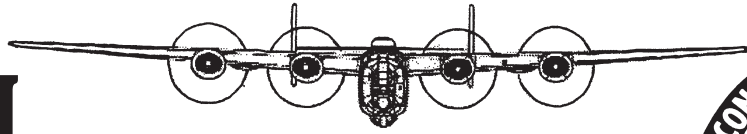


THE JOURNAL

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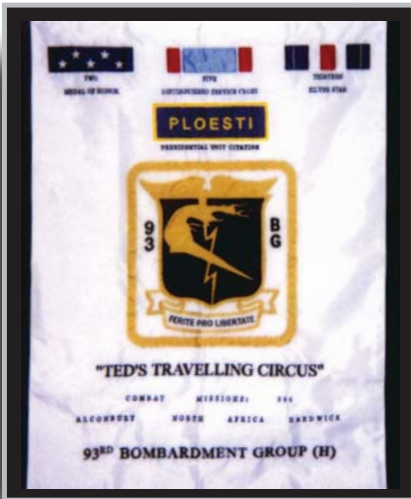
Volume 40 Number 4

Winter 2001



2AD GROUP BANNERS AT THE FORUM

SEE BANNERS ON PAGE 18
POSTER OFFER ON PAGE 35



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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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PRESIDENT'S MESSAGE

BY FELIX LEETON (389TH)

EDITOR'S NOTE:

Next issue—President-elect Walter Mundy takes over.



The 2001 2ADA convention in Norwich impressed me as a complete success!! All parties carried out their missions as was to be expected. Paul King was spectacular in his valedictory session as Chairman of the Board of Governors of the Memorial Trust.

The meetings with the County Council were impressive. The City of Norwich, granting the honorary "Freedom of the City" for the first time to a foreign military entity, underscores the depth of our truly unique relationship with the City of Norwich and the County of Norfolk.

The Service of Thanksgiving and Remembrance in the ancient Cathedral was a ceremony to be remembered.

The official opening of the new 2nd Air Division U.S.A.A.F. Memorial Library can only be described as spectacular. The building is "top notch," the setting breathtaking, and the enthusiasm genuine!! Major General Hess



ALL WENT WELL — HOME AGAIN
Presented to Felix Leeton, President of the 2nd Air Division Association by the Governors of the Memorial Trust on the occasion of the convention in Norwich in November 2001, when the new 2nd Air Division Memorial Library was opened at the Forum, Millennium Plain, and the Freedom of the City of Norwich was conferred upon the Association.

USAF, represented the U.S. Ambassador. Her Majesty's Lord-Lieutenant of Norfolk, Sir Timothy Coleman K.G., performed the Ceremony of opening the Memorial Library.

The visits to the Bases were especially rewarding. The Friends are doing great things. I got to hear the Bells of Carlton Rhode ringing!

I forgot the incidental problems: (a) hail storm; (b) Lorry wreck on the A-road and 3 1/2 hour delay; (c) sound system at the banquet. ■

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. ■

KETTERINGHAM HALL DIVISION

HQ

BY RAY STRONG

It is mid-October and in just a couple of weeks many of us will be going to Norwich for the dedication. I wish that all of you could be there.

I need to get this in to our *Journal* editor for the Winter issue before the trip to Norwich. Maybe I will be able to add a short piece about the trip when I return.

In reading the Fall issue, I found the article by Carson Holloway, News From Across the Pond, to be very thorough and informative about the status and mission of the Memorial Library. I recommend that you read it again. Once again, I urge you to collect all of that archival material that you have been intending to send to the library. Write or send an e-mail to

Derek Hills about what you have and see if they would like to have it.

Since you will not receive this issue of the *Journal* until after the holidays, I hope that you had a happy Thanksgiving, a joyful Christmas season, and a big New Year's Eve.

LAST MINUTE UPDATE:

Ruth and I and our granddaughter have just returned safely from the meeting in Norwich. It was a great occasion! I will include all the details in the next Headquarters Newsletter. ■

What a bash!

EXECUTIVE VICE PRESIDENT'S MESSAGE

BY DICK BUTLER, 44TH BG

As the newly elected Executive Vice President of the 2ADA, I find my first assigned task is to prepare an article about our 54th Annual Convention in Norwich. When I asked our esteemed editor, Ray Pytel, how to write about this most historical event, he said, "First go to a dictionary and find all the superlatives you can, use them, and then make up some more." This was very pertinent advice, as ordinary words cannot begin to adequately tell about this momentous convention, so detailed and carefully put together by David and Jean Hastings, and Evelyn Cohen. Everyone who attended, about 800 2ADA members, our family members, and our British guests, are deeply indebted to David, Jean, and Evelyn for the Herculean effort they put forth to make this the greatest 2ADA convention ever. And that it was.

