

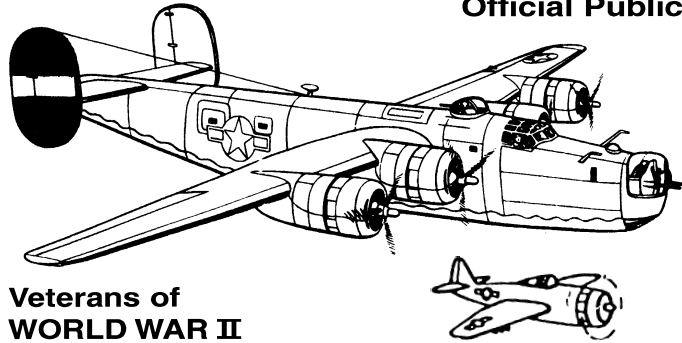
# THE 16 ARMY AIR FORCES DURING WWII



Can you name the area  
of the world each  
one served?

# THE JOURNAL

Official Publication of the



Volume 40 Number 2

Summer 2001

# THE ARMY AIR FORCES

**COMMANDER: HENRY H. ARNOLD  
GENERAL OF THE ARMY AIR FORCES**

FIFTH AIR FORCE



SIXTH AIR FORCE



SEVENTH AIR FORCE



EIGHTH AIR FORCE



THIRTEENTH AIR FORCE



FOURTEENTH AIR FORCE



FIFTEENTH AIR FORCE



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# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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# PRESIDENT'S MESSAGE

BY FELIX LEETON (389TH)



Late Major Leslie M. Thompson (446BG & member of 2ADA), and 1st Lt. Felix B. Leeton (389th BG), go hunting near Chanute Field in Illinois—1946.

Unfortunately, this is written the week before we gather in Colorado Springs for the Executive Committee meeting! Hang on until September for news from next week!!

We plan to drive to Colorado Springs and do a short visit to Roswell, NM, on the way back. It will be my first visit, but Marge was there in 1943. I am interested in seeing if the Office of Saline Water's demonstration desalination plant installed there in the 60's is still operating. It was a surprise to read that Roswell's start and early development was based on their water supply.

At this time, the major concern I have is the hue and cry over the foot-and-mouth outbreak currently causing such a stir in Europe. Closer to home, Evelyn Cohen reports that she has received cancellations for our Convention in November citing this

as a reason. The info I have received is that there will be plenty of food available; the Food Standards Agency has advised that cases of the hoof-and-mouth disease have no implications for the human food chain. The reason why temporary controls on the export of live animals, meat, and dairy products have been imposed by the Ministry of Agriculture, Fisheries and Food is on the grounds of animal health, not food safety.

I plan to proceed as planned; besides, as the song almost says, "it's a long, long way from April 'til November!" *Editor's Note:* And Tipperary!

For more on the convention see: <http://www.2ndair.org.uk/history.htm> and click on 'Calendar.'

**NOTE:** If you don't get through make sure that the www was printed in the address). ■

SECOND AIR DIVISION ASSOCIATION



JOURNAL



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

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

**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)

I was asked by Al Asch, Group Vice President of the 93rd Bomb Group, to attend their reunion as the representative of the Second Air Division. Felix Leeton was also invited and we agreed that I would attend. There were about 135 93rd B.G. Veterans and guests at Savannah. The reunion was extremely well organized and the 93rd dedicated their Group Memorial Plaque in the Mighty Eighth Air Force Heritage Museum Honor Garden. They also dedicated the bronze bust of General Ted Timberlake. My wife Ruth and I were treated to a very warm welcome and everyone was most gracious. We enjoyed the Reunion activities at the MEAFHM and a river boat cruise up the Savannah River. My congratulations and thanks to Al Asch and the entire Group for an outstanding event.

The timing is unfortunate that this and the other reports cannot include the effort of the EXCOM in the summer Journal, and they will have to wait until the fall edition sometime in September. The good news is that the Group reports will not be affected.

In my message in the last Journal, I included a copy of my letter to General Woerner in which I made some comments concerning the WWII Memorial. I am enclosing a copy of the reply that I received. My feelings after reading the reply, are that we must find a way to insure that the 2ADA and the 8th A.F. are prominently and correctly represented as a major element in the memorial. I hope that the Groups will come forward with any and all suggestions concerning the material that we would like future generations to see and appreciate, about the contribution and sacrifice that the Second Air Division made to achieve victory and freedom for the world.

We cannot say often enough that the membership needs to bite the bullet and make their Bequest Pledge and execute their Will to provide for the perpetuation of the operation of our Memorial Library. I urge each of you that have not made your pledge to "just do it." Whatever amount you pledge, I can assure you that you will rest in peace now and forever after having done so. Let's show our British friends at the Norwich Convention that, "we will never forget" either.

I extend my congratulations to Norma Beasley for obtaining her membership in The National Association of



Parliamentarians. Her knowledge of parliamentary procedures has always been outstanding.

January 19, 2001

Mr. Walter J. Mundy  
24030 Basin Harbor Court  
Tehachapi, CA 93561-9638

Dear Mr. Mundy:

*Thank you for your recent letter to General Woerner regarding the National World War II Memorial design. I will forward your comments to the members of our design committee for their consideration as they develop the important content for the memorial.*

*The design shown at the groundbreaking ceremony reflected the final architectural design that was approved by the Commission of Fine Arts and the National Capital Planning Commission. Those approvals will allow construction to begin, but the content of the memorial—the inscriptions and the stone and bronze sculptures—that will tell the story of the war effort must still be defined. Now that the architecture has been approved, our committee will devote full attention to these important content issues, so your comments are very timely. I assure you that the committee shares your desire that the totality of the war effort be conveyed within the memorial.*

*I trust that when the memorial is completed, you will find that it does, in fact, "memorialize the sacrifices of the men who gave their lives that we may enjoy freedom." Thanks again for your recommendations.*

Sincerely,

Michael G. Conley  
Associate Executive Director ■

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Mikeyuspeh@worldnet.att.net  
Fax: (504) 283-3425  
6Rings — Reunion Chairman 44th  
Member Mayor's Group of 41-  
PrePlanning Committee

44th Bomb Group, B. Wing, Str.Msl.  
Wing. Annual reunion Oct. 15-18,  
2001 Isle of Capri Casino & Hotel,  
Bossier City, LA & Barksdale Field  
with restored B-24J "Louisiana  
Belle." Contact: Mike Yuspeh, 7214  
Sardonyx Street, New Orleans, LA  
70124-3509. Phone: (504) 283-  
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### 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 USAAF 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)

# THE EDITOR'S COMMENTS

BY RAY R. PYTEL (445th)

Some of you are flak happy... a disease similar to the Air Corps hap-  
piness and other cliches.

Flak is a derogatory term for press agent... Flak is what the Germans  
were shooting at you. There is a difference.

The Air Corps were taken over by the 16 Army Air Forces after June  
20, 1941, and if you were in the 'service' you were at least in one of them.  
Enough said.

## SUMMER QUIZ:

Can you tell us where each one of the 16 Army Air Forces served? You  
must have served in at least two, unless you transferred directly from the  
Army Ground Forces into the 8th AF — Answers in the Fall.

## SPRING ANSWERS:

## WHAT DO IT MEAN BOSS?

### 8th Air Force Second Air Division Group Markings

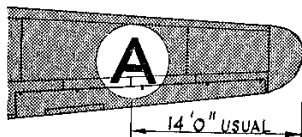
The group markings introduced for Bomb units in June, 1943, were  
first seen on Liberators of the 392nd BG, equipped with the new  
nose turret B-24H models, which took up station in England in  
August, 1943. The 44th, 93rd, and 389th groups of the 2nd Division  
did not receive these markings until their return from North Africa. All  
aircraft had a 72 inch diameter white disc painted on the upper halves  
of the vertical tails and on the top of the right wing. In the latter case,  
the diameter was sometimes 78 inches. Each group in the division was  
identified by an Insignia Blue letter superimposed on the disc, the letter  
being in order of group numerical designation. Thus, the four groups  
in the division, the 44th, 93rd, 389th, and 392nd, became A, B, C, and  
D. Some letters were not used because of the likelihood that they might  
be confused with others. G was one, because of its similarity to C, and  
O was another because it could be confused with D. Generally, a dis-  
temper white wash type paint was used for the white discs.

While this group marking was easily placed on the wing, on the fin and  
rudder it posed a problem as it would cover the existing markings. The  
solution was to place the disc high on the tail and to repaint the radio-call  
number and call letter below it. The call number came directly under the  
disc and this left sufficient room below for an 18 to 24 inch letter. Subse-  
quently, the painting of the white disc and repositioning of the call number  
was carried out at UK depots prior to delivery on new B-24s. ■

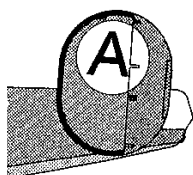
## EARLY

SECOND AIR DIVISION MARKINGS FROM JULY  
1943: GROUP IDENTIFICATION LETTER IN INSIGNIA  
BLUE OR BLACK ON 6'0" DIAMETER WHITE DISC.

ON UPPER SURFACE STARBOARD WING AND  
OUTER SIDES OF EACH FIN / RUDDER.



DISTANCE OF DISC CENTRE FROM  
WINGTIP VARIED. EXTREMES OF  
ABOUT 9'0" AND 18'6" NOTED.

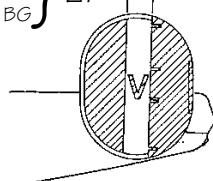


CALL NUMBER  
REMARKED BELOW DISC.  
A/C CALL LETTER AT  
BOTTOM OF FIN.

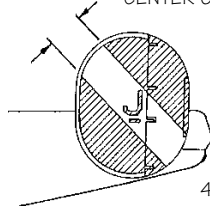
## LATE

INTRODUCED APRIL 1944.  
COLOUR MARKING PATTERNS.

44 BG } 27" 30" { 458 BG  
93 BG } 389 BG



NOTE A/C CALL LETTER IN  
CENTER OF STRIPE - ALL GPs.



36" WIDE AT  
45° TO RUDDER  
POST.

448 BG, 453 BG,  
467 BG, 492 BG, (491) BG.

## 2AD CIRCLE B-24s

A — 44 BG  
B — 93 BG  
C — 389 BG  
D — 392 BG  
F — 445 BG  
H — 446 BG  
I — 448 BG  
J — 453 BG  
K — 458 BG  
L — 466 BG  
P — 467 BG  
U — 492 BG  
W — 489 BG  
Z — 491 BG

## BASED AT:

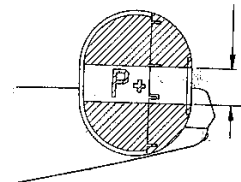
SHIPDHAM  
HARDWICK  
HETHEL  
WENDLING  
TIBENHAM  
BUNGAY  
SEETHING  
OLD BUCKENHAM  
HORSHAM ST. FAITH  
ATTLEBRIDGE  
RACKHEATH  
NORTH PICKENHAM  
HALESWORTH  
METFIELD / N. PICKENHAM

## 2AD SQUADRON MARKINGS

AG	330 BS	93 BG	QK	506 BS	44 BG	T9	784 BS	466 BG
CI	576 BS	392 BG	RE	329 BS	93 BG	U8	786 BS	466 BG
CT	712 BS	448 BG	RN	700 BS	445 BG	V2	855 BS	491 BG
DC	577 BS	392 BG	RR	566 BS	389 BG	X4	859 BS	492 BG
EC	578 BS	392 BG	RT	706 BS	446 BG	X7	788 BS	467 BG
EE	565 BS	389 BG	WQ	66 BS	44 BG	Z5	754 BS	458 BG
EI	714 BS	448 BG	WV	702 BS	445 BG	2U	785 BS	466 BG
FL	704 BS	446 BG	YM	409 BS	93 BG	3Q	852 BS	491 BG
GC	579 BS	392 BG	YO	564 BS	389 BG	4R	844 BS	489 BG
GJ	68 BS	44 BG	E3	732 BS	453 BG	4Z	792 BS	467 BG
GO	328 BS	93 BG	E8	734 BS	453 BG	5Z	856 BS	492 BG
HN	705 BS	446 BG	F8	733 BS	453 BG	6A	789 BS	467 BG
HP	567 BS	389 BG	H6	735 BS	453 BG	6L	787 BS	466 BG
IG	713 BS	448 BG	J3	755 BS	458 BG	6X	854 BS	491 BG
IO	715 BS	448 BG	J4	753 BS	458 BG	7V	752 BS	458 BG
IS	703 BS	445 BG	Q2	790 BS	467 BG	8R	846 BS	489 BG
JU	707 BS	446 BG	S4	845 BS	489 BG	9A	858 BS	492 BG
MK	701 BS	445 BG	T4	847 BS	489 BG	9H	857 BS	492 BG
NB	67 BS	44 BG	T8	853 BS	491 BG			

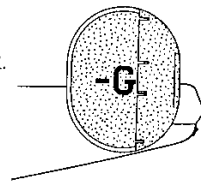
Squadron markings were usually painted on the fuselage  
between the star and the tail / rudder.

VARIABLE -  
36" USUAL



392 BG, 445 BG,  
446 BG, 466 BG, 491 BG

ALL YELLOW OUTER  
SURFACES FIN/RUDDER.



489 BG AUGUST  
TO NOVEMBER 1944.

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

BY CHUCK WALKER (445TH)

Work on the new Millennium Library is progressing at a feverish pace. The roof is on, the windows are in place and the scaffolding has been removed. Remaining work is mainly being done on the interior of the building and of course, the landscaping is yet to be done. The 250 car, underground car park is to open in June. Late August is still being touted as the opening date for the new Millennium Library. Wouldn't it be nice if it opened by the time you received this Journal.

Our Memorial Trust Planning Committee has done an excellent job and is well ahead of the power curve in preparing for the opening of our Second Air Division Memorial Library. In the words of Paul King, "It is going to be a most amazing building and nobody in 1945, in starting the fund drive for a memorial, could have imagined what would be the outcome some 56 years later."

Our Trust Treasurer, Chris Williams, is confident our year ending (the end of March), will be satisfactory and that a surplus of a few thousand pounds will be generated. Not as much, however, as the £10,000 plus of last year. In all likelihood, next year the Trust will move into the red because of the additional staffing costs of the new library. The Finance committee is forecasting the 2001/2002 short fall to be £5,500. It is expected the Governors will spend £5-6,000 on opening expenses connected with the official opening. Commercial sponsorship is being sought as charity funds (our capital funds), cannot be spent in this way. There is now £731,340 in the corpus. The Book Purchasing Endowment stands at £150,000

and the County Council continues its generous support of our Memorial.

The Finance Committee reports the need for an additional £500,000 to endow the Capital Fund (corpus) needed to support the enlarged library and to assure against inflation. What the committee is saying, there is a need for an increase of £17,000 per year in interest generated by the corpus. Why? Our Memorial Library is now operated by a Trust Librarian and 2 aides who are part time employees and clearly the new enlarged library will require additional man hours. It's Paul's opinion the Governors will be unable to raise more than £100,000 of that amount and the rest will have to come from the 2ADA membership and its friends and supporters in the United States.

Carol Lynn MacCurdy is the New Cultural Attache and attended the last Governor's meeting. Paul King reports she is a charming person but has not as yet been designated as a potential Governor by the Ambassador.

President Bush has nominated William Farrish to be the next Ambassador to Britain. He is a Texas oil millionaire and a successful horse breeder. Queen Elizabeth has been a guest at his Kentucky farm. Their mutual interest in horses bodes well for Mr. Farrish's confirmation. (Mr. Farrish's confirmation should have occurred by the time you read this.)

Paul King says, "The Trust, in my opinion, has never been in better shape, thanks to support and encouragement we receive from the 2ADA, for which we are extremely grateful and also due to the dedication of my fellow Gover-

nors. We are attracting younger Governors and shall elect Victoria Musgrave to the Board and possibly a dedicated history teacher in his thirties from my old preparatory school."

It has been announced that John Creber will retire in August. The Second Air Division Association expresses its sincere thanks to John for his valuable contributions and for all his support over the years. Ms. Jennifer Holland will be his successor.

Derek Hills, Trust Librarian, would especially like to mention the invaluable contribution of Lesley Fleetwood and Jenny Christian over the past 12 months. Their hard work, flexibility and support have been instrumental in maintaining opening hours and meetings.

Andrea Hough has accepted the post of 2ADA/Fulbright Librarian as Carson Holloway's successor. She is scheduled to attend our April ExCom meeting.

It has been your Representative's foremost effort to emphasize the fact that this is a Memorial to those who gave their lives and those who served during World War II. The purpose of the Memorial is to remember the sacrifices made by our servicemen and to portray a history of the 2nd Air Division during the war and the American people and the American culture.

**Nothing should detract from the dedicated purpose of this endeavor.**

**CHECK OUT THE NEW IMPROVED WEB SITE:**

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

**I WILL LOOK FOR YOU IN NORWICH IN NOVEMBER. ■**

## ON THE GERMAN SIDE

### 361ST FTR GROUP NEWSLETTER

The German air controllers at Frankfurt Airport are a short-tempered lot. They expect every incoming crew to know its gate location and how to get there without any assistance from them. Witness the following exchange between Frankfurt ground control and a British Airways 747 (call sign "Speedbird 206") after landing.

**Speedbird 206:** "Top of the morning. Speed-

bird 206 is clear of the active runway."

**Ground:** (in heavily accented English): "Guten Morgan! You vill taxi to your gate!"

The big British Airways 747 pulled onto the main taxi way and slowed to a stop.

**Ground:** "Speedbird! Do you not know vare you are going?"

**Speedbird 206:** "Stand by a moment, Ground, I'm looking up our gate location now."

**Ground (with some arrogant impatience):** "Speedbird, haff you never flown to Frankfurt before?"

**Speedbird 206 (cooly):** "Yes, I have, several times in 1944, but I didn't stop."

And in Munich, it went like this:

**Lufthansa (in German):** "Ground, what is our start clearance time?"

**Ground (in English):** "If you want an answer you must speak English."

**Lufthansa (in English this time):** "I am a German, flying a German airplane in Germany. Why must I speak English?"

**Beautiful English Accent (before Ground could answer):** "Because you lost the bloody war!" ■

# NOTES & NEWS FROM THE HONORARY PRESIDENT

BY JORDAN R. UTTAL (HQ)

Well, hello again. Here we are on Saturday, the 14th of April, 2001. I have just re-read the very personal thoughts I expressed in the spring 2001 Journal and the good fortune I have been blessed with so far seems to have gotten me through Friday the 13th, 2001.

By the way, someone told me recently how to live to be 100. He said you have to give up all the pleasurable pastimes that have made you want to get to be 100 in the first place. You can take your choice. I know what mine will be!

But, getting down to business, I am pleased to report that without any arm twisting from me, those SPECIAL CONTRIBUTIONS FOR BOOKS keep coming in. Many of them have included interesting personal histories which I feel are worthy of comment. As you know, I have shared some of them with you. This time there was one with amusing coincidences.

One of our members, a former navigator with the 448th sent in a donation to provide books for seven individuals. The first two were for crewmates KIA. The third was for another 448th navigator who after finishing his tour returned to the U.S. to become a Fighter Pilot. While serving in Korea, Captain Joseph McConnell became a triple ace and ultimately met his death as a test pilot. A film, starring Alan Ladd, was produced in Hollywood called, "The McConnell Story" describing his adventures.

The fourth was for a friend of his, Jack Regan, of the 466th who was KIA on April 21, 1945, in the last 2nd Air Division bomber shot down over Germany. Coincidence — Jack Regan went to my University some years after I did, and was a member of the same Letter Club as I was. Just three or four years ago, I met his brother, Jim, at a Varsity Club dinner in New York. In conversation, I learned about his brother and was able to investigate and report to Jim that Jack was on the 2AD Roll of Honor.

The fifth and sixth books were in memory of two B-17 crewmen KIA in April, 1944. One of them was a classmate of the donor at navigation school. The other was a waist gunner engineer. At any rate, their outstanding courage

was wonderfully described in a book, "Valor at Polebrook" by Rick School and Jeff Rogers. Both individuals were awarded the Medal of Honor.

Now, about the seventh whom the donor describes as one of his greatest heroes...WINSTON CHURCHILL! In the almost 25 years that this "Special Contributions for Books" program has been in operation, this is the first time that an outstanding world figure has been so honored by one of us. It was good to be reminded by the donor that after the War, Mr. Churchill was made an Honorary Citizen of the United States.

I bow to another donor, this time to a lovely lady whose husband recently folded his wings. She asked her friends and family to omit flowers, and suggested contributions for books in his memory. This resulted in enough books for a contribution to the 2AD Memorial Trust now, and for an Endowment, the interest from which will provide books every year in her husband's name into the future. As I have noted many times before, this program provides many of us the opportunity to honor the memory of anyone near and dear who has gone on.

Actually, it doesn't have to be a case of Folded Wings. This time I can report that one of our members of very long standing chose to honor two of the members of the current Executive Committee. What a great example of friendship... of the ties that bind. Both the honorees were profoundly grateful.

## **FRIENDS OF THE 2ND DIVISION MEMORIAL**

This is another story — one which perhaps involved a slight bit of arm twisting. BUT, I am happy to be able to report that 100% of the Excom voting members have participated, which I will be proud to report overseas. There have been many more from the membership, and all are welcome. Any questions... write, phone or shout!! Thanks for the support, guys and gals.

## **IT'S A SMALL WORLD (AGAIN)**

And here's where the second coincidence comes in... On April 3, at a luncheon meeting of the English Speaking Union to which I belong, the guest speaker was a distinguished history professor and Dean of the Division of Con-

tinuing Education at the University of Texas in Austin. What was his subject? "The Early Struggles of WINSTON CHURCHILL." It was a great presentation, and involved World War II history, but no mention of air power. When it came time for questions and comments... GUESS WHAT? When I was recognized, in the first sentence I spoke, I tried to tell him about the unique memorial my outfit left in England; and he interrupted with this... "Well, sir, it had better be good to equal the 2nd Air Division Memorial Library in Norwich." Even with my weakened legs, I managed to keep my feet — utterly thrilled to see that he knew about "the greatest love story that has never been told!" We went on for about ten minutes to our mutual delight and that of the audience. Yes, he knew about 2ADA, had visited the library with a group in 1990, and was most complimentary about all those things about which I expressed PRIDE in the last issue. He was delighted to learn about our forthcoming trip to Norwich in November, as did the audience... to the point where I have been asked to make a presentation at the October meeting. Dr. Thomas Hatfield left no doubt that we would be in further touch. How's that for a coincidence?

