Gentile, tail; George R. Light, NT.**

The quarterly *Journals* are very good, with many interesting stories. You all do a good job.

Don Johnson (448th)

To Evelyn Cohen:

It would appear that World War II airmen have survived very well, much better than our high school and college contemporaries. And the 2ADA *Journal* improves with every issue. The color issue on the cemeteries was absolutely beautiful.

Reviewing some past issues recently, I noted especially Tony North receiving the 2ADA Distinguished Service Award in the Spring 1993 issue. I ran into him last June at the 448th BG Tower Museum at Seething, England, and he looks in better shape than ever. He identified me at quite a distance.

You take care of yourself. We could never do without you.

Norm Kanwisher (489th, 448th)

To the Editor:

On April 9, 1944, in German-occupied Denmark, I was helping two downed USAAF airmen to escape German capture and helped them on their first step in evasion to Sweden. In 1993 I found two of the airmen alive in the USA and the families of the other eight of the crew aboard the B-24 Liberator #42-52432 from the 458th Bomb Group. In 1995 I invited all of them to participate in the celebration of the fiftieth anniversary of the liberation of Denmark, May 5th. We made friends for life, and in 1996 I visited with all of them in the USA.

For a couple of years now I have been collecting stuff for a book, a report of how U.S. airmen were helped to evade German capture in Denmark during WWII. I am looking for information from your members on how downed U.S. airmen were helped by Danes to escape enemy capture in German-occupied Denmark and evasion to Sweden, as these dangerous but also exciting stories are part of our common

(continued on page 38)



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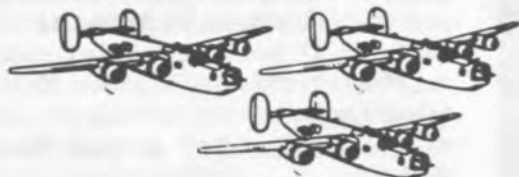
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EIGHTH AIR FORCE**

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