The catalyst that brought us all together, of course, was the dedication of our new 2nd Air Division Memorial Library in the fabulous new Forum, Millennium Plain. One has to see this structure and visit it in order to believe what has arisen from the ashes of that disastrous 1994 fire. There can be no doubt that this must be the most outstanding library facility in the world. There could not be a more appropriate and distinguished location for our Memorial Library. It is truly wonderful. The Board of Governors of the Second Air Division Memorial Trust, and the library staff, have created a truly living memorial to our 6,700 comrades who gave their lives in World War II to gain and preserve the freedom that so many millions, the world over, have today. This is unquestionably the only living memorial in the free world to the sacrifice made by a large group of men and women defending freedom. I cannot begin to describe the interior of this beautiful 2,500 square foot room. I trust that there will be photos in the next issue of the *Journal* that will help those who did not have the opportunity to see our

library in person, to appreciate how wonderful it is. Thank you to Paul King, Chairman of the Board of Governors, and you other members of the Board for what you have created, that will carry the message of sacrifice by so many for generations to come.

On Sunday morning, November 4, our 2ADA annual business meeting was held. At this meeting, Walter Mundy of the 467th Bomb Group was elected President of the Association. I was elected Executive Vice President. Incumbents in other positions were re-elected. No significant other business occurred. In the evening, members of the Heritage League and the Friends of the Memorial combined to provide a most entertaining and informative evening program that was designed primarily for the children and other family members of those attending the convention. Other convention attendees were welcome to this program, and as a result, it was an overflow crowd that enjoyed a fine evening and buffet supper.

Monday was our day to visit Madingley Cemetery, where Walter Mundy and Jim Lorenz conducted a brief but very meaningful memorial ceremony, and placed a wreath. Our visit to Madingley was shortened by the fact that our motor coaches were delayed for about two and a half hours on the motorway by a multi-lorry accident. However, this delay provided an excellent opportunity for visiting by our people. Lunch at a choice of locations, and visits to either the American Air Museum at Duxford or Wymondham College, followed the cemetery visit.

Tuesday evening we were treated to a most memorable ceremony in St. Andrew's Hall. There, the Honorary Freedom of the City of Norwich was conferred on our Second Air Division Association. The ceremony commenced with the Lord Mayor, Councillor Keith Ratcliffe, welcoming everyone to this unique event. The Lord Mayor invited the City Clerk,

Mr. John Turner, to read the Council resolution that the Second Air Division Association be admitted to the Honorary Freedom of the City. The Lord Mayor presented the scroll to Felix Leeton, President of the Association. Felix Leeton then spoke, followed by Honorary President Jordan Uttal, who was at his best. His voice rang clearly as he eloquently told of the history of the Association and its members' relations with the citizens of Norwich. His words contained both solemnity and some appropriate humor. Dinner was served in Black Friars Hall after the ceremony.

Two momentous ceremonies took place on Wednesday, 7 November 2001. The first was the Service of Remembrance and Dedication in the Norwich Cathedral by the Lord Bishop of Norwich, the Right Reverend Graham Jones. The ceremony began with the entrance procession that included the Chairman of the Memorial Trust, the President and the Honorary President of the Second Air Division Association, and local dignitaries. Then came the Cathedral Procession of Visiting Clergy, the Dean and Chapter, and the Lord Bishop of Norwich. Following the singing of our National Anthem, as the band played, the Colours and Roll of Honor were borne through the Nave to be presented at the altar. The Honor Guard was comprised of Victor Dzenowagis, Peter Asch, Allen Pettersen, Craig Beasley, and Chuck Walker's grandson, Andrew Hollock. Bearing the Roll of Honor was mine and my wife's son, Dan Butler. It was with great pride and tears in our eyes that we watched him proudly carry that precious book. It was on a purple satin pillow that had been made just for this occasion by Jean Hastings. David Hastings followed the Honor Guard. After prayers were said and hymns sung, Dan bore the Roll of Honor before the Bishop for its rededication. Jordan Uttal requested the Bishop to dedicate the Roll of Honor by saying, "My Lord

Bishop, on behalf of the parents, relatives, and comrades of more than six thousand seven hundred men and women of the Second Air Division, whose names are inscribed herein, I request you will dedicate this Roll of Honor that their lives may be held in honor." After a short moment of silence by all present, the Bishop replied, "In the Faith of Jesus, we dedicate this Roll of Honor to the glory of God and in memory of those whose names are recorded. In the name of the Father and the Son and the Holy Spirit," all present replied, "Amen."

Following the sermon and the singing of a hymn, the British national anthem was sung. Then Taps was played. The blessing was given by the Bishop. The final hymn was "The Battle Hymn of the Republic." Then the Colours and the Roll of Honor led the Great Procession on the departure through the Nave of the Cathedral. We will never witness such a beautiful and memorable service again.

Then we proceeded to the Forum Millennium Plain for the official opening of the new 2nd Air Division Memorial Library. The Lord-Lieutenant of Norfolk and Major General Kenneth Hess, Commander of the Third Air Force at Mildenhall, who took the place of the United States Ambassador to Great Britain, reviewed the Guard of Honour and the Royal Air Force Coltishall Squadron Standards. The Band of the Royal Air Force Regiment played. The formal procession, including the Roll of Honor borne by Dan Butler and the Standards, left from the west door of St. Peter Mancroft Church to proceed to the Forum. A Guard of Honour was proceeded by the Royal Air Force Coltishall and by a Colour Guard from the United States Air Force, Mildenhall. A fly-past by Jaguar aircraft from R.A.F. Coltishall, and a KC-135 aircraft from the 100th Air Refueling Wing at Mildenhall, was made, despite the low clouds. The procession paused during the fly-past. The Chairman of the Memorial Trust of the 2nd Air Division U.S.A.A.F., and the Chairman of the Forum Trust Limited, welcomed the Lord-Lieutenant of Norfolk, Major General Kenneth Hess, and the Civic Party. The Wymondham College Band played the "Second Air