Warmest greetings to you all. Be well.... Have fun! ■

## **Folded Wings**

### **44th**

Patrick L. Colucci  
Goodman G. Griffin  
Bernard J. Schaefer  
Herbert M. Light Jr.

### **389th**

Mathias A. Gilles  
Albert J. Pumputus  
John H. Wilson Jr.

### **448th**

Lloyd A. Drury

### **453rd**

Roger R. Hahn  
Harry F. Godges

### **458th**

Bernard J. Hinz  
John P. Roberts  
Leslie Stuckey, Jr.  
William P. Booth





491st BOMB GROUP  
POSTREMUM ET OPTIMUM  
**the  
RINGMASTER  
REPORTS**

BY JOHN D. LEPPERT

## LONG DISTANCE COURTING

Ray Litton, 853rd Bomb Squadron's Operation Officer met a Red Cross girl who ended up in Paris in the fall of 1944. MARJORIE, a beautiful redhead, became Ray's target for a lifetime. Every time he got a chance, Ray flew to Paris to court Marjorie.

In the early part of 1945, Ray and Marjorie were married at North Pickenham chapel. We started them off in style with a parade and everyone's best wishes.

They joined us on the QUEEN MARY for the trip home. Marjorie contacted the ship's Captain and requested a honeymoon cabin. They got it and had a first class trip home along with the over 15,000 other Americans and Canadians on the ship.

They rejoined the 491st Bomb Group in Tacoma and many of us had a great time exploring the area in the fall of 1945. Ray went with PAN AM and was the Captain on the first commercial flight into Russia.

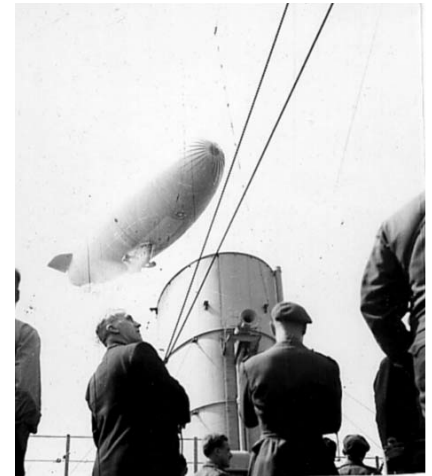


## REMEMBER GOING HOME?

In July 1945, most of the 8th Air Force was headed home. The QUEEN MARY carrying over 15,000 American and Canadian troops sailed from Scotland to New York.

The passengers included most of the staff of the Groups plus a great many of the support people. It was a t-day crossing and a tremendous welcome as we came into New York harbor. Not too many dry eyes as we passed the Statue of Liberty followed by the salutes from fireboats, Coast Guard, and many other vessels.

We were almost home again. ■



**U.S. NAVY BLIMP ESCORTS  
BRITISH LINER, QUEEN MARY**

**"QUEEN MARY" LEAVING SCOTLAND, JULY 1945  
THE 8TH AIR FORCE GOING HOME**







## 492nd BOMB GROUP

# HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY W.H. "BILL" BEASLEY

**DOUBLE HEADER -  
FEBRUARY 24, 25, 2001**

**ANAHEIM, CALIFORNIA - 2ADA  
SOUTHERN CALIFORNIA DINNER AND  
492ND BG BRUNCH AND MINI-  
REUNION**

### 2ADA SOUTHERN CALIFORNIA DINNER

- Carl Taylor and Sam Miceli represented the 492nd Bomb Group in the candle lighting ceremony.
- There were 32 members of the 492nd at the dinner. Frank Bales, Jr. was present but could not attend the brunch.
- The Double Header mini-reunion was a winner. There were 31 members representing the 492nd attending the brunch—they were:

Andy and Eileen Anderson; J. Frank; Pauline Bales, Bill, Norma and Craig Beasley; Patrick Byrne and Carole Thompson; William and Kathy Jensen, Carl and Verla Johnson; Patricia and Al Mattson; Sam and Edith Miceli; M. Scott Moorhead; Bessie Brindle; William and Sydney Moorhead; Thomas and Mary Anne Nelson; Harry and Sally Orthman; Richard Rosenberry; Willie Sparks; Carl and Shirley Taylor; Walter and Joyce White.

In addition, 20 invited guests from other groups attended. They were Richard and Margaret Baynes 466th BG; President of the 8th AFHS, Dick and Val Boucher 445th BG; Dick and Ardith Butler, VP 44th BG; Bud and Mike Chamberlain 489th BG; Mark, Monica and Christopher Hoage 8th AFHS (Mark has a great collection of WWII material); Charles and Agnes McBride 448th BG; E. King and Paula Schultz, Jr. 448th BG; Jack and Lucille Stevens 467th BG; J. Fred and Elva Thomas 392nd BG; Henry Wedaa 487th BG.

- Team Coach and Master of Ceremonies Harry Orthman did an excellent job of arranging for the Ramada Hotel and the brunch at the Phoenix Club.
- First up to bat before brunch, Team Manager Group V.P. Bill Beasley welcomed everyone and shared background stories about some of the guests.
- Second up to bat was Bill Moorhead, who gave a moving invocation that he

said was in collaboration with his sister Bessie and brother Scott.

- Third up to bat was Craig Beasley, who led the Pledge of Allegiance to the Flag.
- The Second Inning Stretch—After brunch there were several members who were brave enough to tell their WWII stories which everyone could relate to and enjoyed. Harry Orthman, Jack Stevens, Dick Rosenberry, and Bill Moorhead participated in sharing their stories.
- Winners, Norma and I, were presented with a plaque of appreciation for our efforts on behalf of the 492nd. We were overwhelmed and greatly appreciative. Our efforts on behalf of the 492nd Bomb Group are a labor of love.
- Home Run—Following a group photo shoot, everyone braved the rain for home. The only downer for the weekend was that it poured rain for two days. No matter, everyone had a good time.

### SOUTHWEST REGIONAL DINNER DALLAS, TEXAS

We could not make this dinner, but a report from Bob and Dorothy Cash said that those who did had a very good time. The following 492nd BG attendees were: Billy Gene Biggs and his wife; Bob and Dorothy Cash; Milton and Betty Goodrich; Jim James; and Joe McCrory. Billy Biggs represented the 492nd Bomb Group in the candle lighting ceremony.

### PURPLE HEART RECIPIENTS

Veterans awarded the Purple Heart for combat wounds will find it easier to get medical care from the Department of Veterans Affairs. Under new VA rules, Purple Heart veterans now have a higher priority for healthcare services than before. Also, they don't have to make out-of-pocket payments, technically known as "co-payments" for either inpatient or outpatient VA medical services.

Congress, in the Veterans Millennium Health Care and Benefits Act, approved the VA's new eligibility rules for Purple Heart recipients last year. The change affects the seven-step priority system that Congress set up for VA health care.

It moves Purple Heart recipients who were in VA priority groups 4 through 7 into priority group 3. Purple Heart recipients who qualify for priority groups 1 or

2 by virtue of service-connected disabilities will stay in those groups.

If you are claiming benefits as a Purple Heart recipient you must prove that you have been awarded the decoration. The VA will accept the following as proof: Defense Department Form 214, discharge papers, military personnel records, orders or award certificates.

### FYI KOREAN WAR VETERANS

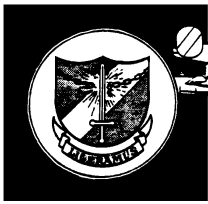
The Air Force Personnel center's Special War medal Action Team has mailed 25,000 Korean War Service Medals to recipients from all services. Some 5,000 more approved requests are waiting to be filled. The center expects to ship 150,000 medals a year for the next three years, said a spokesman. Korean War Veterans can get information on the KWSM by calling the Center at (800) 558-1404, or visiting the AFPC Web site: <http://www.afpc.randolph.af.mil/awards>

### NORWICH - NOVEMBER 2001

At this writing, 24 people from the 492nd have registered to go to the 2ADA reunion in Norwich. On Thursday, November 8, there will be a visit to the old base at North Pickenham. We will stop at the Blue Lion Pub for refreshments and a tour around the base. Plans are being made for the Group Dinner. If you feel you can make it, be sure to contact Evelyn Cohen as to the availability of rooms. The 492nd is scheduled to stay in the Maid's Head Hotel across from the Norwich Cathedral.

### MEMORIAL DAY

- Again this year, as in years past, a wreath to remember the War Dead and Missing of the 492nd Bomb Group will be laid in Cambridge Cemetery by Russell Ives; Netherlands Cemetery by Henney and Tiny Kwik; and the Ardennes Cemetery by Ferdinand Dessante.
- The Second Air Division Association will have a wreath laid in each of the 13 Battle Monument Cemeteries again this year. There are nine cemeteries in Europe and four in the Mediterranean area.
- I am proud of Norma Beasley for passing the National Association of Parliamentarians exam. She is now a registered Parliamentarian. There are only 160 registered Parliamentarians in the State of Colorado.
- Ever notice the older we get, the more we're like computers? We start out with lots of memory and drive, then we eventually become outdated, crash at odd moments, acquire errors in our systems, and have to have our parts replaced. (A Carlton Card). ■



BY GEOFF GREGORY

Howdy from Texas!

"FLUMMOXED!" Now that is a word to contemplate! I had not heard that word for over 60 years, till I heard Rush Limbough use it the other day on his radio show. (Yes, I listen to Rush.) The dictionary defines the word as meaning "perplexed."

Well, I certainly was "flummoxed" to hear from Evelyn Cohen that our great, beloved leader, Colonel Shower, was still planning to attend the festivities in Norwich, come this November. This, in spite of being in his 90's, still recovering from that broken leg, and still in therapy. His age alone would stop most of us in our tracks. Wouldn't it be nice if all of us had the same dedication and loyalty to our groups, and to the 2nd ADA. God Bless You, Sir! There will certainly be a place at our table waiting for you!

All arrangements for the entire program are now firmly in place—particularly our 467th Base Day. However, please note that the LOCATION for DINNER has been changed since the

last info you received. Dinner will be held at "The Lodge" in order to afford us more room and complete privacy. Those who attended in '95 will have fond memories of this location, I'm sure. The meat situation is beginning to abate already, and will probably be of no problem at all by November. At present THERE HAVE BEEN NO CASES REPORTED IN THE NORWICH AREA ANYWAY! "Fish 'N Chips" are still a good staple and readily available. One of the best fish 'n chip places is actually in Rackheath. All varieties of fish are an excellent choice and easily found all over England.

If you plan pre-or-post-convention traveling on your own, may I make a few suggestions. PUBS that offer home cooking are the best bet at reasonable prices. Also, if you order a "ham & cheese" sandwich, you will probably get one ham sandwich and one cheese sandwich! For ice tea, try this procedure—Order 2 large glasses of ice! Order 1 pot of hot tea! Pour the hot tea over one glass of ice and proceed from there. They will bring you cream regardless! Watch out for the "clotted cream"—that is fatal! In some areas of NORFOLK, the accent may be a bit difficult to your ears at first, but don't hesitate to ask them to repeat. These are wonderful, warm and gracious people, who still vividly remember our help. Enjoy them and the countryside—this will probably be the last visit for many of us.

The Executive Committee met at the end of April; too late for any information from the meeting to be included in this POOP. Till next time....

Cheers, Geoff. ■

## A \$24,000 HISTORY LESSON

FEBRUARY 2001  
NEA TODAY

Idaho high school history teacher, Gail Chumbley, doesn't give herself over to many causes, but when she heard about the World War II monument being planned in the nation's Capitol, she threw herself into the cause—and her students went with her.

Over a year's time, Chumbley and her junior history students at Eagle High School in Boise, raised over \$20,000 to help build the monument. In

November, on Veteran's Day, Chumbley was in Washington to turn over part of the funds to former U.S. Senator, Bob Dole.

"In the history books, it seems like World War II happened so long ago," says Chumbley, "Many people who



*were there don't really talk about it. But over the year, the war became extremely real to all of us. Veterans opened up about their experiences, and we were changed in ways I can't even express. It was far better than any civics lesson I could have taught."* ■



It was a sure sign of spring when I got up this morning. There are hundreds of daffodils in bloom in the back yard, even though the news talked about blizzards in Denver, Colorado, and that the airport was closed until the snow could be cleared away.

Speaking of snow, we recently received the newspaper from our friend, Jean, in Norwich, showing the snowfalls in March; telling about criticism of City Hall's response over why "pavements were not gritted." Sound familiar?

Marv Speidel sent an e-mail telling about the bishop, who said 125 years ago, that everything had been invented. Someone challenged him, suggesting that someday an invention would make it possible for man to fly. The bishop said that flying was for birds and angels. The story goes on to say that the bishop's two sons, Orville and Wilbur, proved him wrong and changed human history. And that's why we gather together with our fellow flyers to celebrate our history and look forward to what is ahead.

Wonder what the bishop would have thought about men on the moon and the other amazing things that have come about because of his two sons' invention.

We will fly away to New Orleans May 10-13, to celebrate another reunion of the 446ers who flew together more than 50 years ago. I hope you will all be there. The group will gather at the Hampton Inn and talk about old times and tour this fascinating city. We can always find new people and places each year that we meet. Because of publishing deadlines, the photos and news from this gathering will appear in the next issue of the 2ADA Journal. See you in New Orleans.

Time is approaching when 14 of us 446ers will fly over the big pond to Norwich to celebrate the wonderful new Millennium Library's completion. Those with us the first week in November will be Max and Shirley Minear, Alan and Joyce Senior, Marvin and Marge Speidel, Sidney Dailey and wife,

Charles "Andy" Hay and Shirley Wagner, Sue Risley and David Hart, and Fern and Aud Risley.

Construction of the WWII Memorial planned and approved for the Mall in Washington, DC, has been delayed by a law suit. Full details may be found by going to [www.militaryusa.com](http://www.militaryusa.com) and clicking on World War II Memorial. You may send letters of support asking the National Capitol Planning Commission to ratify its previous approvals to this e-mail: [info@ncpc.gov](mailto:info@ncpc.gov)

Recent news from Alan Hague, curator of the Norfolk Suffolk Aviation Museum in Flixton, is that the Suffolk County Council's project called Friars to Flyers has taken off with coach tours to the airfields in North Suffolk (which of course includes Flixton) starting in July. He said that, "by that time we will have laid turf, erected the Information Board, and seat, on the site given by Mark Haddingham, local farmer, opposite the old Headquarters Building next to the road on the Technical site which he prepared for us. There is room there for a stone memorial if the Group or members decide they would like one."

Alan also said, "The Garden of Peace is taking shape outside the Churchyard gates at Flixton, being prepared by Church members with a rustic arch and pathway winding through shrubs and trees to a seat."

He concluded with a note about a musical play called, "Beautiful the Sky" on July 13 and 15 at St. Mary's Church, being performed to raise money for the church. It is a story of an American airman's arrival in Suffolk in 1944. Too bad we will miss it.

OUR NUMBERS DWINDLE...as we receive news of the deaths of some of our friends and fellow 446ers. **Chester A. Boshinski**, Paxinos, PA, November 2000; **Samuel Presas**, January 2001, San Antonio, TX; and former crew mate **Donald R. Skeffington**, Ipswich, MA, February 2001. Don was a navigator on John Barry's Lead Crew.

Finally, this bit of important information I learned this morning...there are 336 dimples on a golf ball. Something to do while waiting to tee off this spring. I hope yours is a good year, that you keep the news coming, and that we'll see you in New Orleans. ■

## First Plane in 458 BG to Fly 50 Missions

REPRINTED FROM STARS & STRIPES, FALL-1944

**A**N EIGHTH AIR FORCE LIBERATOR STATION, ENGLAND—This quartet of airplane mechanics stand proudly by their airplane, this B-24 Liberator heavy bomber which they have serviced for fifty combat missions over Germany and enemy-occupied Europe. Left to right in the photo: Sgt. Warren E. Courtney, Arlington, Va.; Sgt. Arnold W. Holcomb, Asheville, N.C.; Sgt. Donald E. Seyler, Troutdale, Ore.; and T/Sgt. F.C. "Jack" Kingsbery, the crew chief, Bryan, Tex.

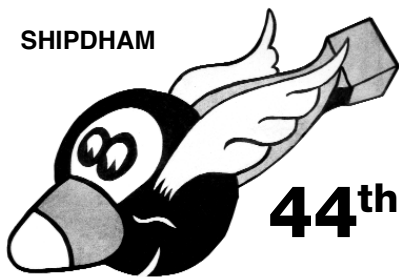
The plane has escaped major flak damage, despite two missions to Berlin. No one has been killed or injured on this plane, but once a crewman received some flak holes in the seat of his pants.

Sergeant Kingsbery is the son of Mr. and Mrs. Howard T. Kingsbery. He was a student at Texas A & M before he entered the Army Air Forces on September 26, 1942.

All four airmen are members of the 458th Bombardment Group of the 2nd Bombardment Division, commanded by Maj. Gen. William E. Kepner. They have been overseas since January 18, 1944.

Sgt. Kingsbery's brother, 1st Lt. Henry W. Kingsbery, is now in Florida but was a pilot in England before being injured while on his 26th mission. He was here two months ago and told his parents that his brother's plane had fifty missions. Another brother, Sgt. Tom Kingsbery, is with the remount troops at El Reno, Oklahoma. ■





### BY R.D. "DICK" BUTLER

On this past March 22, "Mr. 44th," Colonel Goodman G. Griffin, passed away. He was an original member of the 44th Bomb Group and served as Group Executive Officer throughout the group's days at Shipdham. He was the right hand man for all five of the men who served as group commanders at Shipdham. Griff remained in the Air Force after World War II and served with distinction in numerous important assignments, retiring with the grade of colonel. He attended virtually all of our 44th reunions and most 2nd Air Division Association conventions. He once served as President of the Association. We always looked forward to being with Griff and his lovely wife, Bobbie, who passed away several years ago, as they contributed so much to any gathering. We shall never forget how he regaled us at our group dinners with stories about the devious actions taken to get jobs done by the "Shipdham Mafia," comprised of him, Hyman Schactman, and Bob Lawson; and, also, how he became known as the "Group Atrocities Officer." All we 44th veterans lost a great friend. He will be sorely missed but lovingly remembered.

We had a fine contingent of 44th people at the 2nd Air Division Annual Southern California Regional Reunion on February 24, in Anaheim. In attendance were Julian Ertz, together with his son, Scott, and daughter, Beth, his other daughter, Bera, and her husband, Ron, and also guest, Keith Lawrence. Beth and Bera entertained with an original parody composed especially for this audience to the tune of the song "Wind Beneath My Wings." Others enjoying the get-together were John and Bernadette Gately; Roy and Lolly Owen, who came all the way from Santa Rosa in Northern California; Walter and Lottie Reichert, with guests, Jayson and Rose Rome; Robert and Shirley Schaper, with guests, Ernie and Hovey Wade; Estelle Voelker and Thomas Spencer; Morton and Ida Wein-

stein; and Ardith and me. It was obvious that everyone was enjoying each other's company, a fine meal, and a good program.

The names of the five men, four of whom were 2nd Air Division men, who received the Medal of Honor for the Ploesti mission of August 1, 1943, are engraved in a gold and black granite in the



Medal of Honor Memorial in the Riverside National Ceme-

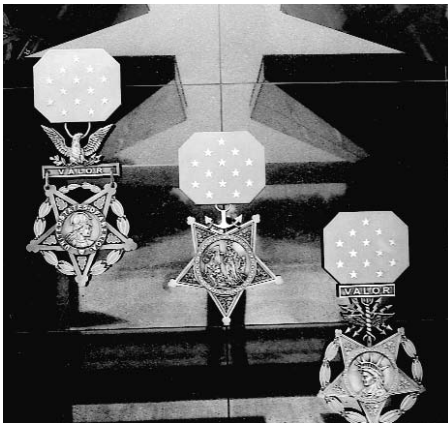
ttery. These names are: Leon Johnson, 44th Bomb Group; Addison Baker and John Jerstad, 93rd Bomb Group; Lloyd Hughes, 389th Bomb Group; and John Kane, 98th Bomb Group. The name of recipient Leon Vance, 489th Bomb Group also appears. The names of the 3,409 men and one woman who have received the medal since it was first awarded during the Civil War, are included in this most remarkable memorial. Twenty-two more names of men

who recently were awarded the Medal of Honor will be entered at a forthcoming ceremony. This is truly an extraordinary memorial. It is the only publically accessible place in the nation which enshrines every one of the nation's recipients of the Medal of Honor, by name, on land owned by people of the United States, within a national cemetery. One would have to look far and wide to find any of our national cemeteries created after the turn of the twentieth century which have any memorial or monument which is not a final marker.

The site of the memorial is unique as it is the only place in the cemetery where all four of the defense department services symbolically come together. The memorial sits within Nimitz Circle, named for Fleet Admiral Chester Nimitz, one of the giants of United States naval History, and is therefore the Navy's contribution to the site. It is fitting, since the first Medal of Honor authorized was to enlisted personnel of the Navy and Marine Corps. The main drive leading to the memorial is LeMay Boulevard, named for General Curtis LeMay, who is often referred to as the Father of the Strategic Air Command. This is the Air Force's contribution to the site. The cross street is Belleauwood Drive, named for one of the legendary battles in Marine Corps History, and therefore, the Marine Corps' contribution to the site. The cemetery is located on land, which during World War II, was Camp Haan. This is, therefore, the Army's contribution to the site. It is also fitting that the largest single contribution to the site should come from the Army since there have been more mem-



APPROACHING THE MEDAL OF HONOR MEMORIAL FROM LEMAY BLVD.  
THE FIRST SEAL IS THAT OF THE AIR FORCE.



**THE MEDALS OF HONOR FOR THE NAVY, ARMY, AND AIR FORCE**

bers of the United States Army decorated with the Medal of Honor than all the other services combined.

The Riverside National Cemetery is one of the busiest in the national cemetery system, averaging thirty-five interments a day. It is expected to triple in size. When it is fully developed and occupied, sometime around 2060, there will be more than 1.4 million people interred in it. It will be the largest in the system. This means that those enshrined in this memorial will be surrounded by more of their service colleagues lying in honored rest than would likely be possible at any other place on this earth.

The memorial is composed of two parts, the living and the non-living. Ultimately, there will be an Italian Cypress tree planted for each of the nation's recipients of the Medal of Honor. The only Italian Cypress trees to be planted in the cemetery will be for Medal of Honor recipients. The first 400 are planted in squads of nine within Nimitz Circle. As one approaches the memorial proper from LeMay Boulevard, it will be seen that there are five large seals inlaid in the pavement. The seals are

arranged in a specific order, the order running from the memorial to Nimitz Circle commemorates the order of services by which one of their members was first decorated with the Medal of Honor. The opening to the memorial is between tall walls of red granite. Just inside is a water sculpture. Water was used because it is one of the most peaceful and powerful forces of nature. The sculpture is made possible by a series of 150 jets, one for each living recipient of the Medal of Honor at the time of dedication of the memorial, November 5, 1999.

To the left, begins the appearance of names on the black granite walls. To the degree that it is possible to evaluate, the names appear in decoration date order. There is no indication of rank or service. The Civil War recipients appear on the first panel with each subsequent war or campaign recipients on succeeding panels around the rectangle, until the last panel which contains the name of a man who received the award for action in Somalia. On the east side of the memorial, there is a computer kiosk in

which one can pull up the name of every recipient of the medal of Honor. Ultimately, it will be a resource of the history of the Medal of Honor, the legislative tracking on the decoration, the citation of every recipient, the photographs of upwards of 2,000 recipients and an acknowledgements section for every person who made this memorial possible.

I can assure you, that a visit to this memorial is truly an emotional and inspiring experience. We can all be proud that it was seen necessary to honor our heroes in this beautiful memorial.

For those of you who haven't found it already, we have a very fine website at [44thbombgroup.com](http://44thbombgroup.com). This website has been developed by Guy Adams, at the suggestion and with the help of our 44th BGVA Treasurer, Jerry Folsom. Guy is the Assistant Director of Systems for High Performance Computing at the University of Utah. Thanks, Guy. We all appreciate what you are doing to preserve the history of the 44th Bomb Group.



**THE CIVIL WAR PANEL, JUST INSIDE, TO THE LEFT. NOTE THERE WERE 3,409 NAMES ON THE PANEL**

Our next 44th Bomb Group Veterans Association reunion will be next October 15 to 18, in Shreveport, Louisiana. It is hoped that the B-24, which is located at the museum at Barksdale Air Force Base, and whose restoration we have been supporting, will be ready to be re-christened as "Louisiana Belle." See you there. ■

## WE KNEW IT ALL ALONG

FROM 8AFHS - GROUP NEWSLETTER

**A FIFTH GRADER'S PERSPECTIVE:** I want to be an Air Force Pilot when I grow up because it's fun and easy to do. Pilots don't need much schools they just have to learn numbers so they can read maps, so they can find their way if lost. Pilots should be brave so they won't be scared if it's foggy and they can't see

a wing or motor fall off. They should stay calm so they will know what to do. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilots make is one thing I like. They make more money than they can spend. This is because most people think airplane flying is

dangerous except pilots don't because they know how easy it is. There isn't much I don't like except that girls like pilots and all the stewardesses want to marry them, so they always have to chase them away, so they won't bother them. I hope I don't get airsick because if I do, I couldn't be a pilot and would have to go to work. ■





HARDWICK

# Open Letter to the 93rd

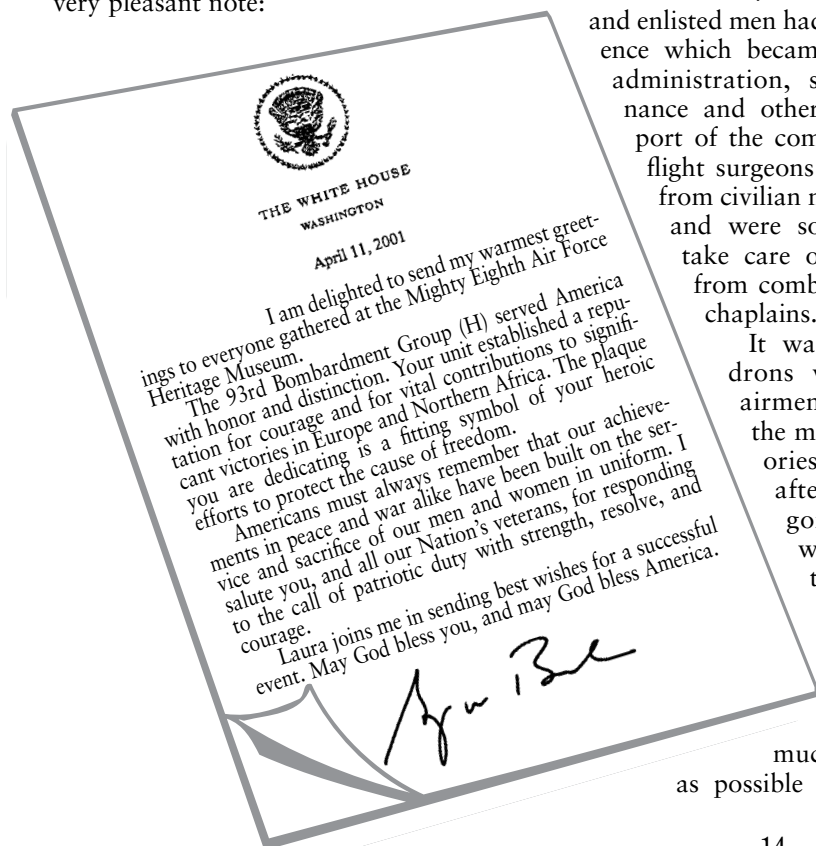
BY ALFRED ASCH

## WE HAD A REUNION!

We had a reunion at The Mighty Eighth Air Force Heritage Museum at the end of March, and start of April. There were two main events: the dedication of our memorial plaque on display in the Memorial Gardens of the museum, and on Sunday night at our main banquet, the unveiling of the bronze bust of Lieutenant General Edward J. "Ted" Timberlake, the first commanding officer of the 93rd Bomb Group, a wing commander of the Second Air Division and one of the planners for the epic low altitude raid against the Ploesti oil refineries on August 1, 1943. The Heritage Museum provided outstanding support for all our reunion activities.

### DEDICATION OF THE PLAQUE

The White House had called me at my hotel the day before dedication with information that a message of greetings to the 93rd, from President Bush, was being faxed to me through the museum. The message from the President arrived and was well accepted by the attendees (over 150) to start the ceremonies on a very pleasant note:



This was followed by a very good paper presented by Colonel Kenneth "KO" Dessert about squadron life during WWII. KO was the commanding officer of the 409th and a West Point graduate. The paper is presented here:

### HOME WAS WITH THE SQUADRONS

By Kenneth O. Dessert

Ladies and Gentlemen:

The squadrons of the 93rd Bomb Group became close-knit organizations, especially when we started flying combat. There were many close friendships made by both officers and enlisted men. The supply personnel of the squadrons accomplished the work to house and feed the people who flew and maintained our airplanes. We were self-sufficient and likened to small villages.

The character of the squadrons started developing at Fort Meyers, Florida, during the summer of 1942. By and large, all personnel were inducted into the Army Air Force a few months prior to arriving at Fort Meyers and our staging at Manchester, New Hampshire. Those who had some training and experience were placed in charge of similar activities and had the responsibility to train others. Many of our fine officers

and enlisted men had civilian experience which became useful in the administration, supply, maintenance and other logistical support of the combat flying. Our flight surgeons had experience from civilian medical practice, and were sorely needed to take care of the wounded from combat, as were our chaplains.

It was in our squadrons where the lost airmen were missed the most. Their memories lingered long after they were gone. Everyone was saddened in taking care of their personal effects, notifying the next of kin, and getting as much information as possible associated with

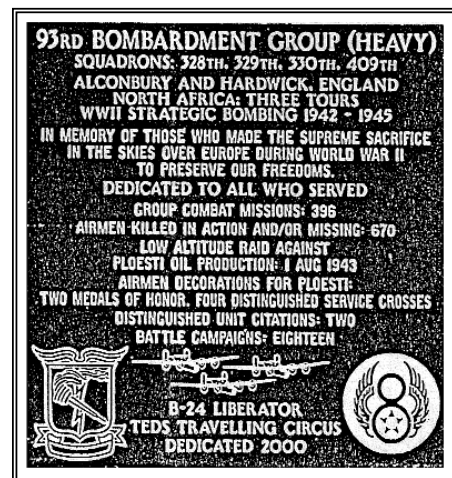
the loss to notify their loved ones.

Because of our early entry into the air war, we did not have replacements of aircraft and crews until the squadrons were getting depleted, but our airmen never quit. New crews started to come in as replacements and we grumbled they would never be like the old boys, our squadrons are shot (changed). Then we discovered they were the same American boys wanting to be accepted, willing to share, eager to do their part, and we soon were "sweating" out the return of our new friends from combat missions in just the same manner that we did the guys who had left.

It is to all those who served in the air war over Europe during World War II, especially those who made the supreme sacrifice with their lives, that we dedicate this living memorial. Let it remain here for generations to come in their memory. Thank you ladies and gentlemen!

The plaque shown here was designed from the 93rd monument which stands at our WWII airbase at Hardwick.

The museum provided for a Color



Guard and Bugler, and they had the plaque draped for the unveiling. They also provided a wreath which was laid as a part of the ceremony. Words spoken by Al Asch for the safe keeping of the plaque by the museum were as follows:

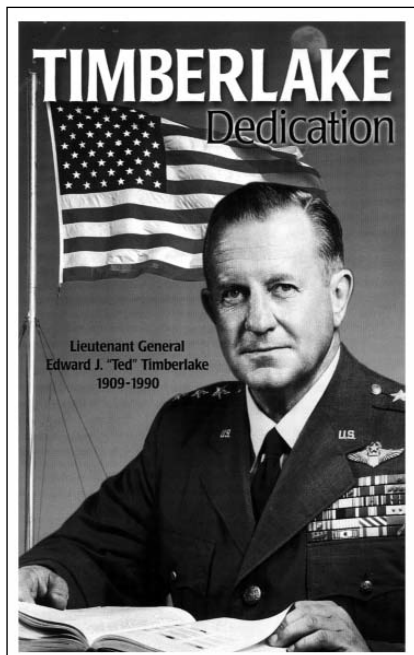
"On behalf of the members of the 93rd Bomb Group, this memorial plaque is presented to The Mighty Eighth Air Force Heritage Museum for safe keeping and care. It is a memorial to those we lost in combat and to all who served as a constant reminder to future generations that through the lives of our airmen and dedicated service by others, we have a life of freedom and democracy. Ms. Judy Walker, it is our privilege to present this memorial to the Heritage Museum. We know you will take good care of it." (Ms. Walker is the Museum Director of Development.)

General Jacob Smart's visit for the ceremony followed by lunch was a highlight. General Smart was an advisor to General "Hap" Arnold for strategic bombing over Europe and he was one of the principal planners of the low altitude Ploesti raid. He is a West Point graduate and had a distinguished career in the Air Force. He is approaching 92 years of age and very much alert. We were indeed honored by his presence.

### **EDWARD JULIUS "TED" TIMBERLAKE LIEUTENANT GENERAL USAF**

**10 Nov 1909 - 3 Sep 1990**

Edward Julius "Ted" Timberlake was born on November 10, 1909. He attended St. Luke Academy in Wayne, Pennsylvania before entering the U.S. Military Academy in 1927. He was commissioned as an infantry Second Lieutenant in 1931, and transferred to the then Army Air Corps three months later.



The newly-minted officer served in various aviation assignments during the ten years following commissioning. In 1941, he was a major commanding a squadron. In March 1942, he took command of the newly formed 93rd Bombardment Group (Heavy), consisting of four squadrons—328th, 329th, 330th, and 409th—and immediately began a rigorous program of training and coastal patrols. The 93rd's four-engine B-24 Liberators made the first formation crossing of the North Atlantic in early September 1942, the first raid by Liberators, as part of the "shoe-string" Eighth Air Force, against Hitler's **Fortress Europa**.

Under Colonel Ted, the 93rd bombed targets in Occupied Europe. In December 1942, three squadrons of the Group

went to North Africa for two months temporary duty. In May, 1943, he took command of the 201st Combat Wing (Provisional). The 93rd made its second trip to North Africa, as part of the 201st, and began preparations in Libya for the epic low-level assault against the oil refineries at Ploesti, Rumania. Colonel Ted was one of the primary planners of the historic mission, but intensely disappointed that he was forbidden to fly that daring strike against the Nazis' most heavily defended target. The Wing returned to England after the Ploesti mission. By October 1943, Timberlake was a brigadier, the youngest general officer in the U.S. military since the Civil War.

General Timberlake's 201st Wing was ordered back to North Africa (the third Africa expedition for the 93rd), to attack the huge Wiener-Neustadt Messerschmitt spawning nest outside Vienna. By this time, the 93rd had traversed so many lands and seas the outfit was widely known as **Ted's Traveling Circus**.

General Ted commanded the Second Combat Wing until September 1944, when he took command of the Twentieth Combat Wing, based with the 93rd at Hardwick Aerodrome.

It was during late 1943 and early 1944, the Eighth gained fighter escorts and began dealing large-scale and devastating blows against the enemy's fuel sources, Luftwaffe factories and aerodromes, transport infrastructure, V-1 "buzz bomb" and V-2 rocket facilities, ammunition works, shipping, and a wide range of strategic targets.

After World War II, General Ted commanded the 315th Air Division in Japan before assignment to the Fifth Air Force staff. He took the Fifth to Korea in July, 1950, at the outbreak of the Korean War, and became its commander in May, 1951, and a major general. In September, 1951, he returned to the U.S. and assumed command of the Ninth Air Force. In 1957, General Ted commanded NATO's Fourth Tactical Air Force and a year later became Vice Commander of the U.S. Air Forces, Europe. In July, 1961, he gained his third star as he assumed the post of Deputy Chief of the Air Force for Personnel. In July, 1962, General Timberlake commanded the Continental Air Command and held this post until his retirement in June, 1965.

His many decorations included two Distinguished Service Medals, Silver Star, two Legions of Merit, three Distinguished Flying Crosses, Bronze Star, five Air Medals, plus numerous foreign

awards.

Ted married the former Marjorie Campbell, in November 1932, and together they had one son. She had two daughters by a previous marriage.

The Timberlakes were an illustrious military family. The father and four sons were West Pointers, all athletic. Three sons became generals: Patrick and Ted, Air Force lieutenant generals; Wrenne, an anti-aircraft artillery officer, one of the first American generals ashore at Omaha Beach on June 6, 1944. Ted lettered in five sports at the Military Academy.

He spent his twilight years at Hilton Head Island, South Carolina, serving as a planner and an elected official. He suffered a lingering illness and passed away September 3, 1990, preceded in death by his wife Marge. He had caused the marker to read: "She Was the Valiant One." They are buried at Hilton Head.

A bronze bust was unveiled April 1, 2001, during a ceremony arranged by members of the 93rd Bomb Group, and friends and family of General Ted at the Mighty Eighth Air Force Heritage Museum in Savannah, Georgia. It will remain there in memory of an outstanding commander and leader of combat operations, always leading his men into air combat to defeat the enemy. He served his nation well during the great WWII, and the ensuing Korean War and Cold War, until his retirement.

Following the reading of General's biographical sketch, Major General Ramsay D. Potts, Colonels John R. Roche and KO Dessert, Carroll "Cal" Steward and the grandson, Edward Julius "Ted" Timberlake IV, presented their memories of General Ted and emphasized significant occurrences that demonstrated why he was a great air combat leader and so well liked and admired by his men, family and friends.

### **OUR TRIP TO NORWICH 2 ADA dates: November 1 - November 9, 2001**

November 7, Wednesday Evening: English guests of 93rd at the 2ADA main banquet. The reunion attendees approved payment for the meals from treasury funds. Guests were: David and Jean Woodrow; David and Pearl Neale; and Morris and Dianna Hammond.

November 8, Thursday. Visit our Wartime Base, Hardwick:

1. Service at Topcroft, the 16th or 17th Century Church,
2. Memorial Service at 93rd Monument at Hardwick Airfield,
3. Snack Luncheon at Hardwick,

*(continued on page 17)*



# THE “OTHER SIDE OF THE COIN”

BY J. FRED THOMAS, 392ND BG

While some of this may be a repeat, we think there might have been some blank spaces in our article as written by our German friend in the last issue of the *Journal*. While he told you how things were from where he was located, we will give you the scene from our position.

Back in 1999, I wrote that I had a phone call from a German, Mr. Enrico Schwartz, who is a member of a volunteer organization that searches for WWII plane crash sites. He was seeking the names of any of the Lt. Raymond L. Pound's crew. I checked Bob Vickers' books and Jim Goar's roster and found one man, Norman D. DeWitt, who lived in Sarasota, FL. The next day, Mr. Schwartz called back to say that he had talked with the DeWitt family. I'm not sure that Norman DeWitt was living, but Mr. Schwartz was pleased to talk with his mother who was ninety-five years of age, and sharp as a tack. Several other calls, and help from Bill and Norma Beasley, 492nd BG, led to a five page report that I attempt to present here.

On this particular occasion, Mr. Schwartz was searching for the crash site of Lt. Pound's plane. He said the fate of the crew was unknown until he visited Westeregeln, Germany. There, he found several senior citizens who helped reconstruct the scene that existed on July 7, 1944. They referred Mr. Schwartz to Mr. Walter Koertge, a local farmer who was fifteen years of age in July of 1944.

We believe a portion of this was in the German's article in the last issue of the *Journal*, but the Germans reported 28 B24s shot down that day. Fifteen B24s crashed within a 5 to 10 mile area. Five of those planes were from the 579th Squadron of the 392nd BG, and 12 were from the 492nd BG. Mr. Koertge reported seeing hundreds of bombers passing overhead, and then "all hell breaking loose." Planes were crashing, parachutes filled the air, and crewmen were falling and landing all over the place. Some were landing safely, but a number had their chutes burn and they fell to their death. Many who did land safely were promptly killed by the Gestapo and irate citizens. In the case of a badly wounded Norman DeWitt, he landed near where Mr. Koertge was trying to escape the

falling debris. Although just fifteen years old, but large for his age, Mr. Koertge took DeWitt's gun and had him in custody when an irate citizen came up and was going to shoot DeWitt. Koertge stood between the irate citizen and DeWitt and told the would-be murderer to "back off" and go get himself some other landing crewman. Seeing that DeWitt was badly wounded, Mr. Koertge managed to get him to a Red Cross station where he was treated and bandaged by a nurse, Anni Schwedhelm. That being done, Mr. Koertge led DeWitt by back roads to a military post where he was made a POW. Sadly, it was later learned that the nurse, Anni Schwedhelm, had been ostracized by the local citizenry for treating the enemy. She was denied attending her church which was an important part of her life. In fact, her daughter was brought forward before her whole school and "read out" for the actions of her mother.

As for our personal part of this saga, our 392nd BG crews were briefed in the dark hours of early morning of July 7, 1944, with the details concerning the Bernberg mission. The 576th, 577th and 578th Squadrons would fly as a Group, and the 579th Squadron would fly with two squadrons of the 492nd BG. Oh, happy day! The mission was routine until just after "bombs away." Then, as the German said, "all hell broke loose." The Luftwaffe swarmed through our 392nd BG and sought and found the 492nd BG, along with their cousins, the 579th Squadron of the 392nd BG. When it was over, one squadron (12) of the 492nd BG, and five planes of the 579th squadron, were shot down. It was reported in the papers that the 8th AF lost 44 planes that day; one of the biggest "turkey shoots" of the war.

Ironically, the day before, Lt. Pound had asked me what were the odds of completing a tour of missions. I told him that I had been told the odds were about 50/50. It wasn't so in Lt. Pound's case. He and his crew went down the next day on their first mission. In the fall of 1945, after I had become a new DC3 co-pilot in the "Friendly Skies," Lt. Pound and I happened to meet at Midway Airport at Chicago, where he related his story of what happened to him on July 7, 1944. That was our last meeting.

To conclude, when we got the report and learned of the DeWitt story, we felt it important and long overdue that Mr. Koertge and Mrs. Anni Schwedhelm be made aware of our Group's appreciation for their treating and getting Norman DeWitt in the hands of the German military; thereby, saving his life. So, with the

good offices of Enrico Schwartz and 492nd BG members, Norma and Bill Beasley, a nicely worded certificate was produced and mailed to Mr. Schwartz. Probably previously published, but the certificate read:

## CERTIFICATE OF APPRECIATION AWARDED TO WALTER KOERTGE

*The members of the 392nd Bomb Group, US Eighth Air Force, and the family of Staff Sergeant Norman D. DeWitt express their deepest and most sincere appreciation to Walter Koertge for his actions on July 7, 1944. His actions resulted in the safe transfer of Staff Sergeant Norman D. DeWitt to Red Cross nurse, Anni Schwedhelm, for proper medical treatment and subsequent transfer to the German military. The actions of Walter Koertge and Anni Schwedhelm reflected great honor upon themselves and their families, proving that human decency exists, regardless of the circumstances.*

SIGNED AND SEALED THIS

DAY, MAY 25, 2000

James F. Thomas

Vice President, 392nd Bomb Group

A like certificate was prepared for Mrs. Anni Schwedhelm.

Coincidentally, James L. Kissling, 389th BG had been contacted by a German Historian, who invited Jim and his family to visit the area where his plane had crashed the day of the Bernberg mission. Jim and family made the trip to Westeregeln, Germany where they met Enrico Schwartz. While there, a ceremony was held by Mayor Egon Schmidtke, and our certificate was presented to Walter Koertge. Since Nurse Anni Schwedhelm was deceased, her certificate was accepted by her daughter, Mrs. Waltraud Theile. Included in the ceremony, was the reading of the names of several of the Kissling crew. Those airmen who did land safely were promptly murdered by the Gestapo and irate civilians.

THE OTHER SIDE OF THE COIN:  
There was another scene of chaos and death, as well as many degrees of emotions, going on far below the planes of we who survived. Further, even in a period of all our panic, there were instances of human kindness. Sometimes, in a moment, one person, can mean the difference between life and death. And, sometimes, that person can be a youth of fifteen years. ■

# BEQUEST

## SUBMITTED BY GEOFF GREGORY CHAIRMAN BEQUEST COMMITTEE

To those who are thinking about making a bequest, and to those who have not decided, please read the following:

### FOREWORD

BY LIEUTENANT-GENERAL W.E.  
KEPNER, D.S.C., C.B.  
COMMANDER SECOND AIR DIVI-  
SION, 1944-1945

Here is a Memorial which reminds all of us that greater love hath no man than these 6,032 who gave their lives so that we might live in freedom. They are truly among the greatest Americans of all, because they paid the supreme price in order that we might live in freedom's happy future.