Division Fanfare" as the Roll of Honor was carried to the dais accompanied by the Standards. Mr. Paul King, Chairman of the Memorial Trust, then invited General Hess and the Lord-Lieutenant to declare the new Second Air Division Memorial Library open, which they did. Felix Leeton, President of the Second Air Division Association, asked the Lord Bishop of Norwich to dedicate the Memorial Library. The Roll of Honor and the Official Party then moved to the Memorial Library where the dedication took place. The Reverend Peter Nokes, the vicar of St. Peter Mancroft Church, in whose parish the Memorial is situated, welcomed those present and invited the Wymondham College Band to play "The Acclamation." With that, the formal procession left the Forum. After lunch, the 2nd Air Division Memorial Library and all main facilities in the Forum were opened for inspection.

That evening, the final official event of the convention, the Formal Celebration Banquet, took place at the Norwich Sports Village. The program started with the traditional Candle Lighting Ceremony. For the first time, a child or a relative of each candle-lighter stood nearby the lighter of each of the candles. This made for an even more impressive and meaningful ceremony. About 830 persons, including our members, their family members, and British guests, were in attendance. Jordan Uttal was again a most effective and impressive master of ceremonies. There were two highlights of the evening. The first was the presentation by Walter Mundy, President-elect of the Association, of the President's Award to Mr. Paul King, Chairman of the Memorial Trust. The President's Award is the most distinctive and prestigious of the Association's awards, and it is given for especially noteworthy contributions to the Second Air Division, the Second Air Division Association, and/or its objectives. The citation was read. Mr. King is certainly most entitled to this award for his leadership of the Board of Governors, as they successfully brought about the completion of our wonderful Memorial Library, and for all his other activities furthering the goals of the Second Air Division Association.

The second highlight was the pre-

sentation of three checks to Mr. King for the Memorial Trust. The first one was for \$50,000.00. This was the result of a bequest by the late Edwin D. Becker. Some of his family members were present. The second check was also for \$50,000.00, and was presented by Geoff Gregory. The money came from the funds raised by the bomb groups and the headquarters in response to the "Koorndyk Challenge." The third check, presented by Treasurer Bill Nothstein, was in the amount of \$100,000.00 and came from the Association's General Fund. Needless to say, Mr. King was most surprised and pleased with these contributions and eloquently stated his and the entire Board's appreciation.

In conclusion, I must mention that each attendee received, in his or her welcome package, a beautiful metal medallion that was suspended on a red, white, and blue ribbon. One side of the medallion contained an embossed B-24, and the other side had an embossed image of the Forum. Everyone was encouraged to wear their medallions throughout the convention, and most did, as they appreciated these mementos of this most memorable event, the dedication of our new Memorial Library. Bud Chamberlain and Alan Senior conceived the idea for the medallions, designed them, and ordered their manufacture. Bud and Mike Chamberlain, and Dick and Ardith Butler provided them for all attendees, Governors, and Friends of the Memorial.

Jordan Uttal concluded the banquet program with a poem especially written for this occasion by Rhoda Bandler:

KEEPERS OF THE FLAME

*How shall we all be remembered
When History takes us in hand?
No doubt, we shall all be remembered
With those who defended our land.*

*The best of the "Best Generation"
And we'll shine when posterity looks
As survivors of world conflagration
Who maintained our devotion to books.*

*Protectors of civilized values,
Resisting Humanity's night.
We are proud if we may be remembered
Among those who rekindled the light. ■*

THE EDITOR'S COMMENTS

BY RAY R. PYTEL (445th)

September 11, 2001

....*This too shall pass*

War is hell, slavery is worse!

Enough said.

This editor has just returned from the Norwich, England bash and was confronted by 42 recorded phone messages, some asking for extending submission deadlines and various other problems.

There are five new group V.P.'s plus a new 2ADA President and Vice President. Time ran out on some submissions, even after my extension from October 15th to November 20th. With all the furor and confusion, I didn't have time to follow-up on the missing articles. I hope we can catch up with the Spring issue.

Some of you have no doubt read the story of the four college and high school students who undertook the job of publishing a real neat and glossy 50-page military aviation magazine. On the cover of the recent issue they have a B-24 and a review of Stephen Ambrose's book on the 15th Air Force, plus his recent flight in the Collings Foundation's "The Dragon and His Tail" B-24.

Other articles included a story on the ME-262 and Germany's entry into the jet age in 1943-45. This is really something that is worthwhile. After we're gone, they will tell our story! To help them out, I sent a set of our *Journals* from 1980 to the present. See their ad in the PX section.

Several years ago I asked those of you who wished to dispose of your old *Journals* to get in touch with me, as I can place some sets in various museums, with historians, and aviation magazine files. I have placed 16 sets of 2ADA *Journals*, most covering the period 1980 to the present.