Let us not forget we have now inherited the right and duty to carry on, so that many precious lives will not have been sacrificed in vain. Our contributions to this Memorial are very small in deed, but it may at least be testified of us that we did not forget the comrades of our youth. They too, like us, were in love with life and enamored of this world. Most were barely out of their teens, not yet possessing their fair share of this world; when called upon to forgo a pleasant future they passed from vibrant life to the dark unknown.

Those of us remaining and participating in honors accruing to our command because of the victories in which the dead as well as the living shared, should remember that humility must ever be a part of him to whom reputation comes through the death of comrades in battle. Forever engraved upon his memory, must be the images of the white crosses mark-

ing their resting places.

Let us reflect that, but for the grace of God, we too might have passed on, at the same time, and been numbered in the Book of Remembrance. While we cannot clearly account for past events, we can resolve to keep the names of our comrades in that Book in perpetual memory, in order that they will not be forgotten, and that the principles and benefits for which this great payment was made, will not be lost to future generations.

Let us review these heroic deeds and be thankful we were privileged to be numbered among them. These men accepted fully, without reservation, the great responsibilities and objectives assigned us by our nation, in order that all men might remain free, to search for life, liberty and happiness. Only thus do we justify our claim that we exist to preserve what we love.

W. E. KEPNER

It serves as a reminder, doesn't it?? ■

## Contribution Reminder

BY ALFRED ASCH (93RD)

This is a reminder that we have not replaced the money to our 2ADA general funds for the \$25,000 gift given to the Air Force memorial Foundation to help build the Air Force memorial at Arlington National Cemetery. This was a most worthy donation, even though at the expense of money our 2ADA could give to the Trust Fund for our Memorial Library at Norwich, England. On my last progress update, the Air Force memorial project is moving forward as

planned and ground breaking should occur early next year. We, the Executive Committee of the 2ADA, have asked both the Bomber and Fighter groups of the 2ADA to contribute, as well as individual members of our association. Make your checks 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. The following form is included for your convenience. ■

## FLASH

### CONGRESS VOTES TO PROCEED ON WWII SHRINE ~ PRESIDENT TO SIGN MEASURE

The Memorial will be built as planned on National Mall. In Washington, declaring that enough is enough, congress voted to end six years of debate over aesthetics and build a World War II Memorial on the National Mall.

By unanimous consent, the Senate approved an amendment that will allow construction to begin on a memorial between the Washington Monument and Lincoln Memorial. The House followed the Senate and the measure is being sent to President Bush for signature. ■

### 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

445th

Theodore P. Thevaos

448th

H.S. Sale

458th

Ralph G. McGuire

### OPEN LETTER TO THE 93RD

(continued from page 15)

4. Visit Museum and Airfield at Hardwick (Bring items that can be left at the museum for permanent display),
5. Airplane rides at Hardwick, weather permitting,
6. Evening banquet at Hardwick.

We are expecting over 100 of the 93rd for this trip. I understand the citizens of Norwich are planning a great welcome for us. Certainly, a visit to our completed Memorial Library will be a highlight. Naomi and I look forward to seeing everyone at Norwich. ■

# Looking Good



ENTRANCE  
HEADING TO THE  
2ADA LIBRARY



## KETTERINGHAM HALL DIVISION HQ

BY RAY STRONG

It is April, and I have just received a reminder from our Editor, Ray Pytel, that I must get in my material for the summer issue of the *Journal* before he leaves for the mid-year meeting of the Executive Committee. Since I am going to the same meeting, I have even more reason to get mine in on time. The only problem is that I have not received anything from you who served at Headquarters that I could use.

Most of the efforts of your Executive Committee at this time is toward making certain that the dedication of the Memorial Library in November is successful. With Evelyn in charge, I am certain that it will be. And, she has the help of David Hastings over in Norwich. You cannot imagine how much effort by these two goes into planning an occasion of this magnitude. We will owe them a big "Thank you!" I wish that all of you could be present.

One of the major concerns of the EXCOM is that, now that we will have

this wonderful library in memory of those 6,700 from the 2nd Air Division (over 26,000 from the entire 8th Air Force) who died flying missions over Europe, we make certain that it is adequately endowed in order that it may continue operating in perpetuity. Most of the people who arrived on this earth after WWII, have no idea how important it was for the U.S. to create the 8th Air Force in January of 1942, and to send it to England to assist the English people and their allies in defeating Hitler. The 2nd Air Division was a major force in this effort. Our Memorial Library contains much archival material and books, magazines, etc., that is used by individuals, school children, researchers, etc. It is vital that we make certain that it is not allowed to decline in importance for lack of funds to keep its materials, computers, etc., up to date. I urge you to support the efforts to raise the additional funds needed for covering the inflation that is certain to come with time. Add a codicil to your will and leave a little to the Memorial Library. Make a contribution each time you pay your annual dues. It all helps and time is running out!

Most of you are aware, I am sure, of the watercolor paintings by T/Sgt Ludwig Lund that were presented to General Hodges at Christmas time in 1943. These are now in the archives of our Memorial Library. Digital photographs have been made of them and

they will be displayed in the conference room of the Memorial Library. I have, from time to time, included some of them on the Headquarters page. For several years, I have been trying to find Mr. Lund, but without success. Recently, I even got the Records Management Center of the Department of Veterans Affairs in St. Louis to forward a letter from me to Mr. Lund at his last known address. I have not received an answer. One of the paintings is of General Hodges pinning a medal on a T/Sgt. I wondered if the face of the soldier receiving the medal was his own. I am including a copy of the painting below. Unfortunately, it is black and white. If any of you who knew Ludwig Lund think that it might be his own face, I will loan you my copy that is in color. One thing that makes me think that it might not be Mr. Lund is that "wings" show and I have no information whether or not he had "wings."

"Happy Warrior." ■



GENERAL HODGES PINNING MEDAL  
ON ENLISTED MAN



# WENDLING 392nd B.G. BY CHARLES E. DYE

Again, greetings go out to ALL Crusaders!

There are occasions when time just creeps up on a person. Also, there are occasions when time comes roaring up like a runaway B-24. The latter, is most likely to occur when one is wearing three hats, and is struck with a vengeance for this issue of *THE JOURNAL*. So much so, that there is insufficient time to include a note from Col. Larry Gilbert, 392nd Chairman.

Upon returning from a most productive Mid-year Board of Directors Meeting of the 8th Air Force Memorial Museum Foundation, the mail was overflowing and filled with 392nd dues, PX orders and other things. This was mostly the result of the latest issue of the 392nd NEWS.

The "held mail" also included a letter from *THE JOURNAL* Editor indicating the Group VP column was due. In addition, preparation for the 2nd ADA Mid-year Meeting was rapidly approaching.

A word to you Crusaders, as summer fun time approaches, be certain you prepare for the fall activities. Those of you who are going to Norwich in November, should recheck your electric conversion kit, passport, pills, and bank accounts. James Goar will be the 392nd Group Leader, and hardly anyone has more contacts in and around the old air base at Wendling, and the city of Norwich, than Jim. Between him and Evelyn Cohen, you will be in good hands.

Also, in your fall plans should be the October meeting in Irving, TX. There will be a plethora of significant 392nd business, as well as the usual FUN and CAMARADERIE in and around the 392 Hospitality Room.

The anthology book, "20th Century Crusaders" is still available at the best price in town (\$36.50), and the 392nd "WEB" ([www.b24.net](http://www.b24.net)) continues to expand.

Keep your eye on this column and your 392nd NEWS. ■

## A New Book... "Burning Hitler's Black Gold"

BY MAJOR ROBERT W. STERNFELS AND FRANK WAY

In wartime, there are always momentous events. The United States had more than its share of dramatic events and ordaining of heroes from the many wars. The Spanish American war began in 1898 with the sinking of the Battleship Maine. It ended with the charge up San Juan Hill giving us Teddy Roosevelt, our first hero at the beginning of a new century. WWI began in Europe in 1914, but for America it had its beginnings with the sinking of the Lusitania in 1915, and ended with the Armistice in 1918.

World War II was vastly greater in scope. Again, it began in Europe with the invasion of Poland, but for the U.S. it began on December 7, 1941, in Hawaii.

Our first bombing of Japan was in April, 1942, when Lt. Col. James Doolittle took off from an aircraft carrier with sixteen B25s. This was a spectacular attempt to take the war to Japan in retaliation for the bombing of Pearl Harbor. There was one other notable mission in recorded aviation history, it was the LOW LEVEL Ploesti Raid on August 1, 1943, also known to aviation historians as, Black Sunday!

This attack on the refineries of PLOESTI, Romania, was a daring raid to reduce the supply of oil and petroleum products that the Ploesti refineries were supplying the Nazi Germany war machine. Germany was truly starved for oil. They had an abundance of coal and they developed a process to convert to oil, but due to the cost and poor quality of the gasoline produced, only PLOESTI was the major source of high octane fuel for the aircraft of the Luftwaffe.

Early, in 1943, the three heads of the allies, U.S. President Roosevelt, England's Winston Churchill, and Russia's Joseph Stalin, met at Casablanca in Morocco and developed a strategy for the future conduct of the war. One major objective was to shut down manufacturing plants of fighters and oil production. The one main source of oil for the Germans was Ploesti. The decision was made to bomb the refineries, and General Arnold of the U.S. was given this

assignment. He turned over the planning of Ploesti to his aide, Col. Jake Smart. The U.S. was now to develop a plan to fly about 2700 miles with the only aircraft capable of this, the B-24 Liberator. It had the range and could carry the payload of bombs. The B17, which was the only other heavy bomber at the time, could not fly the distance nor deliver the bomb load.

The book, "Burning Hitler's Black

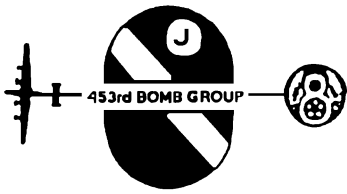
Gold" tells the story of how this raid developed from the planning stage to the actual mission. One of the authors was actually on the Ploesti mission, took the senior planner, Col. Jake Smart



on his first combat mission before the Ploesti, contacted now General Smart, and has numerous letters from him of which some are included in the book. The interesting part of the Ploesti raid was that it was at tree top level with heavy bombers, a raid designed to fool the Germans. But, when the bombers went over the refineries, they were shot out of the sky like the Germans were shooting ducks in a shooting gallery. The heavy losses of planes and men was one of the greatest of many missions recorded during WWII.

One of the authors, Major R. W. Sternfels' plane is pictured on the cover. It's a photo showing the B24 leaving a huge cloud of smoke, just missing smoke stacks with his right wing. This photo was published throughout the world. The book also has actual stories from the crews of many of the B24s that flew the mission. But, for the first time, it relays the TRUE story of how and why a huge mistake was made by the leader of the mission, Col. K.K. Compton. This is not a fictional review of the Ploesti Mission, but tells the actual facts of how the best of planning was altered by an error in judgment, and subsequently the loss of many lives and planes.

The book is available from Robert W. Sternfels, 395 Pine Crest Drive, Laguna Beach, CA 92651. \$26.85 post paid. Immediate delivery. ■



# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

In February, I received a letter from **Dwight Bishop**. In it, Dwight mentioned that his wife had decided to take a short trip with two of her brothers, and that he had been placed in charge of doing things around the house while she was gone. As time went by, it came to Dwight that he would have to do some laundry. He also discovered that his wife forgot to leave instructions for the operation of the washer. Now, this is serious business. How many of us guys who had no problem flying a B-24 know how to operate a washing machine? Don't look at me, I'm clueless too! Now, great thoughts evolve from occasions such as these and Dwight began to think that the last time he had to do laundry was at Old Buck! But he couldn't recall where or how the laundry got done at Old Buck. He does remember that the showers were about half way between his hut and the flight line, but he couldn't recall any laundry facilities. I don't recall any laundry facilities either but that's not a big deal. I'm learning more about the happenings at Old Buck since I joined the 2nd ADA and the 453rd BG than I ever knew back then. I recall that there were showers available but the water was so cold we used them very sparingly. Your help in researching this very important question for Dwight is solicited. You may contact Dwight at 10125 Black Angus Rd., Dewey, AZ 86327.

**Milt Stokes** shed a little light on the subject of laundry and related items in the 1988 Winter issue of the 2nd ADA Journal. In his "Bunchered Buddies of Old Buck" column, Milt wrote, "I can still remember the cold damp air that greeted one upon raising your nose beyond the protection of the seven woolen blankets on the bed. They were dusty, dirty blankets too. If you struck them, a cloud of dust arose to tell you that they should be washed. No one in our hut ever washed his blankets during the cold weather—and it was always cold in those unheated huts in England—so they went unwashed. We did send the sheets out to be washed. They were an off-white color so any dirt that

may have been there was not too apparent to tired red eyes as we got into bed on most nights, and the sheets were never seen in the black of long nights, when arising on mission mornings, or on training hops. A clean bed was put out of your mind until you finished your missions. We did sweep out the hut when inspections were about to occur, but mostly, we went unwashed and dirty. It seemed that most things were put on hold until you 'finished.'"

"The dirt was not too apparent unless one looked closely. The underwear was washed weekly (if you desired and had the money). Once, I sent my "pinks" out to be cleaned and never got them back. Oh, I got someone's pants, but not mine. After three trips to our dry cleaner to straighten out the mess, I gave up and bought a new pair. Even though all of our clothes had our name and serial number stamped with india ink to identify each piece, on our base we never did solve the problem of getting our own clothes back." (**Dave Patterson**, who was with the 445th Bomb Group, said they simply took their clothes and dipped them in a large can of aviation gas—this eliminated the problem of getting your own clothes back).

"It took some of us longer than others to eliminate the problems of lost items. Some of us discovered that the local English women would wash and iron our clothes for a reasonable sum. Thus, no more lost clothes. In trips back to Old Buck after the war, some of us visited the people who washed and ironed our clothes. Of such small things were lasting friendships made."

**Jerry Schulman** has been searching for **S/Sgt. Al Clark** for a long time. Think hard—harder—Can you remember that on October 3rd, 1944, Al Clark's oil paintings won first prize at the Art Exhibit. All the pictures for the exhibit were mounted on large frames and exhibited in the card room of the Aero Club for two weeks before moving to the Officer's Club for exhibition there. Jerry remembers that Al also painted a picture of Jimmy Stewart.

Also, Jerry also remembers that Al was a gunner on some crew—I have no information regarding his activities at Old Buck. Someone out there has got to know something regarding Al Clark. Please contact Jerry at PO Box 41, Port Jefferson Station, NY 00776-0041—(and let me know also). Thanks.

The "Final Flight" to **The Air Force Museum** at Wright-Patterson AFB in Dayton, Ohio is preparing for take-off on September 14th, 2001. This is a unique opportunity for us "famous aviators" to visit the largest aviation museum in the world. Just imagine more than 300 aircraft and missiles, plus thousands of personal artifacts, documents, photographs and mementos of Air Force history from the early 1900s to the present on exhibit in a place that covers more than 10 acres! In addition, there is a beautiful Memorial Park with more than 400 statuary memorials, plaques and trees. They also have a six story IMAX Theater with a six channel, four way sound system that has a seating capacity of 500 people. And in the future they're planning to expand the exhibit facility!

I went to the museum in late March to look around prior to our reunion. The museum has added exhibits and changed things quite a bit since my previous visit a couple of years ago. This place just keeps getting better and better—it's very impressive. You owe it to yourself to get out there and enjoy this experience. And bring your family—I keep getting inquiries from children and grandchildren for information about what their parents and grandparents did in the war. They almost always said, "you didn't want to talk about your wartime experiences." There is no doubt that this is true in some instances but many times we think that no one really wants to listen to any more war stories and we just keep quiet. This is an opportunity to tell your story and include a visual perspective.

Whenever **Wib Clingan** writes a letter to me he usually inserts a little line from one of the songs we all know and fondly remember. Eddy Cantor's song "Making Whoopee" had this line in it—"Another Season, Another Reason for Making Whoopee." The dictionary defines the term "making whoopee" as engaging in uproarious merrymaking. I don't know just how "uproarious" the patrons of our Norwich Pub (the 453rd hospitality room) are likely to be; how-

ever, they usually have a pretty good time—and a good time is what is anticipated for all those who enter our Norwich Pub this September. **Don Olds** usually brings his extraordinary collection of memorabilia of our days at Old Buck. This collection always gets a lot of attention. Also, I've gathered together photos we've taken at previous reunions into one album—it's quite enjoyable to look back at all the good times we've had together. How about you? If you have any memories you'd like to share please bring them to the Norwich Pub when you come to the reunion in Dayton.

In addition, you won't want to miss the program that **Linda Wittig** is preparing for our banquet at the Wright-Patterson AFB Officers Club. If you enjoyed the remarkable job that Linda and her committee did for us at the San Antonio reunion, you're going to be very impressed with what she's about to do for us on Sunday night.

Once again, I urge you to make your hotel reservations with the Crowne Plaza Hotel immediately. The original estimate of rooms is almost exhausted. Some of us (including people who would like to play golf Friday morning) will be there on Sept. 13th. As of April 5th, the job of Golf Chairman is still

open. If anyone is interested in planning for this activity please let me know, otherwise it will be a one for all and all for one kind of activity. The deadline for reservations for the reunion is August 5th. Details of the entire reunion are in the March issue of the 453rd newsletter or you may contact me at: 2451 Willow St., Greenwood, IN 46143, (317) 885-0224.

Around the end of March, I received a call from **Max Stout**. Among other things Max mentioned, was the many times he told **Ed Becker** that it was time for Ed to stop skiing. Did Ed ever listen to Max? No! And did Ed wind up having a serious accident while skiing in the wonderful Jackson Hole area? Thankfully the answer is No! What did happen was that after skiing, as Ed was walking to his car in the parking lot, he slipped on a patch of ice and broke his hip! Not to worry though Ed is doing fine and is considering seeing all of us in Dayton next September.

The news from **Old Buck** is that the copy of "The Liberator Men of Old Buck" that was presented to the little museum room has "turned up" and is now safely behind glass doors in the display case. The photograph album has been reassembled and the visitor's book will be repaired soon. Thanks to Rupert

and Mr. Goodey the ultra-violet film, which will help to prevent the sun from damaging items on display, is on the windows. Light damaged items are to be removed and the display cases are to be refinished, giving them a brighter appearance. Finally, the restoration of the Roll of Honor Plaque is on schedule to be completed in April. We're looking forward to spending a few hours at the Old Buck Village Hall on the "Visit the Bases" day at the 2nd ADA reunion next November.

Finally, as the saying goes, there is good news and bad news. The bad news is that **Jimmy V. Woolley** was listed in the Folded Wings section of the Spring issue of the Journal. The good news is that the demise of Jimmy Woolley has been greatly exaggerated. Jimmy is alive and well and living in Arkansas. Jimmy was a pilot with the 734th Sq. and it seems that Jimmy's name was "picked up" when he reported the death of his radio operator, Robert W. Lambert. I talked to Jimmy as soon as I received my copy of the Journal and an additional piece of good news is that Jimmy is going to join us in Dayton this September. This will be the first reunion that Jimmy has attended, and given this recent set of circumstances, he's really looking forward to seeing everyone. ■

## Americans Are Not The Big Boozers

BY DENNIS WEST, FROM GOOD HUMOUR

Although many people think there is a drinking problem in this country, when it comes to drinking alcoholic beverages, Americans don't come close to other nationalities.

According to Russel Ash in his book, "*Top 10 of Everything for 2001*," the only Top 10 beverage consumption lists we are on are for milk and soft drinks.

Americans rank number 8 when it comes to quaffing moo juice, behind Iceland, Finland, Ireland, Norway, the United Kingdom, Sweden and New Zealand. Spain and Switzerland are in ninth and tenth place.

But when it comes to drinking soda or pop, depending upon where you're from—Yankees are a big number one. Our per capita consumption of soft drinks in 1999, was 447.6 pints, or 212 liters. (This is one of the few places where Americans can relate to a metric measurement.)

Tied for second place in this category are the unlikely pair of Iceland and Mexico at



138 liters per person. Then comes Malta, Norway, Canada, Australia, Israel, Chile and Ireland.

"As one might expect," Ash writes, "affluent Western countries feature prominently in this list, and despite the spread of

the so-called 'Coca-Cola culture,' former Eastern Bloc and Third World countries rank very low. Some African nations record extremely low consumption figures of less than one liter a year."

Obviously, you have to have money to burn (or whiz away) if you spend it on colored sugar water.

When it comes to sipping suds, Americans take a back seat to a whole lot of people. The top 10 beer drinking countries are: Czech Republic, 162 liters per capita

per annum; Ireland, 151; Germany, 127.4; Luxembourg, 111; Austria, 109; Denmark, 105; UK, 99; Belgium, 98; Australia, 95; and Slovak Republic, 92. The U.S. comes in way down the list at 82 liters per person per year.

Who would have guessed that Germany would be third and Austria fifth in the category? Icelanders, busy drinking milk and soda pop, don't even show up.

When it comes to liquor consumption, temperance advocates will be glad to hear that Americans are relatively abstemious and they don't imbibe a lot, either.

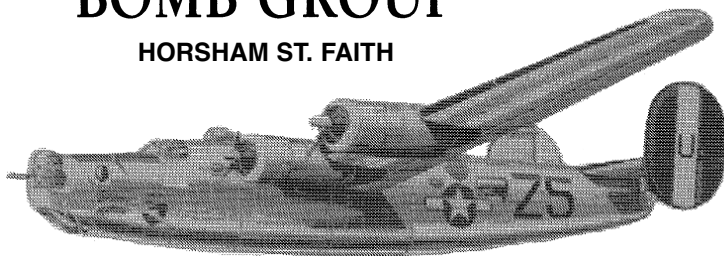
The top 10 boozing nations are: Luxembourg at 13.3 liters per person per year; Portugal, 11.2; France and Ireland at 10.8 each; Germany, 10.6; the Czech Republic, 10.2; Spain, 10.1; Denmark and Romania, 9.5; and Hungary, 9.4. The United States comes in at a relatively sober 6.5.

What, we wonder, is going on in Luxembourg that drives its citizens to drink? ■



# 458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

It's that time of the year when Group V-P's get a letter from Evelyn Cohen with a list of members who have not responded to their dues notice. Originally, I had 79 names then it later became 43 after the second notice. Finally on the 3rd notice, I still showed 21 who failed to respond. I received word from family or friends of 7 of our members who had made their "last flight." To summarize, the original dues notice was sent in Oct./Nov. and my third notice extended thru March. There's very little doubt in my mind that several of the 21 have passed on with no one to report the fact.

I had some telephone calls and several letters regarding the cancellation of our planned reunion in Dayton this coming July. As I mentioned in a previous column, the response was minimal forcing the cancellation. I would welcome any comments regarding another city, but there's a bit of effort involved and you must agree to do the work for the task necessary as **Duke Trivette** has done in the past.

Received a letter from **Tom Staub** who wrote me for further information regarding his uncle, Lt. **Fred Staub** who was KIA with 4 others when the B-24J, S/N 100362 crashed July 7, 1944. The mission was to Lutzendorf and crashed at Embden. I gave him what I had and sent a copy to **George Reynolds** on the chance he might be able to add something more. As a result of this inquiry by the nephew I was able to get in touch with **Everett Walker**, LTC Ret. who was the Bombardier (and a member of the 2ADA since June, 1987). Between Staub and Walker, I got the names and addresses of other survivors, **Ralph McGuire**, co-pilot and **Walter Rolfe**, engineer. Both were sent membership applications, with McGuire joining as this is being written.

**Joe Schultz** advised that the crew's co-pilot, **Kenneth Kidd** passed away last Christmas Eve. **Dario DeJulio** reported that **Leslie Stuckey**, one of his crew members died Feb. 26, 2001. Sandy, sometimes known as "**Doc**" **Sanchez** in his reply to my dues notice wrote that he had a mild stroke and was recovering at a rehab center. At the Tampa reunion, **Dick Harland** and I discussed a mid-air collision he was involved in, similar to the one experienced by **Les Martin** in the "Midair Over Cromer" (Vol. 24 #1, March 1985). They experienced the loss of 6 to 8 feet of the right wing, but managed to land safely at RAF Manston on its long uphill runway. This is the airfield I wrote of in the Winter 1998-1999 Journal, Vol. 37, #4. This in reference to the second article written about the Memorial established to honor all Allied airmen. I don't believe **Dick Harland** realized this was the field they made their emergency landing on. Manston was the first and closest field we could find on "returning to the Isle." **Arthur Pay** and his associates were responsible for raising the money for this tribute.

**Les Willis** of Sprowston/Norwich sent text and many excellent photos of antique aircraft of the newly established "Wings of Dream" museum in Brazil. One of the aircraft is a 1935 Aeronca C-3, a "twin" to the one I helped restore at the Silver Hill Restoration Center for the National Air & Space Museum several years ago. Of their 43 aircraft several are flown regularly. The British also fly their museum aircraft at Shuttlesworth Aerodrome. Although all aircraft

are restored at or for the NASM, I've never seen one put in the air after restoration.

**Larry Fick** advises that the Howard Hughes "Spruce Goose" is nearing complete restoration at the new McMinnville Museum in Oregon, but no interior visitation will be allowed at this time.

**Louis Cepelak**, 448th, had a painting done by **Fred Searle** and requested **Mike Bailey's** address for a possible painting commission.

**Thomas Peterson**, one of the executives connected with Historic Wendover Airfield, Inc., 1940 E. 10980 S., Sandy, UT 84092, can supply an overview history of Wendover Army Air Base. There were 21 Bomb Groups that trained there plus one P-47 Group. Their website is not yet up and running, but I do have a telephone number. If interested give them a call at (801) 565-1721.

**A.D. Ferrier** (458th) visited a museum in Laughlin, NV which had much on the B-17, but nothing on the B-24. Dan sought out the curator and was told that no one ever gave the museum anything on the B-24. I sent him some photos and text which he says he will add to his efforts to show future visitors our Liberator. Dan has promised to keep me posted and will send photos of the B-24 display when the museum sends him copies of their exhibit.

In January, I had a request from **Bengt-Arne Karlsson** of the Frankenberg Museum, Sweden, regarding B-24 S/N 41-38963, 752nd Squadron which was interned in Sweden after crashing on a return from Harburg—number 3 engine was feathered and a fire in the bomb bay. Again, I sent copies of Karlsson's letter to **Roger Hicks** and **George Reynolds**. Roger advises that he has been asked to do the Foreword in the upcoming book. George always sends me a copy of the letter he sends to the "Continent," and I must say he accepts these challenges for which I am most grateful.

As they say, "It's either Feast or Famine." I had much more to try to get into this Journal, but I'm reminded by our Editor that there are 14 other Group V-P's who would like to get their two cents in also. Don't let this stop you from writing to tell me what's goin' on. I'll bet "famine" will hit next time.

By the way, the last count of 458th members attending the Norwich Reunion was 64 and let's hope that everyone stays healthy and is able to make it....Cheers! ■

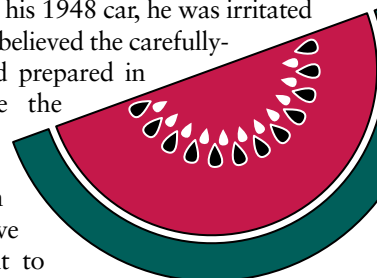
## THE GREAT MELON RAID

In his book, *The Day I Owned the Sky*, Robert L. Scott, Jr., recalls his fondest memory of his tour as Commanding Officer of Williams Field, near Phoenix. On every occasion that he crossed the California border, he experienced great frustration at the Agricultural Inspection Station at Blythe. The straw that broke the camel's back was the time when, after many questions and a superficial inspection of his car, the inspector posed a final question:

"Sir, do you have any watermelons?"

With a sigh Scott exited the car to open the still-uninspected trunk, feeling the victim of a mindless bureaucracy. Beyond the fact that the hot desert air had now overpowered the rudimentary air conditioner of his 1948 car, he was irritated that the inspector had not believed the carefully-typed statement Scott had prepared in an attempt to expedite the process.

Later, the sight of a Douglas A-26 Invader on the ramp at Williams, gave Scott an inspiration. Built to



(continued on page 23)





BY FRED A. DALE

## SECOND ADA MEETING IN ENGLAND

The 445th Bomb Group has responded that approximately 60 individuals will be going to England this fall to attend the dedication of the new library in Norwich, November 1 to November 9.

There will be a visit to Tibenham and our air base on November 8. A bus will be provided and we will visit the church at Tibenham and then go out to the air base where we will have a luncheon. The air base is now home to a glider club.

It is with regret that I inform you of my wife, Marjorie L. Dale's death on March 8. Marge and I were married 54 years and had three children: Dana is Athletic Director and teacher in a nearby school district; Galen is a dentist here in Mahomet; and, Cindy lives in Minneapolis and is an Occupational Therapist. There are 8 grandchildren from sophomore in college to one who will start kindergarten next year.

Marge has gone to all reunions for the 2nd ADA since 1984, and loved the ones that were held in England.

Information has been received that William Pelt, 1st Pilot, 445th BG 702nd Squadron folded wings December 25, 2000. He was in early stages of dementia.

### ART SHAY RELIVES AN EVENTFUL LIFE

In the October 8, 2000 issue of the Chicago Sun Times, an article written by Bill Brashler was published about Art Shay.

Art was a navigator aboard a B-24 who flew on his 29th mission to Kassel, Germany. He and his crew were one of four planes that made it back to Tibenham. He was credited with shooting down a German fighter.

Art Shay is the author of a new book, *Album For An Age*, which is a touching, irreverent, raunchy, altogether humane work. The book is a memoir augmented by photographs but primarily a book of words and writing. ■

# 8TH AF MUSEUM THAT ALSO TEACHES CHARACTER

SUBMITTED BY HAP CHANDLER 491BG

Character education is a priority in many schools nationwide. Congress even appropriated millions in grants for states to provide such programs designed to promote community values in students. A museum in Pooler, GA, outside Savannah, also took that message to heart. The Mighty Eighth Air Force Heritage Museum—which commemorates the sacrifices of U.S. airmen from World War II to today—has become a living classroom for character education. Its exhibits are real-life examples of compassion, generosity, and the 25 other traits in Georgia's character curriculum.

Compassion, for instance, is taught through the story of an injured B-17 pilot and a German flier. Instead of shooting down the damaged plane, the German flew alongside and guided it out of enemy airspace. Generosity is taught through the story of a supply drop to starving Dutch citizens. And all this happened while one in four airmen in the Mighty Eighth was being lost in raids over Europe.

"We can teach by example," notes Vivian Rogers-Price, the museum's director of education. And her museum's accomplishments also serve as an example of character. When budget cuts forced many regional schools to cancel field trips, the Mighty Eighth found sponsors like Wal-Mart to help cover the cost of a museum visit. Now, this is the only field trip some schools will have. Last year, more than 10,000 students participated in the museum's character-education program, assisted by volunteers, mostly combat veterans.

To learn more, visit [www.mightyeighth.org](http://www.mightyeighth.org) on the Web. ■

### THE GREAT MELON RAID *(continued from page 22)*

deliver bombs low and fast, this bird had been stripped of its weapons and armor plating; hence, it went like a bat out of hell. With his operations officer, Scott loaded two 6X6 trucks with two tons of overripe, oversized watermelons. Loading as many as would fit into the Intruder's bomb bay, and a captain as bombardier, they took off.

After clearing Phoenix, they descended to hug the ground. They approached the Ag station at 400 mph and ten feet of altitude, aiming for an impact zone fifty yards to one side. Scott counted out loud, just as he had when he used honeydews for dive-bombing practice before the war. At just the right instant he yelled, "Open the doors!"

Over a ton of watermelons dropped in a short parabolic arc to the desert floor, close enough to the Ag station to "send a message," but far enough so as not to hit any living thing.

A full year passed before Scott returned to the checkpoint at Blythe.

The inspector noticed his Air Force uniform as Scott got out to open the trunk. "Colonel," he said, "one of your boys really worked us over just about this time last year."

He pointed to the most verdant growth Scott had ever seen. Watermelon vines intertwined with each other for a space of nearly two acres, all the way down to the river. The inspector said that the biggest melon he had ever seen had bounced through the WELCOME TO CALIFORNIA sign, knocking out the middle word. Scott stood there shaking his head at the story, his insides fairly quivering as he suppressed his laughter.

"Did you get the number of that airplane?" he asked, voicing the question that had haunted him for a year.

"Number? Hell's fire, Colonel! That guy was flying so fast and so low, we ain't decided yet what kind of plane it was! In fact, we don't even know if it was one of ours!" ■



HETHEL  
**389th**  
**Green Dragon**  
**Flares**

BY BARNEY DRISCOLL

Greetings to all the fine folks of the Second Air Division Association in general, and to the fine folks of the Three Eighty Ninth Bomb Group family in particular.

It hardly seems that it can again be time to think of something to write for the Second Air Division *Journal*, but such is the case and as time, tide and Ray Pytel wait for no man, I guess I had better get with it.

In the past, we have discussed much of the equipment available during World War II, including that famous flying machine, the B-24 Liberator, which was modern and quite up to date for the period. When compared to some of the equipment used by the U.S. Air Force today, it would appear rather primitive.

However, on the other hand, the B-24 with its four dependable 1200 HP engines, auto-pilot, Norden bombsight, speed, range and bomb carrying capacity, would have seemed out of this world to the gentlemen flying in the United States Air Service during the Great War in 1918.

How would you like to fly an airplane without a throttle? Those who flew some of the old timer aircraft with the rotary engines did just that. The rotary engine had no carburetor and ran at full speed all the time. To slow the engine down when coming in for a landing the pilot would cut the ignition off and on by pressing a small switch called the blip switch, which was located on the control stick. If the pilot held the switch down for too long a period, a considerable combustible charge would build up in the cylinders, and when he released the button, the engine might explode or maybe just catch on fire.

The original design and development of the rotary engine was done by the French, and they were quite partial to it's use. The men in the U.S. Air Service were not that enthused, however, they did fly a good number of these planes so equipped.

Just a quick review, the rotary engine was the one with the stationary crankshaft and the crankcase, cylinders and the pistons whirled around. The propeller was attached to the crankcase. The primary advantage of this engine was maximum horsepower and minimum weight.

The United States entered the Great War on April 6, 1917, and some of our Congressmen and Senators bragged about how our U.S. Air Service would blacken the sky over Europe with aircraft, but they did not know what they were talking about as is often the case. Our Air Service was in very poor shape. Before the declaration of war, our Army Signal Corps had only about twenty-five first line pilots.

The U.S. had practically no aircraft production facilities. During the war, we were unable to produce one combat plane of our own design. The planes we produced were either of English or French design.

The most successful plane of U.S. design was a trainer. The Curtiss JN-4, a two-place biplane that became known as the "Jenny", powered by the Curtiss OXX engine, a 100 HP liquid cooled engine. The plane was used as a trainer in both the U.S.

and Canada.

One contribution the U.S. made to the war, was the design and manufacture of the Liberty air craft engine. This was considered to be probably the best large aircraft engine produced during the war. It was a V-12 liquid cooled engine, rated at 400 HP and was used on a number of European bombers. The engine was designed by the chief engineers of Packard Motor Co. and Hall-Scott Engines. There were several manufacturers, but Packard probably produced the greatest number. The Liberty engine was used by the U.S. Army Air Force for twelve years after the war.

One of the planes of a foreign design that U.S. built was the English DeHavilland DH4 bomber. This plane was equipped with a Liberty engine. The U.S. built 1,200 of these planes and this was the only U.S. built plane that got into combat.

A great many of the planes purchased by the U.S. were the French Spads and Nieuports.

The American Air Service had to start from scratch when war was declared. There was no shortage of volunteers but there were no facilities to train fliers. The recruits received three months of ground school at hastily arranged facilities on the campuses of eight universities—the largest of which were the University of Texas and the University of California. The recruits then learned basic flying in the two-place Jenny at new constructed air fields. The recruits were then shipped overseas to England or France where there were more experienced instructors and more sophisticated aircraft.

After months of training, on August 21, 1918, the First Pursuit Group, U.S. Air Service was formed consisting of the 94th, 95th, 27th, and 147th Squadrons.

Prior to the U.S. becoming involved in the war, a great number of young American men had volunteered to fly with the British RFC "Royal Flying Corps," the forerunner of the RAF. Also, a great many went to fly with the French, a notable group called the Lafayette Escadrille.

When the U.S. Air Service became operative, a great many of these men switched over to fly with the United States. There were a number of U.S. Squadrons to follow, one of which was the 96th, which flew French Breguet bombers.

One of the 94th Pursuit Sqdn. members was a man named Edward Vernon Rickenbacker. Eddie Rickenbacker had won great fame in the United States as a daring race car driver, and when war was declared, he was one of the first to enlist in the Army, and was one of the first Americans to land in France on June 9, 1917. He was assigned duty as a chauffeur, not for General Black Jack Pershing, as rumor would have it, but for major Townsend D. Dodd.

It was through Dodd that Rickenbacker met the then Lt. Col. Billy Mitchell and indicated to Mitchell that he would like to fly. Mitchell sent him to Tours, France where he completed his flight training in three weeks.

When Rickenbacker was posted to the 94th Pursuit Squadron, he was greatly resented because the rest of these men had spent six months in training. Some, considered it a publicity stunt because Rickenbacker had been so famous in the U.S. There were others who considered Rickenbacker to be too old to fly in combat—he was 28 at the time.

He proved them wrong and in the short period that they were active, he shot down 22 planes and 4 balloons, and was the only living airman in the Great War to win a Medal of Honor.

That is all. ■

# HALESWORTH 489TH NOTES

BY  
NEAL SORENSEN

## THE NOT DEAD DEAD

**LIFE:** That state in which we are able to function.

**KILL:** To deprive of Life in any manner.

The hallowed centerpiece of our rebuilt Memorial Library will be the exquisitely hand lettered, on vellum, Roll of Honor. The Roll will list our brave comrades who perished on combat missions against the enemy. Honored names, preserved with the craftsmanship of Medieval Scrolling techniques, will live on for grateful future generations to reflect prayerfully on their noble sacrifices.

Some of us who observed the fiery deaths of comrades, caused by a mixture of high explosives and high octane gasoline, almost envied them. Their fate was final. No more the tension of wondering if, or when we would meet a similar fate. Theirs was the final answer. Heroic death, their reward.

Yet, there remain other deaths not recorded in the Roll of Honor. These are the KILODS (killed in the line of duty - non-combat). Where should the names of these gallant young men and women, killed while serving America on foreign soil be recorded?

The concept of honoring those killed while on combat duty is noble. But, does it thus denigrate (unintentionally)

the deaths of non-combatants who died in duty supporting our combatants?

Following a series of serious discussions, the Executive Committee determined that the names of KILODS should also be honored at our Memorial Library. Each Group Vice President has been asked to search for KILODS who served in their Bomb Group, thus giving closure to a recognition long overdue.

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He accompanied his crew as they arrived to take up quarters in our Quonset hut. A straight arrow, anticipating a successful tour of duty. An All-state track star from the corn belt, he embodied health and energy. His rollicking good humored laughter echoed through the hut. His crew was racing ours to see who would sit at the "Lucky Bastards" table first.

Gradually his humor subsided and shaded toward the macabre. His greyhound physique became almost skeletal. He went on "sick call" and missed a mission; flew a couple more times, and again went on "sick call."

Periodically, when I looked up from writing letters home, it seemed to me that he was watching me. Watching, as though he was in search of something he thought I possessed. One day, when just the two of us were in the hut, he approached hesitantly. "Neal, wasn't your brother shot down on a mission to Austria a couple of weeks ago?" I nodded my head. "How do you cope with the grief along with the fear and strain of flying? I find myself slipping deeper and deeper into abject terror until I get so I can't function—so I go on sick call. What is your secret?"

"We are all scared of the unknown—what the mission will bring. After my maps, charts and log are all ready, I smoke a cigarette, pray for strength and talk to the crew. The Bombardier and I check one another's oxygen supply and

make small talk until the coast is crossed. Then we're all business until the bombs have been dropped on the target. Routine and procedures that keep us busy seem to help us keep going, even if we are scared."

My awkward reply was unsatisfactory to him, but the return of some of our crewmates precluded further discussion.

Our crew went to the Rest Home for a week. When we returned, the quonset was empty—except for his area. Uniforms and foot lockers of the remaining crew members were gone, and we heard that a fresh replacement crew would be in the next day.

I walked down to the Base Hospital. He was sitting up in bed looking ahead. His red-rimmed eyes testified to tears and remorse. He had been in the hospital—they had been shot down. Clearly, his demeanor said, "It was may fault for not being with them"

"Flak-Happy" We all felt threatened by it, yet most were able to fend it off. Present day psychologists have a field day describing ways in which the mind can be detoured by the stress of combat.

Those of us unfortunate enough to observe it, know that it is FEAR, paralyzing fear, that KILLS the LIFE that enables a human being to function under stress.

Where, then, are these casualties of FEAR? Do they go around garbed in the haunted expressions of war derelicts? Are they protected by the walls of institutions?

I tried unsuccessfully to contact my unfortunate friend after the war. We heard he had been returned to the ZOI and so, in the business of war forgot him until peace returned.

Did peace return to his tortured soul? Or does he continue through the journey of life as one of the NOT DEAD DEAD? ■

## BRIT'S VIEW OF AMERICAN "FOOTBALL"

CIRCA 1944

We have some younger members who can't imagine life without TV. But in 1944, if one wanted to see a ball game, you went to a stadium. In London, there is a large one called "White City." Along about our traditional Thanksgiving Day, an "Army-Navy" football game was played there.

Britishers had never seen American style football. The following is an account, written by a British female sports reporter, for the London "Daily Express" newspaper.

BY VIVIEN BATCHELOR

Sixty thousand Americans and their girls swarmed into the White City Stadium, Shepherd's Bush, yesterday to see the United States Army vs. the United States Navy, in what General Doolittle described during the interval as a "real old fashioned American football game."



(continued on page 26)

## BOOK REVIEW

# PETALS OF FIRE

BY HERB ALF

We recently finished a magnificent tale of World War II written by a former B-17 combat pilot—one of the magnificent men who went into World War II as boys and came out men. It was they who brought Hitler and his misguided minions to heel to crumble on a bed of fire in Berlin in 1945.

On his nineteenth mission, his B-17 exploded. It blew Alf free from the cockpit and opening his parachute he landed severely wounded, was captured, and survived thirteen months of ordeals in Germany as a POW. After being returned to the U.S., he briefly served in Air Force Technical Intelligence as a research administrator of the propulsion branch of German Rocket scientists. Ironical? Nevertheless, *Petals of Fire*, following many years of writing important documents for world wide publications in the arts and humanities, kept gnawing at him. He knew for years that there was a novel based on his experiences. It was time to write it. In the 1950's, he returned to Ger-

many to interview victims of the bombings in which he had played more than just a minor role. He was one of those who had destroyed their homes. This epic tale of WWII also contains a companion sound track on compact disc that will enrich the reader's historical and literary experience.

The book evolved from secret journals Alf wrote during his incarceration in the hellish confines of a German Stalag. Many times, his thoughts were written on both sides of a piece of toilet paper. Beyond all odds, when freed, he managed to rescue all his writings. We have never read a more insightful look at WWII—which we went through the last year and a half attached to that same Eighth Air Force as a Special Services Officer. We had previously heard a lot about America's 100th Bomb Group, widely known to us all as the "Bloody 100th" because of its heavy losses. This is the basis of *Petals of Fire*.

Alf has written a beautifully crafted and sensitive novel about not only his experiences but those of many people around him during that stressful time. It is truly a raw, historic epic of the seldom memorialized air war in Germany. Air combat and bombardment of civilian targets, hell in the sky and the cities below.

Air power advocacy. From compassion, nurturing and love, to the rape of the Gestapo, you also spend a winter with POW's, freezing, starving, marching, trapped—escape to a Gypsy camp, rescue of victims, heroism above and beyond the call of duty. Colonel Dean Raymond writes in his journal. "I've been following the ground war, and I am witnessing the advantage of fighting an enemy who has no oil." The accompanying CD sound track includes *A Salute To Air Force Pioneers, Air Combat, Missing In Action, Music Behind the Barbed Wire, Forced March, Boxcar To The Unknown, Gypsy Fire Dance, Liberation and Deliverance*. Believe us when we say Alf's experiences, and those of his thousands of fellow POW's, were nothing like those of the fictional *Hogan's Heroes*. For that, we are thankful indeed for this truthful, beautifully written novel by a master of his craft. (We should add, the book comes in a bonded leather binding with... the CD. The novel/CD set will be on sale for \$50.00 post paid.) **(20% OFF TO 2ADA MEMBERS.)**

*PETALS OF FIRE*, by Herb Alf, Millennium Memorial Trust, Inc., 555 SE Terrace Drive, Roseburg, OR 97470. ■

### BRIT'S VIEW OF AMERICAN "FOOTBALL" (continued from page 25)

Girl cheerleaders from the services pranced in front of the crowd waving megaphones, inciting yells like "A-R-M-Y, Army" and "N-A-V-Y, Navy." Meanwhile a free-fight seemed to be going on in the center of the stadium. Twenty-two enormous young men in crash helmets were locked in deadly struggle for an oval football. They wore spiked—cleated is the word Americans use—shoes, strange ginger shorts which cling closely to the thighs and end abruptly just below the knee, and padded jerseys, red and white for the Navy, navy blue for the Army. They needed those pads. And the crash helmets.