I have several additional requests, and can place some more sets, but I am out of complete sets! If you wish your old *Journals* to be useful as a source of future stories, or as reference material, I will reimburse you for the shipping cost. I will then make them available without charge, except for the shipping cost (both ways, usually around \$10 each way). Sets need not be complete.

ANSWERS TO FALL QUIZ:

Question #1: All 16 Army Air Forces had various units of B-24s.

Question #2: Foreign Air Forces that had B-24s and variants were the following—mind you some were only salvaged, borrowed, or captured and used for intelligence, and this list may not be complete!

FRENCH INDOCHINA
KOREA
FRANCE
NATIONALIST CHINA
NETHERLANDS
CANADA
AUSTRALIA
NORWAY [SQDNS]
POLAND [SQDNS]
CZECHOSLOVAK [SQDNS]
UNITED KINGDOM
BELGIUM [SQDNS]
SOVIET UNION
PORTUGAL
SPAIN
TURKEY
SWEDEN
SWITZERLAND
SOUTH AFRICA
NEW ZEALAND
ROMANIA
NAZI GERMANY
WEST GERMANY
EAST GERMANY
PEOPLE'S REPUBLIC OF POLAND
BURMA
ITALY

WINTER QUIZ:

For those of you who have seen air war movies and documentaries, I would like you to give your best shot at the possible answers to the following questions:

1. Why do they always show B-17s starting their engines when a B-24 documentary is the subject?
2. When B-24s are on a bomb run, always with a bombardier, why do they always show the opening of the bomb bay doors on a plane other than a 'roll up' door on a B-24?
3. Why did our friends, the British, always wear their neat dress uniforms, not flying clothes, before takeoff and in combat scenes?
4. In the "The Great Escape" and other prisoner of war documentaries and stories, where did the prisoners get their regulation, and with proper and complete insignias and rank uniforms? Who dry-cleaned them?
5. Why didn't the pilot and copilot wear helmets, oxygen masks, steel helmets and communicate on the intercom like

the rest of the crew, and why didn't they feel cold in their 'I'm in command fifty mission caps' which apparently they took on every mission?

6. Why after several hours of combat crew briefing did the pilot have to get the crew out of the plane, and have everybody 'plan the mission' over a bunch of charts in front of the plane?
7. Where did they get all the pianos for the Officer's Clubs for the customary 'sing along' scene around the piano in every movie?

If you can't answer all of the questions above, you may substitute with another question of similar nature which I may have overlooked. ■

MAJOR GENERAL ANDREW S. LOW TO BE HONORED

*GENERAL LOW, WORLD WAR II
BOMBER PILOT AND COLD WAR
HERO, TO BE SUBJECT OF
MEMORIAL WINDOW*

**Sponsored by West Point classmates
and comrades of World War II**

A stained glass memorial window will be dedicated honoring Major General Andrew S. Low, United States Air Force, in the Chapel of the Fallen Eagles at the Mighty Eighth Heritage Museum, Savannah, Georgia. The window dedication will be in connection with the Chapel completion and dedication on May 18, 2002. An outstanding and heroic member of the World War II 8th Air Force, General Low was a key staff member and commander in the postwar Strategic Air Command.

Mrs. Helen Low and members of General Low's family will be honored guests. They will be accompanied by comrades from the 453rd Bomb Group and other members of the Second Air Division of the 8th Air Force. General Low served as President of the Second Air Division Association in 1983 and was a long-time member of the Association and its Executive Committee.

The goal is to raise \$15,000 as quickly as possible. Dedication for the chapel is set for the weekend of May 18, 2002. The museum is a 501 (c) (3) nonprofit organization and your contribution is tax deductible. We would appreciate any contribution you deem appropriate. You may mail your contribution to The Mighty Eighth Air Force Heritage Museum, P.O. Box 1992, Savannah, GA 31402. ■

Real Personal from the Honorary President

BY JORDAN R. UTTAL (HQ), 2ADA HONORARY PRESIDENT

It's Wednesday evening, 31 October, long after the October 15 deadline, but Ray Pytel has given those of us who are going to Norwich until November 15th. However, I'm staying over in England until the 24th, so I'd better get this on record now.

Before anything else, knowing that this will not arrive before Christmas and New Year's, I wish each of you a wonderful, healthy, and peaceful holiday season. I know a lot of us are physically distracted, but let's remember the good times and reward each other and all our loved ones with the love we have always extended.

Tomorrow we leave Dallas for England, and how we are looking forward to the visit! You will be filled in on all the details after they happen by Dick Butler, and I can only tell you of my personal reactions to what we have been told is going to take place. The first few days are going to be easy, including the Executive Committee meeting and the

next day the 2ADA general business meeting. The plans include a visit to the American Cemetery at Madingley (Cambridge), followed by a visit to the American Air Museum for those who haven't already been, or to Wymondham College on Monday the 5th. The next day there are a couple of tours available. That evening we are to be honored by the Association being awarded the "Freedom of the City" award, followed by a civic reception.

Wednesday the 7th will be THE DAY!!! Cathedral service in the morning, followed by the official opening and dedication of our new 2nd Air Division Memorial Library, followed by lunch. Then, in the evening, our Convention Banquet. We are expecting an attendance of over 800, which includes British guests. Thursday is Base Day and each group has made its own plans. Departure is early Friday. What a week!!

The preparations for all this has been an enormous undertaking by Evelyn

Cohen and David Hastings. They've been at it for months with the support of Paul King and the Board of Governors, the city, the county, the library staff, the clergy, police, Red Cross, and the Friends of the 2nd Air Division Memorial who are providing 40 couriers. Also, certain individuals in the community have made financial contributions to add to our visit to Norwich for the rededication of our Memorial Library, and to see old friends in the Association and the community. Of particular interest is the fact that the veterans of the 2nd Air Division will be accompanied by over 350 family members.

I know that I will return full of pride in what will have been accomplished in the creation of the new library, in its design, in its furnishings, and in its operations. To all of you who have made it possible through your financial and moral support, and to all who have done the work, I send a brisk, snappy, respectful SALUTE! ■

THE "BAD" HAIRCUT

BY EARL L. ZIMMERMAN, 389TH BG

You have heard the joke about "Where did you get that lousy haircut?" Well, it really happened to me. After WWII I was assigned to the 509th Bomb Group and got to know the commander, Colonel 'Butch' Blanchard, real well. It was the time of the 1947 'flying saucer' thing at Roswell AFB and I ran into him everyday.

In 1948, I was transferred to O.S.I. as a Special Agent and spent the next 15 years with Col. Charles J. Weiss, who was my first instructor in O.S.I. Charley was in the 93rd at Hardwick during the 'Big One' although we didn't meet until O.S.I. days. We were both assigned to the Technical Operations Division in Washington D.C. during our last four years in O.S.I. The Commanding General of O.S.I. advised our Division that we were to put on a 'Dog and Pony Show' for the Secretary of the Air Force, Eugene Zuckert and Air Force General, Butch Blanchard. The head "enchilada" of our Tech Division was ambitious and came to my lock and safe shop to learn the tricks of the trade so he could impress Zuckert and Blanchard by taking over my portion of the show. After

a few trials and errors and raising a blister on his thumb, he asked me to go along and put on the lock and safe portion of the show.

While packing the equipment, our commanding general came by my shop to use my tool grinder to sharpen some chisels and asked if we had everything arranged for the show. Charlie happened to be in my shop and advised the general that all the equipment was packed and ready to go to the Pentagon. The general then looked at me and

asked if I had time to get a haircut, as I looked a little seedy. Charlie volunteered to give me a trim as he said he was a barber while attending college. I heard later that he really worked for a dog and cat hospital and trimmed the animals. In any case, Charlie gave me a trim. (See photo)

The head "enchilada" of the Tech Division and I set up the equipment in a small conference room in the Pentagon. When Secretary Zuckert and General Blanchard walked in, Blanchard smiled and said, "I know you." I hadn't seen him since 1948. We passed a few pleasantries and Zuckert spoke up and asked, "You got 20 minutes?" Zuckert spent the 20 minutes at my table. I showed him how to bypass a Master padlock without using a key. He claimed he had a Master padlock on his boathouse and wanted me to make some shims for him. After our presentation was over and they were leaving, General Blanchard asked, "Where did you get that lousy haircut?" I said, "A colonel gave it to me." His response: "That figures." When I retired, General Blanchard attended my retirement ceremony. ■



Charlie giving me a trim.



LETTER FROM TRUST CHAIRMAN PAUL KING TO THE U.S. AMBASSADOR IN LONDON

**His Excellency, The Honorable William S. Farish
Embassy of the United States of America
24 Grosvenor Square
London W1A 1AE**

Your Excellency:

At this terrible time for America and Americans, indeed for the entire civilised world, I write to offer you and your people the most heartfelt sympathy and condolences of the Governors of the Memorial Trust.

Our Memorial Library commemorates, as you are aware, the 2nd Air Division and over 6,700 young Americans who, flying from bases in Norfolk and north Suffolk, died defending our freedom in World War II. We, in these parts, feel a special affinity with America and Americans arising from the close relationships which developed during those times of conflict. The thoughts and prayers of all of us are with you at this time when your nation and free, democratic countries world-wide have been dealt such a cruel blow.

As our local newspaper wrote in its editorial column this morning:

“Our personal problems, too, seem less pressing this morning when we are all rather more likely to celebrate the mere (marvellous, magical) fact of being alive.”

How true, but how ghastly for all the bereaved and their families as well as all those who are touched closely by these happenings. Indeed, all of us are in mourning at such a series of appalling tragedies.

At such times the words of our great fourteenth century mystic, Mother Julian of Norwich, may be of some comfort. She wrote:

“All shall be well, and all shall be well, and all manner of things shall be well.”

Be strong and of good courage. God Bless America and your people.

Believe me, my dear Ambassador
Yours very sincerely,

Paul R. King
Chairman
The Memorial Trust of the 2nd Air Division USAAF

IT'S OVER!

We still cannot believe that your 54th Annual Convention is over. What a tremendous week you gave us with, as always, memories that will last a lifetime. To see all of your smiling faces at the airports on Friday was wonderful—you had come back home again.