The object of the game seems to be to pass the ball to some unfortunate player and then for everyone else to fall on him. One of the rules is he must never let go of the ball. So, he goes down with a crash. The only thing that moves play toward the goal posts seems to be the instinct for self preservation of the man with the ball. He runs as far as he can before he is maimed or killed by the other players.

The program seemed sinister. It gave the names of the 11 men on each team. It then gave a list of 14 substitutes for

each team! The substitutes sat swathed in blankets awaiting their call to the battle. Many of them did not have long to wait.

First casualty went to the Navy. Horrified, I watched a GI scamper across the field with two buckets in his hands. But not, as I thought, to mop up the blood. He avoided the prostrate player and was besieged by the rest of the team. The buckets held towels and water for the players still left alive. Six times during the game the buckets are rushed out. If a team asks for them more often it is penalized.

Casualties are dealt with by a doctor—who rushes out with a black bag—the umpires (splendid in white plus fours and striped shirts) and stretcher bearers, if they are needed.

American football is played in four quarters, not two halves, like ours. Each team has the ball for four "tries." If by that time they have not got to the goal line, the other side takes over. Before each "try," the team which has the ball goes into a huddle while the captain decides who shall be the victim to receive the ball—and the subsequent assaults. You can assault your opponent any way

at all except by "clipping" the back of his legs. That, an American beside me solemnly explained, is liable to break them.

Favorite method of attack yesterday seemed to be: 1.) Springing like a tiger at the man's throat, or 2.) just shoving so the sheer weight bore him down. The Navy lost yesterday 20 points to nil. As the average weight of the Army was about 16 stone, one felt sorry for the Navy, whose top weight was a mere 13 stone. (Ed. Note: In England "1 stone" equals 14 pounds.)

During the interval—end of second quarter, as they say—Corporal Ruby Newell, who has been voted the prettiest girl in the United States Women's Forces, was presented an award by General Doolittle.

On the tube (British "Subway"), coming home there was strange jargon all around. "He got smeared" seemed to mean that a player was rolled into the earth. "Bullet pass" also had a literal meaning. It meant that the ball was thrown at a man so hard it knocked him out. It was a favorite pass. But the 60 thousand Yankees had a good time. And so did I. ■



BY JIM LORENZ

## ATTLEBRIDGE TALES

### MAIL CALL:

I had an interesting letter (Dec. 28, 2000) from Wolter Noordman, Elburg-erweg 16, 8181 EN Heerde, The Netherlands, concerning a 466th B-24 that crash landed near his village. He stated he started investigations about 15 years ago about allied planes that crashed in his province. "My objective is to prevent the new generation growing up without any notice about what happened during WWII. As a result, I managed to produce two books."

On April 29, 1944, three bombers crashed near the city of Apeldoorn, about 2 p.m. (my notes—this was the 466th BG's mission #21 to Berlin). One B-24H, 41-28754- 466th BG-787Sq, made a perfect crash landing in a meadow near Will/Twello near Apeldoorn. (This was the Carl E. Hitchcock crew #719—our records show that the group encountered fierce fighter attacks some 90 minutes after bombing a RR station in Berlin.) "None of the crew was injured; ...they split into 2 groups to enter the village of Apeldoorn. One group was arrested by German soldiers. One crew member made contact with a farmer and was hidden—gunner S/Sgt David L. Smith. He remained in hiding until November 18, 1944. It is said that he was arrested during an effort of the underground in the so-called secret mission "Pegasus II" to cross about 100 Allied men over the river Rhine. (November 18, 19, 1944) However, other sources told me David Smith managed to get away and stayed in hiding until the Canadian army liberated that part of the country, April, 1945."

I have given Noordman the name and address of S/Sgt Thomas J. McCue. Anyone knowing of other Hitchcock crew members who may have survived,

please contact me or Noordman. Crew members: Lloyd G. Yount, Robert E. Wilson, Vito Bochicchio, Carmine G. Dimanno, Charles G. Browne, David L. Smith, Alex P. Lugosi, or Thomas G. Dorrian. Further information from Wolter Noordman on Jan. 14, 2001: David L. Smith was captured by the Germans, along with 44 others, during the ill-fated "Pegasus II" operation. Smith did give his home address when he was in hiding, as Box 104, New Franklin, MO, USA.

### NEXT 466th BOMB GROUP MEETING

This will be in Norwich, during the 2nd ADA visit, Nov. 2-9, 2001.

The tentative schedule for the week in Norwich shows we will have several "free" evenings. As soon as all those going have submitted their deposits to Evelyn, we will have a firm number of attendees. I can then select a time and date for our "annual meeting" and election of officers.

Right now, it appears we will have over 50. I will get the names of all who have paid in advance and will send a letter to all attendees with the details on our "day at Attlebridge" (Thursday, Nov. 8, as of now).

### IS "FLAK" A PROPER WORD?

Yep, it is in the dictionary, but I never even thought of where it might have been originated. My daughter recently sent me a quote from Webb Garrison's book, "Why You Say It," answering the question. "Why do we call anti-aircraft fire—and criticism aimed at prominent people—FLAK?" "For many of the first Allied bomber pilots in WWI, bombing raids over German positions must have seemed like turkey shoots. If enemy planes did not come up to meet them, they could drop their bombs at will. Rifle fire from German troops on the ground posed little threat to their success or safety. That changed with the development of the Fliegerabwehrkanone, or anti-bomber canon. Can't pronounce it? Neither could Allied pilots. But how could you brag to your comrades about what a rough time you had without naming your nemesis? So they resorted to an abbreviation: F.L.A.K. to describe what was fired from that gun. Flak also became a metaphor for criticism fired at prominent people. And PR people today who use all available ammunition—sometimes even the facts—to shoot down criticism of their clients, is also called Flak."

### THE BOMBING OF SWITZERLAND

This is the title of a great book, published last year by Jackson Granholm, who was the Group Navigator of the 458th BG at Horsham St. Faith. Jackson was also the defense attorney for the court martial of 392nd BG lead pilot and navigator who bombed Zurich on March 4, 1945. As some of you may remember, that was the day and mission that the 466th BG bombed Basel—I know, as I was there as co-pilot on Smolka's crew. With the declassification of the trial records, Jackson has the official data. He states, on page 140 of his book, "Three minutes before Lt. Sincok's squadron hit Zurich, nine B-24s bombed the railroad yard at Basel; eight, including the wing lead ship, were from the 466th BG at Attlebridge; the ninth plane was from the 392nd."

Our "Attlebridge Diaries" history book has some comments on our "was to be" the 466th BG's 196th mission to Kitzingen Air Field (we got no mission credit for this mixed up day). I can add to some of this information from my personal combat notes. Early on that Sunday, 28 466th planes (with Jacobowitz as wing leader) were sent to Nancy, France to form up, due to clouds over England. As my notes show, the mission was officially recalled prior, as we were still in clouds and planes were milling around everywhere. The primary and secondary assigned targets, also reported as in heavy clouds, were abandoned. The smart ones headed straight for home. Since our 9 planes were still in a loose formation, the leader stated we were going to bomb a "target of opportunity" on our way out—Freiburg, Germany. The lead plane had H2X, but saw a small opening in the clouds ahead—which they identified as Freiburg—and we did release our bombs on the lead's drop. Just before the bomb release, my navigator (Lt. M F. Coon) called to say that he identified the city we were approaching as Basel, Switzerland—as did other planes in the group. Bombs were away by then, and the clouds parted to give us perfect photos of our bomb strike on a rail marshalling yard. Lots of explosions were visible, and we probably hit freight cars loaded with ammunition. Whose railroad cars those were, why they apparently had explosives in them, and who was firing the visible flak at us, is not for us to say.

It was one of our most accurate

(continued on page 28)

# LONG FORGOTTEN 445 BG HOME-TOWN HERO FINALLY GOT HIS DUE

BY CHRIS DYER  
News-Sickle-Arrow

On Veteran's Day, Saturday, Nov. 11, 2000, a ceremony was held at Wisconsin's Town of Vermont Cemetery to mark the installation of a plaque honoring Joseph Wilkins, the only resident of the town to die in combat in WWII.

Joseph Wilkins was born in 1924, in Madison. His father's family farmed in nearby Town of Vermont on land which



has now been in the family for more than 150 years.

Joseph attended West High School in Madison, graduating in 1941.

Shortly after the Japanese attack on Pearl Harbor in 1941, and America's entry into the war, Joseph went with his friend Al Peterson, to enlist in the Navy. Both were accepted, but Joseph was soon discharged. Al served in the Navy and returned home uninjured after the war.

Determined to get into the service one way or another, Joseph enlisted in the Army Air Forces, and this time it worked.

Joseph's sister, Ardis Peterson, who married Al Peterson's brother Martin, and now lives in Middleton, remembers her brother being shipped to Mississippi for basic training; then to Chicago for Radio School, and on to Florida and New Mexico for Gunnery and Flight Schools.

By early 1944, Joseph was on his way to England as a radioman on a B-24 heavy bomber assigned to the 445th Bomb Group, 8th Air Force.

Stationed at Norfolk, England, Joseph's crew participated in the 8th Air Force's costly campaign of daylight bombing raids deep into German territory.

On Feb. 20, 1944 Joseph, just turned 20 years old, took off with his crew on their 6th bombing mission over Germany. They did not return.

Lacking definitive evidence of the crew's fate, the Army Air Force informed Joseph's family that he was listed as "missing in action."

For more than a year the family continued to hope that Joseph might have survived as a prisoner of war. That hope had faded by October, 1945, when the Army informed them that he was presumed dead. Then, in April, 1946, they learned that Joseph's body had been recovered from Germany and buried with the rest of his crew in a military cemetery in Holland.

Joseph Wilkin's status as the Town of Vermont's only serviceman lost in WWII, and the fact that no memorial existed for him, was brought to the attention of the nearest American Legion Mickelsons-Martin Post 313, Black Earth, WI by town residents.

According to John Bird, Finance Officer of Post 313, the Federal Veteran's Affairs Department paid for a grave marker only if a soldier's grave is unmarked. Since Joseph's grave in Holland is marked, any memorial at home would have to be paid for by others. The plaque, installed on Veteran's Day, has been paid for by contributions from the legion Post 313 members. ■

**466TH BG** (continued from page 27)

bombings. Minutes later, our lead informed us the 8th Air Force radioed and stated we had bombed Basel and on return, to remain at our planes until a special detail was sent to pick us up. Amazing how fast communication can be when things go wrong. We understood that Basel called Washington, who called 8th AF in England, who got word to us.

My reason for noting this mission is to see if any of the 8 466th crews still surviving might like to compare notes at some future meeting.

My data shows the 9 crews in our formation as: One crew from the 392nd BG - W.C. McGintey 466th Crews; I.P. Wright crew #483 from the 784th Sq; W. L. Sharrock crew #676 from 786th Sq; W.K. Lee crew #568 from 785th Sq; John W. Gerrity crew #545 from 785th Sq; L. E. Baker crew #586 from 785th Sq; R.A. Beeman crew #578 from 785th Sq; C. Ellison crew #558 from 785th Sq; B.J. Smolka crew #574 from 785th Sq; J Lorenz, CP; MF Coon, navigator; R.D. Moushon, radio; L. Van Winkle, top gun; C Crawford, nose gun; F. Crute, eng.; S. Fielden, tail gun; GW Beckett, waist gun.

This would have been my 26th mission. In our History book, a quote from the official Maxwell records, "On March 4, 1945, nine B-24s of the 466th Bomb Group bombed Basel and six B-24s of the 392nd Bomb Group bombed Zurich... In both cases the crews mistook the Swiss towns for Freiburg, Germany, which is 25 miles from Basel and 45 miles from Zurich."

A New York Times story datelined Basel, quoted from our History, states, "Preliminary official estimates were that Basel was the one most heavily hit, with all but nine of the 49 sidings destroyed and the freight yards and station almost a total wreck."

Again, quoting from "The Day We Bombed Switzerland," Col. Rendle, then commander of the 96th wing, was flying in an observation fighter over the Division attack line that day and reported on the weather and the problems it gave to the bomber formations was dramatic. His opinion was, "that the dumping of bombs on Switzerland was the result of trying to accomplish an objective.... beyond (our) capabilities under existing complications!"

I agree! ■



# SO HOW DID YOU GET YOUR PURPLE HEART?

BY WILLIAM C. "ANDY" ANDERSON

As any bomber crew that flew in World War II knows, the tail gunner was one of the most important members of the team. Ours was no exception. Nick, being a slender, scarcely-dry-behind-the-ears, firebrand of Italian extraction, was well-liked by the crew members.

We were assigned to the 15th Air Force in Italy, and our 451st Bomb Group had just rallied off the bomb run after targeting a ball-bearing plant in Austria. As commander of the aircraft, I asked for a battle damage report over the intercom. Happily, the damage assessment was minimal, considering the heavy concentration of flak guns in the area.

After the crew members checked in from all positions, our tail gunner suddenly broke in. "Skipper, I got a problem."

"What is it, Nick?"

"It's a little embarrassing. I was using the relief tub when we hit that turbulence back there. Now an important part of my anatomy is stuck to the barrel of my gun."

It took a bit of doing to sort this all out. The B-24 Liberator, being unpresurized, was colder'n a witch's heart at 26,000 feet. Anything damp would stick to the frozen metal in a death grip. "You have to warm up that gun barrel, Nick. You know what to do."

There was a moment of silence as Nick noodled this. Then, "Lieutenant, you gotta be kidding!"

"I'm not kidding. You have to fire your guns."

There was a loud exclamation, then, "Lieutenant, you know the recoil on these

twin 50s..."

"I know. But you're going to be stuck for the duration until you get that gun barrel heated. Now fire off a few rounds. The rest of our formation would be beholden if you didn't shoot any of them down."

There were further muffled exclamations over the intercom, followed by the vibration of the tail guns being fired. After a long period of silence came a loud oath followed by a long sigh of relief. "Mission accomplished, Skipper. My manhood and I are once again as one. Bloody, but unbowed."

"There's some sulfa in the medicine kit. You want the waist gunner to come back and put on a bandage..."

"Not on your life, lieutenant. Some things are sacred!"

Not long after that, the war ended in Europe. I had been blessed with a top-drawer bomber crew,

and it was my good fortune to bring them home mostly in one piece. All were covered with medals and distinction.

Combat seems to be a crucible in which lifetime relationships are formed, and our crew was no different. In the years following military discharge, we

kept in close touch. At our reunions, no subject or war story was taboo — except for one. No one, but no one, ever discussed how Nick, our tail gunner, was wounded.

To this day, not even Nick's offspring know where their father had been injured to be awarded the Purple Heart. And it is highly doubtful they ever will know. As Nick so poetically put it, "Some things are sacred." ■



## 20TH ANNUAL SOUTHERN CALIFORNIA REGIONAL REUNION DINNER BASH!



BY DICK BAYNES,  
CHAIRMAN 466TH

The 20th Annual Southern California Regional Reunion Dinner on Feb 24 (always the last Saturday in February), was enjoyed by 260 members and friends at the Phoenix Club in Anaheim, CA.

Members and guests were greeted by Dick Butler, 44th, and Rex Tabor, 466th, and directed to the registration tables, where Margaret Baynes, 466th, Mike Chamberlain, 489th, and Agnes Rowe, 448th, handed out name tags, and Patti Quintana, 466th, sold raffle tickets.

C.N. "Bud" Chamberlain, 489th, Past National 2nd ADA President, conducted the Opening Ceremonies, which included the lovely Maria Gunnarsson, wife of Frank Crew, 448th, leading us in the National Anthem. The traditional lighting of 8 Candles of Remembrance followed, as members of our Bomb Groups, and Heritage League participated. Malcolm "Mac" Dike, 466th, gave the invocation.

After a delightful dinner, Delbert Mann, 467th & 491st, served as Master of Ceremonies and introduced Walter Mundy, 467th, Executive Vice President of the Second Air Division Association, who brought us up to date on the Association's activities.

Bera Dordoni, daughter of Julian Ertz, 44th, sang a tribute from the Heritage League, with words that she had written to Wind Beneath My wings, Beth Ertz accompanied.

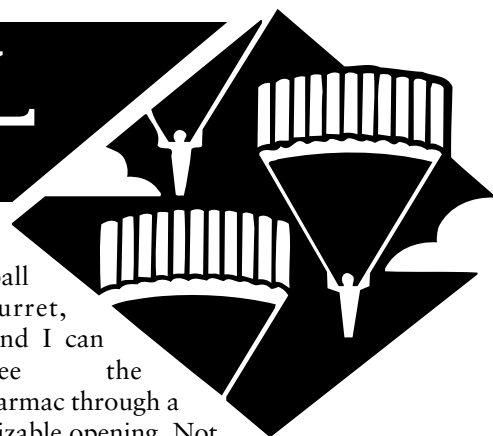
Our scheduled speaker for the evening, actor Robert Stack, came down with the flu and acute bronchitis, thus being confined by doctor's orders. Our Academy Award Winning Film Director and MC, Delbert Mann, 467th & 491st, filled in very nicely. George Welsh of the Liberator Club also filled us in on the proposed project to place a Bronze B-24 model in San Diego, the home of the B-24.

(continued on page 32)



# THE GOLDEN GIRL

BY ROBERT CRAIG, JR. 458 BG



It's late January and four of us are fishing in the subtropical waters of the Indian River Lagoon anchored just off the Intracoastal Waterway in Vero Beach. Far off the sea is a thunderhead that projects a vivid rainbow. On board the 24 foot Chaparral Sportfisherman V-8 is my girlfriend, Joyce, Sandy the SeaDog (a Shelly), and Captain French. Although we are not catching any snook, we are working on our tans. Ah, the Treasure Coast of Florida in the dead of winter...

What's that on the horizon? A plane, big one, roaring in low from the north. I can't believe my eyes! It's a B-17G "Flying Fortress," and it roars straight overhead. Less than a minute later, another four-engined bomber lumbers upon us; a B-24J "Liberator."

It is the first live B-24 I've seen, and I rub my eyes with disbelief. My father, Lt. Robert T. Craig of Oak Park, Illinois, was in the 8th Army Air Force in the early 1940's. He was a navigator in the 1151st squadron 458th Heavy Bombardment Group, stationed at Horsham-St. Faith, England, and flew thirty missions over Nazi-occupied France and Germany. He participated in D-Day raids over occupied France. Lt. Craig flew the "Briney Marlin," the "Little Lambsey Divey" and the "Mairzy Doats," among others. On some missions he performed the task of "bombigator" and pulled the bomb release lever, signaling the entire squadron of 24 planes to drop explosives on his command.

Hundreds of bombers would be scattered at air bases all over England and circle in the clouds for altitude to get into the "combat box" formation, where 30 fifty-caliber machine guns would aim at enemy bandits. Upon clearing the clouds, the crew was to look for a brightly painted non-combat B-24 called the "Striped-Ass Ape" to follow to formation. The warbirds had to fly to at least 20,000 feet, or about four miles high or risk certain death from the Germany 88mm anti-aircraft artillery.

On one raid, an apparently disoriented pilot in another B-24 collided

with my dad's ship, the "Briney Marlin," in the clouds and broke a piece of Dad's wing. The other plane rolled and sank. Dad's pilot sounded the bailout alarm, but only the flight engineer jumped after releasing the bomb load into the English Channel. Sitting with legs sticking out of the open nose wheel doors, he decided to risk landing. Miraculously, they got the crippled ship back safely. The other Liberator and crew, along with Dad's radio operator, a total of 11 young men, were never found as they went down in the fog over the frigid channel.

The next day, I called Art Swanson and Ed Kueppers of the Eight Air Force Historical Society and got the number of the Collings Foundation in Stowe, Massachusetts. The restored World War II bomber was to be in Orlando, February 5th, and for a donation I could go for a ride! Never in my life did I think I could experience this.

I opted for the dusk patrol, 5:30 pm departure. Joyce and I get to Orlando Executive Airport and thankfully it's chilly, so we can wear period outfits. Joyce has a London Fog trench coat and spiked heels; I have a replica lambskin wool brown flight coat. I wore dad's real one in high school until it disintegrated. I sport dog tags and authentic combat goggles as well as Ray-Ban Aviators spectacles.

I trot to the B-24J and feel the fuselage, heart pounding. Gerry Corrigan, coordinators for the Collings Foundation that owns the plane, says to Joyce, "That must be Craig."

The flight briefing is short. Most of the guys going with us today are old 8th AAF vets, very reassuring.

"Don't go into the bombardier and navigator's compartment, the nose wheel will spin at 130 miles an hour and stay spinning until we land. We will be up forty-five minutes."

We enter through the opened bomb bay. After climbing inside, four of us are belted snugly side-by-side on a narrow bench against the central bulkhead. We are facing backwards, forward of the waist gun windows. My feet can't touch the deck and dangle above the raised

ball turret, and I can see the tarmac through a sizable opening. Not feeling secure, I brace my hands on the ball-turret motor. One by one all four engines roar to life. It's louder than the Stones concert I saw in Chicago in '72. The fuselage fills with caustic black smoke. Suddenly, I am overcome with the feeling that I am doing something extremely stupid.

After a fifteen minute wait to get the oil up to temperature we take off, followed by a P-51 Mustang pursuit plane with a Rolls-Royce Merlin engine, the finest piston-engined fighter produced. A young crew member pops out the opening under me. "You can move around now," he shouts.

You gotta be kidding! From the gap beneath me I can see signs and people on Orlando's Colonial Drive. We can't be fifteen hundred feet high. Hell, I can see fish in the lakes.

I am like a kid on a jungle gym as I begin exploring. The man belted next to me remains there for the entire trip, trembling. I have to suck in air to fit through the bomb bay; you must stay on the catwalk, for if you step on the doors you'll eject. Then I approach the radioman and engineer's place. I am much too big to fit in the top or ball turret; you can't be over five foot two. Then I stand on the flight deck behind the drivers.

The pilot is a retired Delta Airlines captain and he's never flown this thing. He and the co-pilot seem to be debating our course on a map. Are we lost? Then unnoticed among a clutter of original and modern instruments is a little red light; it is glowing and underneath it says "warning." I look out the windshield at the approaching dusk. We have not gained altitude. Think I'll go below.

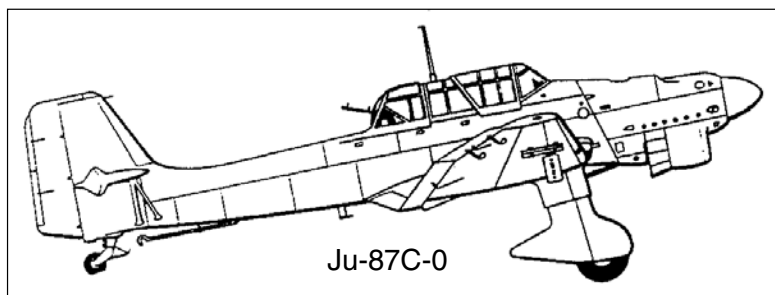
There is a lady crewmember wearing a leather Avirex A-2 bomber jacket. I ask where the navigator sat and she shouts, "Down there, check it out." I

*(continued on page 32)*

# GERMANY'S AIRCRAFT CARRIERS!

BY JACK B. STANKRAUFF *Reprinted with permission from Yankee Wings*

After World War I, the aircraft carrier came to the forefront, eventually replacing the battleship as the capital ship of the world's navies when World War II erupted. Denied participation in the development of aircraft carriers for its own navy by the Versailles Treaty, Germany's Kriegsmarine leaders, nonetheless, appreciated the importance of aircraft carriers as a decisive



Ju-87C-0

military weapon. This importance was not lost on the Kriegsmarine's Commander-in-Chief, Grand Admiral Erich Raeder.

Raeder envisioned the need for a "...naval air force to work closely with the fleet and underwater craft, and whose personnel would be completely familiar with the use of naval warfare. As long as we were bound by the Versailles Treaty, nothing could be done about acquiring either planes or aviation personnel..." However, the Versailles Treaty allowed Germany some anti-aircraft guns. The Kriegsmarine cleverly used this provision as a loophole by acquiring naval aircraft to tow targets for firing practice. Thus was formed an undercover organization—Air Service Incorporated—and in secret, naval aviators flew maneuvers and trained in their "tow planes." The Kriegsmarine's carrier development, however, would be severely crippled by interservice rivalry. Raeder bitterly lamented: "This whole promising program was killed after 1933 when Marshall Hermann Goering became Chief of the German air force and monopolized practically everything aerial for his Luftwaffe, to the grave disadvantage of the Navy and its mission."

## CARRIER'S GENESIS

Planning for aircraft carrier construction began in 1933. A top Kriegsmarine designer, disguised in civilian clothes, went

to a "Navy Week" fete in Britain to closely observe the Royal Navy's carrier *Courageous*. In 1935, a German naval delegation visited Japan and got first-hand over 100 detailed blueprints and plans of their carrier, *Akagi*. Nevertheless, the Germans patterned their new carrier *Graf Zeppelin* after the *Courageous*.

Amid flags, fanfare and furor, Adolf Hitler launched the *Graf Zeppelin* on

December 8, 1938. The new carrier, with a displacement of 33,550 tons (dwarfing the U.S. Navy's new *Wasp*), went down

the way. The *Graf Zeppelin's* planned speed was 35 knots, with an operating range of 8,000 miles (6,000 miles less than the U.S. Navy's later *Essex*-class carriers with a similar fuel load). The new carrier's 2,037-man crew, including 317 air group personnel, would be provisioned for seven to eight weeks.

A traditional design, the *Graf Zeppelin's* island and funnel were on the starboard side. Sixteen 5.9-inch guns with low-angle fields of fire were mounted in casemates on both sides of the hull for anti-ship protection. This was based on the Kriegsmarine's false assumption that the carrier could operate without an escort,

and defend itself against enemy warships up to cruiser-size. Twelve 4.1-inch and twenty-two 37-mm anti-aircraft guns completed its armament. These AA guns were positioned in the worst possible locations. When they were fired, they would damage the planes parked on the flight deck with their blasts.

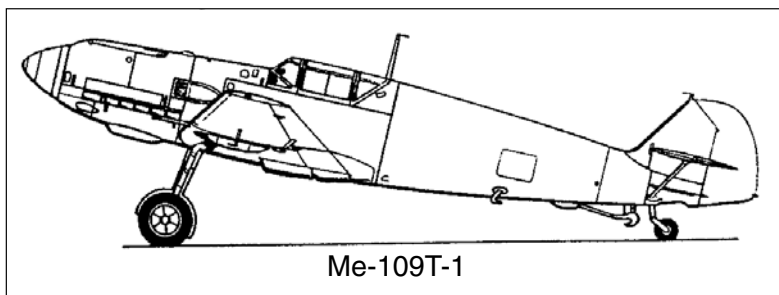
Two compressed-air catapults were positioned on the foredeck. The catapults functioned with launching sleds, which

moved forward and rolled away sideways. They were lowered one deck onto rails on which they returned to the flight deck ready for a new launch. Theoretically, it was possible to launch eight planes in 90 seconds. Two hangar decks stored the planes, and three elevators brought them to the flight deck for launching. The *Graf Zeppelin's* length measured 861-3/4 feet with a beam of 103-1/3 feet.

## TRAEGERGRUPPE

Forty aircraft were planned for the *Graf Zeppelin's* *Traegeruppe* (Carrier Group). Twenty-eight Ju 87C ("Caesar") models were modified for carrier operations by adding folding wings, catapult points, four inflatable sacks in the wings and fuselage (enabling a ditched Stuka to float for three days), frame strengthening, arrestor hooks, quick fuel release (in one minute), a dinghy, cockpit heating, and jettisonable landing gear for ditching. Twelve Messerschmitt Bf 109Ts were modified with increased wing areas, catapult attachment points, frame strengthening, hinged wings for folding, and arrestor hooks. Both the Bf 109 and Stuka pilots were trained on simulated carrier landing decks ashore as part of their qualification flying.

Unfortunately, Hitler's whims (he decided that torpedo planes were not necessary for the *Zeppelin*) and production



Me-109T-1

priorities (placing U-Boats first and carriers last), caused the construction of the *Graf Zeppelin* to be halted several times. The carrier was 90 percent completed when Hitler ordered construction suspended in April, 1940, because anti-aircraft guns weren't available. To make the *Graf Zeppelin's* gestation period even longer, the planes of the *Traegeruppe* were reassigned to Norway, Russia and

*(continued on page 32)*

## 20TH ANNUAL SOUTHERN CALIFORNIA REGIONAL REUNION DINNER BASH! *(continued from page 29)*

Raffle tickets were eagerly purchased, and a successful raffle was conducted by Raffle Chairman, J. Fred Thomas, 392nd. Proceeds will go to the 2nd Air Division Memorial Library in Norwich, England; The Mighty Eighth Air Force Heritage Museum in Savannah, GA; and the Bronze B-24 model for San Diego, CA.

Members of the dinner committee were chairman Dick Baynes, 466th; Fred Bromm, 445th; Bud Chamberlain, 489th; Malcom Dike, 466th; Julian Ertz, 44th; Delbert Mann, 467th & 491st; Jack Pelton, 445th; John Rowe, 448th; and J. Fred Thomas, 392nd.

Participating in the 8 Candles of

Remembrance were:

Air Offensive — Europe: Dick Hoover, 392nd; Bill Brown, 448th; Walt Meyer, 453rd.

Ploesti Campaign — Dick Butler, 44th; Dick Peterson, 389th; Joe Schwarzgruber, 93rd.

Normandy Campaign — Wib Clinigan, 453rd; Fred Ferritz, 466th; John Barillaro, 458th.

Northern France Campaign — Jack Stevens, 467th; Byron Calormiris, 491st; Ted Maruschak, 489th.

Ardennes Campaign — Sam Micelli, 492nd; Les Jantz, 389th; Ray Owen, 44th.

Rhineland Campaign — Willis Miller

392nd; Claude Meconis, 466th; Richard Moody, 448th.

Central Europe Campaign — Carl Rambo, 445th; Carl Taylor, 492nd; John Foster, 489th.

All Comrades & Loved Ones Lost in the War and Since — Robert Romain, 466th; Jim Myl, 351st; Sharon Vance Kiernan, 489th.

Alternates — Bill Beasley, 492nd; Tom Nelson, 489th.

Julian Ertz, with daughters, Beth, and Bera Dordoni, led us in the Air Force Song to close.

We'll meet again next year, THE LAST SATURDAY IN FEBRUARY. Put it on your calendar. ■

## THE GOLDEN GIRL *(continued from page 30)*

crawl down an amazingly small, dark, cold and drafty labyrinth and encounter it. The nose wheel. It looks as big as a Volkswagen and it is definitely spinning. I hold my breath once again and gingerly inch by, the tire brushing against my coat just once. Hard to imagine going to war in this. Definitely not user-friendly.

I find the navigator's station, sort of. There are engine gauges, behind and above the pilot's feet, surrounded by makeshift-looking pulleys and cables. I squat on the bombardier's tiny stool over the once top-secret Norden "can drop a

pickle in a barrel" bombsight. Must be the "Target for Today," the evil Tusawilla armaments factory in Winter Springs. Bombs away!

On the flight back I man the fifty caliber waist guns, and fire at imaginary axis tourists on I-4. The P-51 is only thirty feet away, then climbs close to vertical and does barrel rolls. We are descending quite low over downtown Orlando and the lights are coming on. Combined with the sunset over Disney World it makes for the most spectacular scenery.

We are ordered to strap in and shortly

after make our final approach. The captain manages a spine-crunching landing, the tires making an ear-splitting chirp on impact. I give Joyce a big hug and kiss as though I'd been on an actual mission. On the way to the Florida Turnpike we buy sushi at Gooding's Flagship supermarket for the ride home. Back on Hutchinson Island I report to my father. When we hears about the spinning nose gear tire he asks, "How'd you get by it with your parachute?"

Parachute? What parachute? ■

## GERMANY'S AIRCRAFT CARRIERS! *(continued from page 31)*

Heligoland. Compounding the delays were serious problems in the development of flight deck machinery, arrestor gear, and catapults.

### LONG-TERM PLAN

Long-term Kriegsmarine construction plans called for two carriers (the *Graf Zeppelin* and *Peter Strasser*) to be built in 1940. The construction of the *Peter Strasser* was stopped in September 1939, however, and all construction materials were put to other uses a year later. In the years 1942 through 1945, two carriers each year were planned, with three more in 1946 and four in 1947. Constantly-changing priorities and—without question—the fortunes of World War II, altered these grandiose schemes. Hitler, as a stop-gap measure in May 1942, ordered the German passenger ships *Europa*, *Potsdam*, and *Gneisenau*, and French cruiser *de Grasse*, converted to aircraft carriers. Work was halted on all four ships in 1943 because of ever-increasing air attacks and the lack of available power systems.

### DEMISE OF THE GRAF

When Hitler commanded all naval con-

struction to cease on January 30, 1943, Raeder, seeing his hopes for German naval aviation obliterated, acidly retorted: "It was the cheapest sea victory that England ever won!" During its life, the *Graf Zeppelin* was towed back and forth between Kiel and Stettin to be fitted and to avoid air attacks. She was even used to store exotic wood for the Navy! Remarkably, Allied planes never bombed the *Zeppelin*, for it was obvious even to the reconnaissance planes that she was just a white elephant never to be finished. The *Graf Zeppelin* was scuttled on April 25, 1945, as Russian forces approached Stettin. The Russians raised her, made her watertight, and towed her to Leningrad one year later. Between 1948 and 1949, the Soviets dismantled her piece by piece and used what was left for torpedo drills.

### WHAT MIGHT HAVE BEEN

Had the tide of World War II been different in Europe, and the Kriegsmarine's carrier construction plans carried through, the naval war might have been changed. The lessons of carrier warfare taught by the British at Taranto in 1940, and the Japanese

at Pearl Harbor the following year, were lost on Hitler. Raeder's carrier building program could have been enough to challenge the Allied navies. But this was outweighed by the miserable German policy of stop and go construction, as well as interservice bickering about who (the Kriegsmarine of the Luftwaffe) would fly the *Graf Zeppelin's* planes. The reserved, studious, Grand Admiral Erich Raeder, was no match for the loud, flamboyant, Marshall Hermann Goering, at top-level strategic policy conferences with Hitler.

Had Germany been able to continue occupation and control of naval bases including Oslo, Norway; Riga, Latvia; Königsberg, Bremen, Kiel, and Wilhelmshaven, Germany; Brest, Lorient, and Saint Naizaire, France; the Kriegsmarine would have been able to conduct carrier operations while protecting its surface fleet. But thanks to Hitler's (and others') shortsightedness, Germany's over-all naval ineptitude and—more important—the events of history, this never happened. ■

# ONCE CALLED THE "MEANEST SOB" IN THE 8AF...THIS C.O. IS NOW CALLED A SAVIOR!

BY ROBERT F. DORR *The Times*

During his time at the U.S. Military Academy at West Point, N.Y., in the class of 1935, Col. Albert J. Shower "had the best military bearing of any of us," a classmate wrote later.

During World War II, Shower commanded the 467th Bombardment Group, the "Rackheath Aggies," flying B-24 Liberators from Rackheath, England.

Vincent Re, a gunner on one of Shower's Liberators, remembered what it was like to fly missions deep into Germany.

"First thing after breakfast," Re said, "They crammed you into a briefing hut. They pulled blackout screens over the windows. Then they removed the curtain from the map and you learned the target for the day. If it was Berlin, you wanted to be sick. But you listened to the briefing, and you flew the mission."

To bomb the Third Reich, crews flew the cantankerous B-24, crammed with gasoline and bombs, at altitudes where they would die without oxygen or freeze without electrically heated suits. If they lived, they confronted German flak and fighters.

In the 467th group, the men had the added problem of a demanding taskmaster.

"We hated his guts," said B-24 pilot 1st Lt. Ralph Davis. "Shower was always on our backs. When you were not flying combat missions, he would have you out flying practice missions. He made us train on holidays. He made us train on weekends. We trained and trained and trained."

Shower's insistence on spit and polish made Rackheath different from most American bases in England, where a casual atmosphere prevailed. When a general visited Shower's group, he remarked, "I wear out my goddamned arm saluting whenever I come to this base."

Ten thousand American bombers fell in battle during World War II. On a bombing

mission, the risk of freezing was as great as the danger of being blasted or burned. In the first missions to Berlin in March 1944, the number of Germans killed on the ground by bombs was almost identical to the number of Americans killed in four-engined bombers overhead.



COL. ALBERT J. SHOWER (AT RIGHT) RECEIVES AN AWARD.

Always, the group's commander was an abiding presence. Shower's unique spot in Air Force history is told by these numbers: Among 243 combat groups in the Army Air Forces, including 125 bomb groups, one of the few that was taken into battle, led to victory and brought home by a single commander. Every other outfit had more than one commander during the war.

Shower recalled, "I had a lot of things going for me. I picked up an excellent maintenance officer from another group. We worked hard on bombing accuracy and on defeating German fighters."

Lt. Col. James J. Mahoney, a less strident figure, was brought in as No. 2 in the 467th group to "mellow out" Shower's impact. Mahoney, who is now deceased, once recalled, "Discipline and training were essentials to our mission. Shower provided us with a full and continuing diet of both."

Though few realized it at first, disci-

pline and training were what they needed when going head-to-head with a German fighter.

Watching a Messerschmitt Bf 109 approach was a gut-clenching experience. Yet, as time passed, Davis started to notice something, "I saw Luftwaffe fighters pass us and attack planes from a different group because we had such a tight formation."

A close formation enabled gunners to concentrate their fire.

Mahoney put it this way: "Many crews recall—and not kindly at the time—Al Shower circling the group in flak-filled skies over a cloud-shrouded primary target hoping for a visual drop after other groups had opted for [secondary] targets. No one ever accused the colonel of asking more, or even as much, of his men as he demanded from himself."

Shower's emphasis on training began to pay off.

The 467th group fought from March 1944 until April 1945, when no targets remained in Hitler's Germany. The group set several records for bombing accuracy while logging 212 missions and 5,538 sorties. One Liberator, named "Witchcraft," went into combat 130 times without an abort, thanks largely to crew chief Sgt. Joe Ramirez. The group lost 235 airmen and 46 Liberators—an astonishingly low casualty rate.

By war's end, Shower's methods looked different. Said pilot Davis, "When you got home, you began to realize what Col. Shower had really done for you. Then, you realized you owed your life to this great man."

Today, Shower resides in Riverside Calif., with his wife, Charlotte. At bomb group reunions, explained gunner Re, "We treat Col. Albert J. Shower with something between abiding friendship and hero worship." ■

# Your Heritage League

BY IRENE HURNER  
Heritage League President

**I**bid you greetings from the wonderful Ozark hills in the State of Missouri. I have just finished reading the article that I wrote for the spring issue. At that time, I was looking forward to spring with all of its changes. Well, spring has sprung! The hills are green, the tulips and dandelions are blooming, and the cattle are content.

It has been very exciting for me to see how our Heritage League officers and members have given their support in the past few months. My call for help in the last issue of the *Heritage Herald* and *The Journal* has not gone unanswered. Ruth Anderson, our Membership Vice-President, has forwarded letters from several members offering their skills and time. Thank you to all who have responded. We still have not had anyone offer to take over the duties as editor of the *Heritage Herald*. A big job, to say the least, but one that is so very important. It would be nice to have one or two people willing to take on that responsibility; do an apprenticeship with Communications Vice-President Kathy Jackson immediately so that there would be a smooth transition. If you have any suggestions, please get in touch with Kathy or one of our officers. Bob Brooks has worked with Kathy since our meeting in Tampa to redesign our web site <http://www.heritageleague.org>. He has helped in many ways with the site and has taken some of the responsibility off Kathy's shoulders. We all appreciate his time and the knowledge he brings

to the task. I am lucky to get my e-mail messages sent out. To design and maintain a web site is beyond my ability.

Ruth also forwarded a copy of a letter from Harry Craft. He spoke about our Heritage League at an 8th Air Force Historical Society meeting and had brochures available for those who were interested. Harry reported that he was greeted with true enthusiasm. I do not always hear about the efforts of our members, but I know that there are others who have given of their time to spread the word about our organization. One day, Rosemary Biel Lighty took brochures to an airfield where the All American was visiting and spoke to those interested. In a way, these are examples of the unsung hero. People who care about the group and want others to know that we exist and what we are working to accomplish. It takes teamwork for any organization to meet its goals. I am sure that the founding members of the Heritage League and members of the Second Air Division Association are gratified to see the team working together for the common good.

I received a note from Jim Lorenz, our liaison to the 2ADA, regarding a person who had written a note on the Heritage League web site asking for information about her uncle whose plane crashed in France. The pilot was not a member of the Second Air Division, but Kathy passed the information on to other Heritage League members. Jim took up the search and enlisted the help of Phyllis DuBois. With the passing of messages, the result was that this person found out where the crash site is and where her uncle is buried. She and her father will be visiting the sites this spring. Jim has promised to tell the whole story in an upcoming *Heritage Herald* issue.

Norma Beasley sent me the forms and timetable so that a wreath from the Heritage League would be laid during the May Memorial Day ceremonies at Maddingley. I would have missed the deadline for making the arrangements. I want to thank Norma for helping me continue a tradition that has been supported by our Past-

Presidents, including Billy Sheely Johnson, Craig Beasley and our members. For me, this is another example of team effort.

The Executive Committee of the Heritage League will meet in Dayton, Ohio, on the weekend of June 22 through June 24. I want to thank our Vice-President, Carol Kendrick, for making arrangements. The agenda will include a visit to the Wright Patterson museum on Friday. Our Treasurer, Ed Zobac, has been there many times. He tells me that we could easily spend the entire day there. I am letting you know so that you can plan some time at the museum, if you are ever in the area. The 2ADA and various bomb groups have had reunions there. The 453rd will have its min-reunion in Dayton during September. I am looking forward to my first visit to Dayton and to the airfield.

November and the rededication of the Memorial Room is not far away. I am so very happy that I will be able to join my parents, Bert and Claire Biel, my sister Christine Argentieri, my daughter Gretchen Hurner and friend Rebecca Bulls for the week in Norwich. This will be a family affair. I am sure that there are other families planning to be present. Attendance will be a wonderful way to honor our veterans and to gain a true appreciation of the sacrifices that the veterans and English people made for the freedoms that we enjoy today.

I would like to remind members and friends that dues for Heritage League are \$8.00 per year. Just send your name, address, telephone number, and relationship of member to veteran with a check to: Heritage League, Ruth Anderson, 1615 Elmwood Avenue, Lakewood, OH 44107.

At the beginning of this article, I mentioned how I am enjoying the changes that come with spring. I am anticipating the lazy days of summer. I hope that you are enjoying this season and that your lives are filled with joy and contentment. I will end this with a wish that God blesses each one of you with good health and happiness now and in the future. ■

# FINAL "ARTICLE" FOR SUMMER

BY RAY PYTEL, EDITOR 2ADA JOURNAL

Cambridge, MD, is the site of 2002 2ADA Annual Convention. The Executive Committee chose a Chesapeake Bay (60 miles SE of Washington, D.C.) 'just being built' Hyatt Resort location for the annual 2ADA Convention over Labor Day weekend, 2002. More on this later.

The Ex-Comm mid-year 2002 meeting is tentatively scheduled for Dallas. (Hopefully, the Dallas 'Mafia' can steer this to 'join up' with their annual regional 2ADA get-together.)

Evelyn Cohen indicated that due to cancellations, there is still time to sign up for the November 1-9, 2001, trip to Norwich for the grand opening of the bright and shiny new Millennium Library and the Annual 2001 2ADA Convention.

Remember, the City of Norwich is officially an open city to all 2ADA members!

Bud Koorndyk, former representative to the Board of Governors, issued a challenge to all 14 2AD Bomb Groups; plus Headquarters and offered to match the first \$1,000

in pledges or cash contributed by each group—with the stipulation that all 15 units must get on board. This is for the capital fund which Geoff Gregory has been writing about in the last few *Journals*. Individuals should contact their own group vice-president if they wish to participate.

You make a bequest by adding a codicil to your will, and your bequest goes to the capital fund after you no longer have any use for your money or assets. ■

## Stars & Stripes Goes to Press Again in France After 25 Years

REPRINTED FROM STARS & STRIPES, JULY 4, 1944

CHERBOURG, JULY 4—The Stars and Stripes resumed publication in France this Independence Day, a quarter of a century after the final edition of its illustrious weekly predecessor went to press in Paris after the last war.