Sunday was our first great meeting and what a time we had, with our group of speakers all leading us on to the future, followed by supper, and the College Jazz Band. Monday at Madingley was marred by the traffic delays on the A-10 due to a major accident, but we managed to recover most of the programme, and those who went to Wymondham College for late tea made a great hit with the students.

Tuesday evening and the Civic Reception will never be forgotten, when our hopes of many years came true and you received the well deserved Freedom of the City award.

Wednesday, was of course, YOUR DAY, and what an occasion. I have never seen a more moving service in our Cathedral, and the walls shook to the last hymn. Then, the opening of your magnificent new Memorial Library, which must be the finest Memorial Library in the world. Then The Guard of Honour with their fixed bayonets, the Jaguar pilots who flew over exactly each side of the Roll of Honour as promised, and the Procession; it was all so moving. Your comments made the work of the past five years by the Trust and the Library Team all worthwhile. To hear your Fanfare, and the The Acclamation played by those wonderful youngsters from Wymondham College, was so wonderful. Then, to the Banquet, another great event. We were all stunned by the cheques totaling \$200,000, a great start to the new appeal. Finally, the Base Day and all the villages were so pleased to see you back.

We will never forget you.

David J. Hastings
Vice Chairman, Memorial Trust

LIEUTENANT COLONEL CHRISTOPHER TAYLOR CHAIRMAN OF GOVERNING BODY

The Governors, Principal, Staff, and Students of Wymondham College, mindful that it was founded on the site of the former USAAF hospital at Morley in Norfolk, and conscious of the long-standing friendship between the College and the Second Air Division Association, send their warmest greetings to Association members gathered at their 54th Convention in Norwich, England. At a time when our two nations once again stand together against a threat to peace and democracy, we salute your courage and fortitude, and express our continuing gratitude for the sacrifices made by you and your comrades.

CHRISTMAS CARDS

The overwhelming response to the opening of the new 2nd Air Division Memorial Library has meant, we regret, that the library staff will not be sending Christmas and Season's Greetings cards this year.

However, may we take this opportunity to wish all of our 2nd Air Division Association friends a happy Hanukkah, a very Merry Christmas, and a prosperous New Year.

Derek, Andrea, Jenny, and Lesley
Memorial Library Staff ■

Report from the 2ADA Representative to the Board of Governors

BY CHUCK WALKER (445TH)

The grand opening and dedication of our new Memorial Library was attended by some 600 veterans and their families. Those attending were awed by the magnificent FORUM and the size of our grand new facility. The Board of Governors have labored many long hours to achieve a MEMORIAL LIBRARY like no other in the world. Words defy adequate description of what they have accomplished. Derek Hills, Trust Librarian, and Carson Holloway, 2ADA/Fulbright Scholar, were also major contributors. We shall all forever be indebted to them all.

The roster of Governors has been changed somewhat. Carol MacCurdy, the American Ambassador's recently appointed governor, is returning to the States and thus must be replaced. Keith Thomas has sold his farm and will be moving to the south of France. Keith will continue as a Governor and will commute in order to attend Governors' meetings. We are pleased Keith will remain a governor. Victoria Musgrave of Wymondham College is now a Governor as previously predicted. David Hill, a prominent attorney, has also been made a governor. He is also president of the Norfolk Gliding Club, located at Tibenham, the former home of the 445th Bomb Group.

The Finance Report given at the last Governors' meeting, showed income at the end of April £6,700 higher than budgeted, and operating expenses

£2,500 less, thus making a net income better by £9,200. However, operating expenses for the new library will increase by virtue of the size of the new library and the need for an additional aide.

The Governors' meeting on November 6, 2001, was privileged to have past Governors Tom Eaton, Alfred Jenner, Bud Koorndyk, and Jordan Uttal in attendance. They made a happy contribution to the meeting.

Three significant papers were presented at this Governors' meeting: Paul King's "The Way Ahead," Governor Crockatt's committee report on the "Education Role of the Library," and the "Report of the Governor Profile Subcommittee." These are very well researched and prepared papers and hold essential direction to the future of the Memorial Trust and our Memorial Library. While they are too lengthy for this article, perhaps the editor will find room in the *Journal* in the near future for these very well prepared papers.

For those of you who were unable to attend the opening of our new library, believe me, there is nothing like it in the world. It is a grand library in a world class building. Our 6,700 lost-in-action would be proud of their Memorial.

We ended our week with Norwich covered in snow and stores decorating for Christmas—a happy reminder to wish each of you a Happy and Healthy Holiday Season! ■



WENDLING
392nd
B.G.

BY CHARLES E. DYE

GREETINGS to all Crusaders!

By the time you read this the 392nd meeting in Irving, TX will be history. Therefore, watch for the next issue of the *Journal* for a full report of the meeting.

Through the efforts of Col. Lawrence Gilbert, Chairman, and Cliff Peterson, President of the 392nd BGMA, members of the Board of Directors were contacted and approved a contribution of \$1,000.00 to the 2ADA "Challenge." This contribution is in addition to the books regularly presented to the schools in the Wendling and Beaston areas.

A number of Crusaders made the trip to Norwich for the 2ADA celebration. James Goar, 392nd back-up Vice President and editor of the 392nd *News*, will give all the details in the next issue of the *Journal*. You can also read all about it in the 392nd *News*.

We continue to find "lost" Crusaders and are delighted to bring the "2nd Generation" people aboard. We added 26 new members in 2001, 14 of whom became Life Members. If your former crew or squadron members have not joined—sign 'em up! The 2nd and even 3rd Generations will keep the Association going. Sign them up also and tune in the WEB.

Now a message from Col. Lawrence G. Gilbert, Chairman of the 392nd BGMA and our last wartime commander....

NOTE FROM LAWRENCE GILBERT:

At this writing, in a few days several hundred members will return to Norwich for the dedication of the new 2AD Memorial Library. It will be an opportune time for our people to express our appreciation to our British friends for their staunch support in the war against terrorism. The statesmanship displayed by Prime Minister Tony Blair in helping our President build a coalition among our allies is reminiscent of the masterful role of Winston Churchill in the dark days of 1940 and World War II. ■

THE COPIER IS OUT OF ORDER

YES — *We have called the serviceman.*

YES — *He will be in today.*

NO — *We cannot fix it.*

NO — *We do not know how long it will take.*

NO — *We do not know what caused it.*

NO — *We do not know who broke it.*

YES — *We are keeping it.*

NO — *We do not know what you are going to do now.*

Thank you.



HETHEL
389th
Green Dragon
Flares

BY BARNEY DRISCOLL

TRIBUTE TO THE UNSUNG HEROINES OF WWII ~ THE WASPS

Early in the 1930's, it was suggested that in an emergency women might be used as military pilots in non-combat service. The idea was turned down flat by the commanding general of the Air Corps. His response was that it was out of the question; women were too high strung and not physically capable of handling military aircraft.

Late in 1939, a very famous lady pilot, Jacqueline Cochran, who had won the Bendix Trophy in 1938, wrote a letter to Mrs. Franklin Roosevelt, the President's wife, a lady who put a great deal of effort into furthering women's programs. Miss Cochran suggested that in times of emergency women pilots might be utilized, and considering that war had already broken out in Europe, a plan for women pilots would require considerable organization and training, and such a plan should be started soon.

A short time later another famous pilot, Mrs. Nancy Harkness Love, mailed a letter to Col. Robert Olds, then chief of the Old Army Air Corps Ferrying Command. In her letter, Mrs. Love suggested that if the U.S. should become involved in the war she knew of at least 50 lady pilots who would be well qualified as ferry pilots. A number of these ladies had in excess of 1,000 hours of flight time flying various types of airplanes.

Upon receipt of the letter, Col. Olds was impressed, but declined to move forward with such a plan because he knew it would be a little too radical for the Air Corps to accept at that time. However, he did file the letter away for future reference.

In the spring of 1941, prior to the U.S. becoming involved directly in the war, Miss Jackie Cochran approached Gen. H.H. Arnold, then Chief of the Army Air Corps, at an aviation awards ceremony and volunteered to help in any way she could. She had known Gen.

Arnold, having served with him in 1937 when they were both on the nominating committee for the Collier Trophy.

In March, 1941, President Roosevelt had managed to get through Congress a program known as the 'Lend-Lease Act,' which made available to the British, American armaments such as planes and ships.

Early in 1941, flying a plane across the North Atlantic was not an everyday occurrence and many pilots were skeptical about taking the risk. General Arnold suggested to Miss Cochran that if she would like to do something to help the country would she consider flying a plane across the North Atlantic and show these fellows that if a lady could do it, perhaps it might not be so difficult.

On June 17, 1941, Miss Cochran, along with three male crew members, flew a Lockheed Hudson from Montreal to Prestwick, Scotland. While in England, Miss Cochran met an English lady named Pauline Gower, who commanded the women's division of the British Air Transport Auxiliary (A.T.A.). These English ladies delivered planes to R.A.F. bases in England.

When Jackie Cochran returned from England she discovered that her flight over the ocean had received a great deal of publicity and caught the eye of many Americans, not the least of whom was Mrs. Franklin Roosevelt, the President's wife. Mrs. Roosevelt invited Miss Cochran to have lunch with them at their Hyde Park home. There Jackie met Mr. Roosevelt and explained to him a plan as to how a number of lady fliers could be of great benefit to the country in times of emergency.

The President deemed the plan to be well worth consideration and gave her a letter of introduction to Mr. Robert A. Lovett, the then Secretary of War For Air. Roosevelt suggested that Miss Cochran draw up a plan for establishing

an organization of women pilots, who in an emergency, could fly for the Army Air Corps in domestic service. (Note: In June of 1941, the Army Air Corps was assimilated by the Army Air Forces, and for a period of time both of the names were used interchangeably.)

With this endorsement from the President, Miss Cochran was ready to get her plan in motion. Mr. Lovett made her a consultant and assigned her office space in the flying command. Gen. Arnold introduced her to her boss, Col. Olds, who had a year earlier filed away the letter from Nancy Love. As a consultant, Miss Cochran had to research the records to determine how many women pilots were in the U.S., what were their qualifications, and did they have a suitable number of hours to meet the Ferrying Command's requirements? Jackie mailed out questionnaires to these lady pilots.