The French edition of The Stars and Stripes for the AEF of this war is a two-page tabloid daily—for a starter—published in Cherbourg by a staff headed by Lt. Col. E.M. Llewellyn, of Tacoma, Wash., under the Army Special Service Division.

The start of operations in Cherbourg brings to three the number of editions currently published by The Stars and Stripes in this theater—others are in London and Belfast.

Since D-Day-plus-Six, the London edition has been shipped daily to

France and distributed to men all the way up to the front lines. Distribution of the London edition in France was suspended with the start of the Cherbourg edition.

The London edition of The Stars and Stripes was started as an eight-page weekly Apr. 18, 1942, with a staff of only seven officers and men. It became a daily paper Nov. 2, 1942, and now operates on a scale comparable to a metropolitan U.S. daily, receiving news from its own correspondents on the battlefronts and at home, and from the major wire services. The Belfast edition was started last December.

Other service papers under the name of The Stars and Stripes are published in Italy and North Africa. ■



Walter Newfield, circulation sergeant of the Stars & Stripes in France, gets his ass up to the front to deliver the paper. ■





# THE PX PAGE



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- B-3** ~ B-24 Nose Art name Directory, 7900 Listings by Name, Serial #, Group & Squadron, by Wallace Foreman .....\$22.95

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## THE BOMBER WAR:

### ARTHUR HARRIS AND THE ALLIED BOMBER OFFENSIVE, 1939-1945

BY ROBIN NEILLANDS

A vivid account of the most contentious bombing campaign of the Second World War, drawing extensively on first-hand experiences.

The book will be published in the USA and Canada in August (Overlook Press, 386W. Broadway, New York NY 10012, tel (212) 965-8400). Great reviews here and British aircrew veterans love it. Order your copy now! ■



## THE EVADER

### AN AMERICAN AIRMAN'S EIGHT MONTHS WITH THE DUTCH UNDERGROUND

Harry A. Dolph has narrated his epic experience from baling out of a burning 466th Bomb Group B-24 on return from a mission to Brunswick, shooting two German soldiers to avoid capture, and then fighting with the Dutch underground on temporary assignment to the OSS in one of the most exciting books to come out of World War II. To top it off, he returns to Holland to meet the ME-109 pilot who shot down his plane, "True Love."

In flashback style, Harry relates his interesting story about his early life and entry into the Army Air Corps and assignment as an intelligence agent for the Los Angeles Air Defense Wing, then being blocked by a vengeful former commander from graduation from OCS. Finally, Harry ends up as a gunner on a four-engine Liberator bound for England.

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At the point of death numerous times, Harry ends up in the uniform of the combat-hardened Royal Canadian Dragoons actually fighting on the ground with this elite force liberating Holland.

John Woolnough, founder of the 8th Air Force Historical Society, wrote the Foreword for "The Evader." John was also flying as pilot of the lead squadron of the 466th out of Attlebridge that day. This was the worst loss mission flown by the 466th, losing 6 planes. Woolnough didn't give his approval easily, so when he says, "Good reading," count on it!

Softbound, 366 pages, 45 B&W pictures, maps, bibliography, indexed. Priced at \$18.95 (includes \$10 tax-deductible donation to KMMA) plus \$2.05 shipping and handling or total of \$21. Order from: KMMA, PO Box #413, Birmingham, MI 48012 ■

## TRIBUTE TO THE LIBERATOR

### "AMERICAN BOMBER AIRCRAFT CONSOLIDATED B-24" (VOL. 1)

By John M. & Donna Campbell

Here is a superb photo tribute to the classic B-24, showing the variety of war fronts over which it served, from the CBI to Europe and North Africa. Most of the photographs are published for the first time.

There are 307 pictures of "Nose Art," covering planes from almost every group that flew in the 8th and 15th Air Forces. Yes, the Second Air Division Groups are well represented. The two-page spread at the Introduction is one of the most beautiful formation displays this Liberator lover has ever seen, with seven B-24's skimming the cumulus clouds.

Besides the Air Forces, the Coastal Command, and Navy's Privateers and Liberators are illustrated. Saddest chapter of all is entitled "Final Disposition," with excellent overviews of thousands of Liberators waiting for the cutting torch at Kingman, Arizona after V-J Day.

The hard-bound book is coffee-table sized 8 1/2" X 11", 256 pages, with over 700 black and white photographs, 44 color plates and 10 color profiles showing the various models of Liberators.

Send \$39.95 (includes \$16 tax deductible donation to KMMA) plus \$3.05 shipping and handling, or \$43.00 to: KMMA, INC., P.O. Box #413, Birmingham, MI 48012. ■

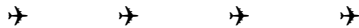


To the Editor:

Because I felt that the new D-Day Museum at New Orleans, Louisiana might wish to portray the participation of the 8th Air Force and 2nd Air Division of putting some 2,000 bombers over the French coastal region on D-Day, I offered to donate my Mike Bailey painting of RED ASS (D-Day lead plane) to them. But they refused. You might want to have a scotch in hand before you find out why.

They cannot display anything, including paintings, that were not available during World War II. This is one of the most non-sensical responses I have ever heard. This also helps me decide what I will do with any letters I might receive from D-Day Museum requesting financial donations.

Fred Breuninger (446th)  
5021 Lake Harbor Road  
Muskegon, MI 49441



To the Editor:

You said that any pilot or engineer would remember the instruments on the cover of The Journal. Here is one engineer that doesn't. I considered myself a damn good engineer as I was an instructor engineer in a training group for two years before I went overseas. Two of my student engineers got high decorations on the Ploesti mission. At one time, I knew every instrument, switch, handle and fuse on the plane and how they worked. Forty six years later, a bad memory and poor eyesight, I think I can pick out the throttles, bank and turn indicator (20) and the flight indicator (10).

Clifford B. "Dusty" Rhodes  
(453rd, 732nd)  
787 NE 12th St., Apt. 28  
Vancouver, WA 98664-1857

*Editor's Note: Yeah, blame it on memory and eyesight. I read it at least 25 times in the last 2-3 months.*



To the Editor:

A Pilot Training Manual for the B-24 Liberator Bomber—262 pages, 100's of illustrations—is offered for sale for \$14.95 by:

George A. Peterson  
National Capital Historical Sales, Inc.  
P.O. Box 605  
Springfield, Virginia 22150-0605  
(703) 569-6663  
Fax: (703) 455-5256

The most recent copy of The Journal had a picture of the Instrument Panel of the B-24 Bomber, which caused me to remember the Manual and the place where it can be obtained.

I am a member of the 2ADA. I first joined the 2AD in March, 1945, and was stationed at Ketteringham Hall, A-3, Air Operations as a Clerk. Prior to that, I had been in A-12 (ASTP), 104th Infantry Division, wounded in Germany, hospitalized in England and then transferred to the 2AD.

James Hickey  
3253 Delahaut St.  
Green Bay, WI 54301-1550



To the Editor:

The enclosed report: "B-24 Liberator" was prepared by my 9-year-old granddaughter, Clair Wilson Baron, who is in the 4th grade and lives in Gig Harbor, WA.

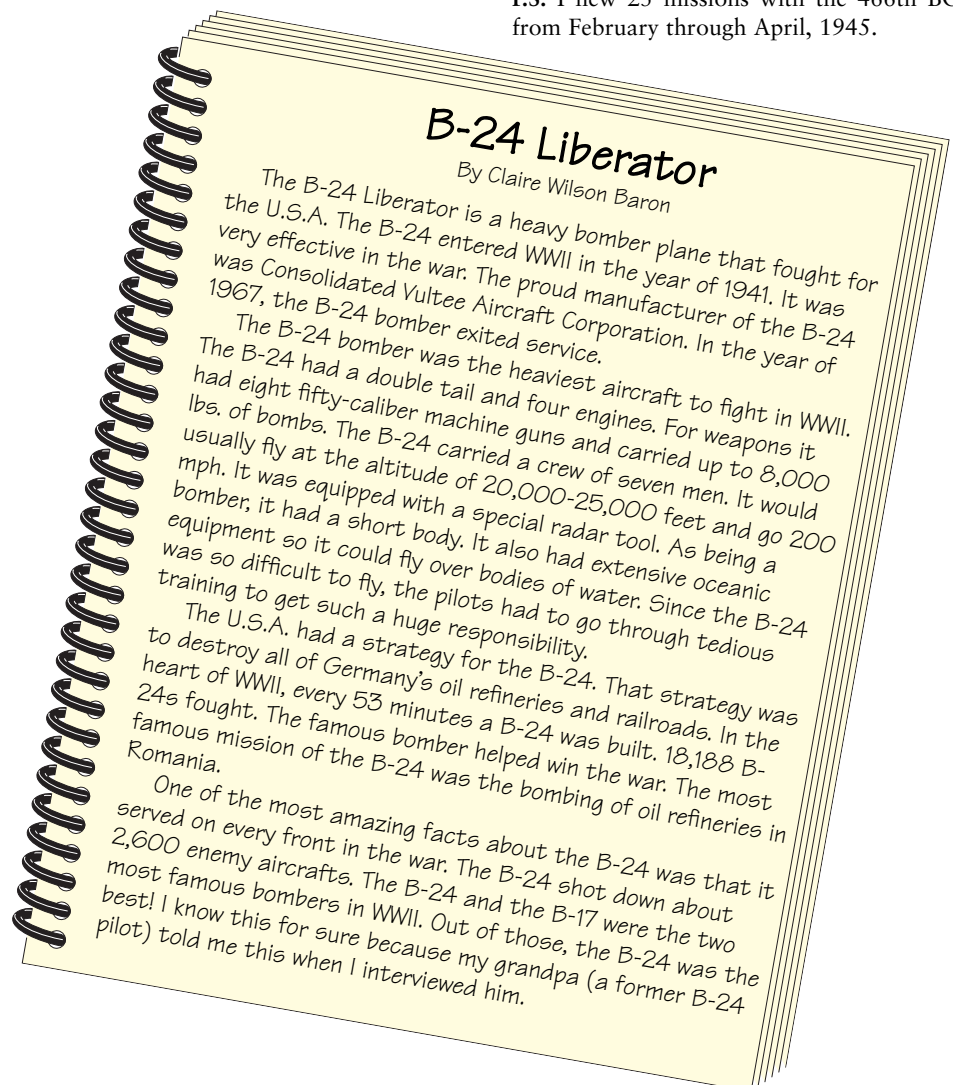
In mid-December of last year (2000), I received a phone call from my son who said that the students in his daughter's 4th grade class each have to write a report on something of interest. His daughter had chosen to write her report on the B-24 and would like to ask me some questions. Claire got on the phone, and in a very mature manner, proceeded to question me about various aspects of the B-24. Her father subsequently took her to the public library where she did some additional research.

In January, I received a copy of her report and was very astounded to see what she wrote. Her father said that she received an A+.

I think it might be interesting to our members to see what a 9-year-old can do in writing about the B-24.

David Baron (466th)  
Colonel, USAF Ret.  
7212 Deep Harbor Dr.  
Huntington Beach, CA 92648

P.S. I flew 25 missions with the 466th BG from February through April, 1945.



To the Editor:

After periodic inspection of the mission maps and other written material that I saved when we began to pack up for the trip back to the U.S., it always energizes my distant memory of missions and 445th events as a land navigator.

I wonder how many remember when the 701st as a lead squadron was attacked by a ME 262. We were the lead and the jet shot just off our nose out of gun range. When the P51's came roaring through the formation, there was a pair of black paths from the jet and he left the P51's in the dust. For the time, this German jet was absolutely remarkable.

Then there was a mission to central Germany where the target was an X marked in the middle of the forest. It was thought to be an ammunition depot, so we were told at briefing. The sky was absolutely clear and from 18,000 feet we couldn't miss. Concurrent with the bomb strike, a huge ground explosion was seen which lifted our ship a few hundred feet upward. Bingo!!

Then, in early 1945, we were assigned a target at Passau where rail bridges crossed a large river. On the bomb run, we noticed a flight of B-17's apparently heading for the same target, on a collision course. They released their bombs almost directly over us (they were a thousand feet higher). We veered right and the bombs just barely missed our flight. Consequently, our bomb strike was off target, but somehow, we escaped. Again we were the lead squadron. Would have liked to have met the B-17 lead bombardier and suggest he adopt a seeing eye dog. Those friendly bombs almost had the worst results in mind.

I remember my first division lead with Colonel Martin in the right seat. We aborted over the continent and during the approach to East Anglia, I fell asleep at the switch. Recovering quickly, I turned the division sharply and lined up directly into our landing runway. Col. Martin thought it was a good adjustment in spite of my poor performance—which only I understood.

On Christmas day (1944), after many days of down time due to miserable weather, the 445th hit a small town in western Germany which had a small marshalling yard and rail junction. Apparently, this was used by Germans for rail supply during the famous Battle of the Bulge. We went in first with GP's, the second squadron dropped incendiary bombs, and our third squadron dropped frags. What a Christmas present for this small village—blow them up, burn 'em down, and punish the fire fighters. As we turned for home, I could see this German town engulfed in flames and smoke. I didn't feel good about this mission, but it probably helped this last desperate effort to turn the war around.

The security blanket for navigators was the EGO computer used to quickly compute compass headings and ground speed, plus course adjustments and arrival times. Someone should write a tribute to this gadget which really played an important role in completing successful missions.

Also, there was the Sampson and Hercules ballroom in Norwich where we danced with lovely English lasses. The dance floor was sus-

pended on springs. When everyone was dancing, you could experience sea sickness. Then, there were the Friday-Saturday night dances at our base. It took me several months to realize that the number of Norwich females transported by bus to the base each evening (Friday-Saturday nights) did not equal, and were less than, those returning that night by bus to Norwich. Imagine my surprise when I encountered English maidens in our community latrine within our officers quarters complex. Curious Anglo customs (by necessity)!

There is much to be said for our "flak leave" vacations (I had two). I wasn't aware of my critical battle fatigue, but the catering by Red Cross ladies and fresh egg breakfasts made "recovery" possible. My second leave included hunting rook (English crows) in a nearby forest. The local residents gathered the birds and returned home to make "rook pie," an English meat delicacy.

Hope I haven't bored anyone. I'll try and keep in touch as time permits. By the way, my lead pilot was Capt. Horace Shankwieller with whom I've not corresponded since VE Day. (copilot was Barnaby, radar L. Vecchi, bombardier Albergeni, can't remember nose turret navigator.)

Orville Ball (445BG)  
2520 E. North Island Dr.  
Shelton, WA 98584-9403

*Editor's Note: With all this going on when did you have time to navigate?*

To the Editor:

Many of you will remember this tall, good-looking guy with the quick wit and ready smile from many Second Air Division and 389th Bomb Group reunions, Skip Pease.

Skip was a major contributor to the rehab of the "All-American" B-24. He was honored to be listed as the Crew Chief. Skip also arranged to have the Sessoms Crew emblazoned on the Liberator's bomb-bay doors.

My wife, Bea, and I ran into the Peases—Skip and Zona—at the 2nd AD shindig at Hethel in 1987. He brightened every one of our crew get-togethers since then. We'll really miss him.

Skip had a brilliant business career ending as Senior Vice President, Chief Operating Officer of U.S., Canadian Operations for Prudential Insurance Company. Upon retirement, he turned his talents to supporting a host of civic enterprises in his hometown, Camarillo, California.

Unfortunately, we lost another of our "good guys." Skip died on November 17, 2000.

Clark L. Robinson (389 BG)  
157 Huckleberry Hill  
Wilton, CT 06897  
(203) 966-9313



**Skip Pease (not yet an official member of the Sessoms Crew) attended its first outing in London, in 1944. The photo taken at the Esplanade Hotel includes Skip, Sid Turner, Ed Teevan, George Wenick, Perry Sessoms, Clark Robinson, John Leuthold, Carl Wirges and Bill Nelson. Navigator Izzy Levine missed the photo op.**

To the Editor:

In 1942, I took basic at Keesler Field, MS with a GI named John Rine, from Northumberland, PA. We became good friends and exchanged Christmas cards. We both became involved with raising our families and never got to visit each other.

Scott, his son, asked me about his father's military records, where he had been stationed, and his duties in Iceland and England.

I think that John, like me, belonged to a

support group of one of the bomb groups.

If any of your readers worked with John, please have them write to me, so that I can pass the information on to his son, Scott Rine.

Carl C. Wunderlich  
302 Cornertown Road  
Chambersburg, PA 17201

To the Editor:

My deceased father, Leon Smith, military records were burned. He was an 8th AF gunner on B-24's during 1944-45. That's all I have!

Does anyone recognize the crew or him?



Please contact:  
Richard Smith  
1165 N. Cholla Circle  
Sierra Vista, AZ 85635-1250  
email: rshunter@theriver.com



To: Norma M. Beasley  
March 20, 2001

The National Association of Parliamentarians congratulates you on passing the NAP membership examination. Your grade is 87% - a good score. The questions you missed from the 300 *Study Questions* are circled on the enclosed "Questions Missed" form. The NAP Headquarters Office will mail your membership card to you within eight to ten weeks.

From: Catharyn A. Ables  
Enclosure

To the Editor:

#### GETTING TOGETHER:

Many of us have mini-reunions. It's a good time to rehash the past and talk about our now senior moments. Fourteen of us met at various times the week of 2/25/01 in Palm Harbor, Gainesville, and Fort Meyers, Florida.

On Tuesday, 2/27/01, Hugh and Jean Bennett, Vince and Wilma Cahill, John and Marilyn Leppert, Bill Shoemaker, and Harry and Betsy Stephey met at the home of the Cahills for dinner and a great gabfest.

On Thursday, 3/1/01, John and Nancy Fitzgerald joined the Stepheys and the Lepperts for an evening reunion in Palm Harbor, Florida.

On Saturday, 3/3/01, John and Marilyn Leppert, Harry and Betsy Stephey, and Ken



(L to R) John Leppert, Vince Cahill, Bill Shoemaker,  
Hugh Bennett, Harry Stephey

and Olga Strauss met at the Strauss home for a visit, and later out for lunch. Harry and Ken both served in anti-sub operations before becoming squadron commanders with the 491st Bomb Group. They have known each other for over 58 years now.

In November, eight of us will be traveling to Norwich for the Memorial Library dedication—another reunion that we all look forward to.

John D. Leppert  
4383 Live Oak Blvd.  
Palm Harbor, Florida 34685  
(727) 784-1984  
jlml3610@aol.com

To The Editor:

I wonder how many veterans are aware that the Veterans Administration will provide prescription drugs for \$2. I am just now entering the program so I cannot provide exact details. I'm sure the local VA can.

Rodney M. Petersen  
1575 Haynes  
Birmingham, MI 48009-6876

To the Editor:

This is a picture of my Illinois license plate. It's pretty easy to get one similar to mine in this state. Letters before the numbers, 7 letters and numbers total.



Here is a little of my combat history. I was a member of John Docktor's crew assembled in Salt Lake City, in November of 1943. We took our Phase Training at Biggs Field in El Paso. From there we picked up a brand new B-24J in Topeka, and flew the southern route to Wales, about the 20th of March, 1944. After Ireland, a couple of weeks, we were assigned to the 44th BG (H). First mission was recalled May 4, 1944. First one to count was on May 7th. To where, I can't recall. We had a pretty uneventful tour, fighters about 3-4 times, but flak EVERY time except once. Started out at 18,000-19,000 feet in early August when we finished. We were struggling to 26-27,000. Flak was that much better. We flew 33 missions in about 87 days. No one got a Purple Heart. That's what I mean by uneventful. I was overseas, 91 days from time of leaving till returning. Ended up instructing cadets at Childress, where I graduated from, until discharge.

Wayne A. Miller  
Major USAF Ret.

To the Editor:

This is a confession of guilt. In the foreword of my book, *The Day We Bombed Switzerland*, I failed to credit Rick Rokicki for his most useful help. Rick provided a considerable number of the interior photos which my editors used in this volume. I am most grateful for his help, which, as always, was unstinting and rapidly forthcoming.

All of us who are former inmates of 458th Bomb Group, owe a continuing debt of gratitude and thanks to Rick Rokicki. With indefatigable devotion and fervor in his work, he brings us regularly together once again with his wonderful and informative columns in the *Journal*. As if that were not enough, he expends great effort in our behalf to make available such items as squadron patches and other memorabilia of considerable worth. Rick Rokicki is a devoted and God-given treasure and we too often fail to appreciate him enough.

As for my omitting his name from the front of my book, I plead only: Mea culpa!

P.S. The book is still available for \$24.95 plus \$2.00 postage.

Jackson W. Granholm  
4372 Coronado Drive  
Roseburg, OR 97470-4623  
(541) 679-1945

To the Editor:

I want to tell you that not sending you some information last Fall was one of the biggest mistakes I have made in a long time!

Since you published the *Journal* with my cockpit poster on it, all I have received in the mail is requests for information on how one could be purchased.

I have had dozens and dozens of letters from your membership! I have sold untold numbers of posters as well!!

I really had no idea that so many people had an interest. You have a great group of people and their letters have been very interesting and touching. Many telling of how many missions over Germany they had completed and several telling of how they were shot down there also!

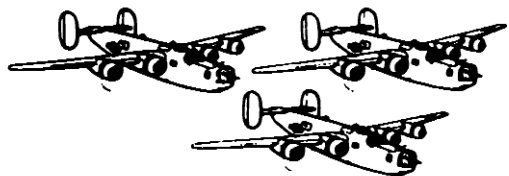
I originally was going to have a nice advertisement made up last Fall on your request, but things here got so busy I did not get around to it. Big Mistake! It sure would have been easier than answering all those letters, but I was GLAD to do so for those guys! I spent 4 years in the Air Force as a medic with the Flight Surgeons Office, 1966 to 1970, and 12 years as a Parachute Rigger in the MO Air Guard.

I hope this information arrives in time for the Spring issue and will help those who didn't write for information but wanted to obtain a B-24 Cockpit Poster. The black and white 20"x28" poster is \$15 each, plus \$4 shipping charge for up to 6 posters.

Robert Chad LeBeau  
AVIATION ARTIFACTS, INC.  
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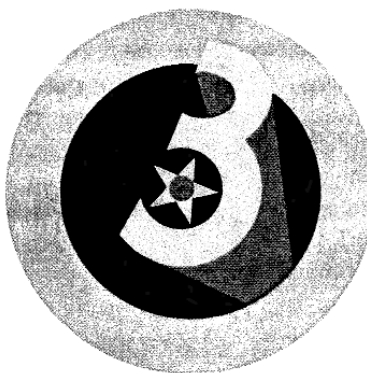
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