By July 21, 1941, Jackie turned in to Col. Olds a proposal titled, 'Organization of Women Pilots Division Of The Old Air Corps Ferrying Command.' The suggestion was that even at this time there were a number of women available who were capable of flying the planes. However, it would be necessary to train a good many more.

On July 30, the proposal was turned over to Gen. H.H. Arnold. The General had decided that at that time they did not need any women pilots in the Air Force, and there were no facilities to train them, so he turned the proposal down.

Jackie Cochran was very disappointed and asked to see Gen. Arnold personally. He explained that in the future the Air Force might use some women pilots, but not now. He brought up the subject that the British had asked for some help in ferrying aircraft. He suggested that she recruit some qualified lady pilots to give the R.A.F. a hand and at the same time study how the lady fliers in England were organized. Although very disappointed, she took Arnold up on his suggestion and recruited 24 qualified women pilots and left for England where they worked with the R.A.F. (A.T.A.) under the command of Pauline Gower.

It had been pretty well understood that if lady pilots were to be used in the U.S. and put through a training course, Jacqueline Cochran would be in charge.

Sunday morning, December 7, 1941, the Japanese attacked Pearl Harbor, and within a couple of days the United States

was fighting a war on two fronts.

In June, 1942, the Old Air Corps Ferrying Command was redesignated 'The Air Transport Command' (A.T.C.), under the command of Brig. Gen. Harold George. At this time it was becoming apparent that there was an acute shortage of pilots who were qualified to fly planes for the A.T.C. Some male civilian pilots were hired but they were still very short on pilots.

On July 18, 1942, Brig. Gen. George went to Gen. H.H. Arnold for approval to hire well qualified female civilian pilots. These ladies would be referred to as the Women's Auxiliary Ferrying Squadron or W.A.F.S. To qualify, these ladies would be required to have a commercial pilot's license, have at least 500 hours of flight time, at least 50 hours within the last year, have a 200 horsepower rating, be between the ages of 21 and 35, and have at least a high school education. These ladies were to report to Air Transport Command, New Castle County Airport, Wilmington, Delaware, at their own expense, and bring proof of education and flying time.

The ladies who qualified were to be paid \$250 per month. (This was \$50 less than they were paying male civilian pilots.) They would be hired on a three-month trial period and would be working as civil service employees. There were 83 telegrams sent out to licensed women pilots and they received 23 affirmative replies. The Women's Ferrying Squadron was to be commanded by Mrs. Nancy Harkness Love.

The women's pilot training program initiated by Jackie Cochran was at first a separate operation. The first class reported November 17, 1942, to Howard Hughes Field adjacent to the Houston, Texas Municipal Airport. This group was known as the Women's Flying Training Detachment, or "W.F.T.D." The facilities at Houston were very poor. There were no living quarters, so the ladies were housed in local motels.

To qualify for this training program, ladies had to already have some flying experience, preferably 200 hours (later dropped to 35 hours), be an American citizen with a high school education, pass the Air Force 64 physical given by the flight surgeon, and be between the ages of 21 (later dropped to 18) and 35.

In the rush to get a women's training program underway, there were many problems, not the least of which was that the ladies had no uniforms and so

wore a variety of civilian clothing. They were issued men's flight coveralls, but they were way too big and the girls had to roll up the pant legs and the shirt sleeves.

A new class of trainees was started every month. Each class was identified such as 43-w-4 (1943-women-4th class). When the first class (43-w-1) graduated, there was to be a big ceremony at Ellington Field, Houston. But the girls had no uniforms for the program, so there was a big panic to acquire some sort of a uniform so the girls would all look alike. They decided on khaki slacks and a white shirt and a khaki overseas cap. They had to purchase their own uniforms.

On August 5, 1943, the WAFS and the WFTD groups were merged into one unit and from then on they were known as the WASPS (Women's Airforce Service Pilots).

There were four classes started in Houston before the school was moved to Avenger Field in Sweetwater, Texas. Class 43-w-4 started in Houston but finished in Sweetwater. Avenger Field had much better facilities. It originally had been used to train male cadets. At least here the women had barracks to sleep in and a mess hall.

The ladies had a very rigid training schedule which included 400 hours of ground school on such topics as theory of flight, meteorology, navigation, math, physics, engines, aircraft design, Morse code, and instruments. There were also calisthenics and close order drill.

A typical class was 44-w-2. 112 women started classes; one was killed in training and 49 graduated and got their wings. After graduation, the WASPS went on to perform many duties. Some were assigned to the Ferry Command. Others flew planes pulling tow targets to help train anti-aircraft gunners, also for air-to-air gunnery. Some were assigned to engineering departments doing such duties as slowtuning new and rebuilt engines. Some WASPS flew taxi service hauling around high ranking officers who needed to get someplace but were not pilots. The WASPS checked out as first pilots and co-pilots on the B-24, B-17, B-29, B-26, B-25, and all of the fighter planes.

The WASPS had a better accident record than the men, perhaps because they were taught to check all the specifications and characteristics of a plane before they flew it, something that a lot of the men did not take the time to do.

In the course of the WASPS program, from the time of the first class, November 17, 1942, until the operation was disbanded December 1944, there were 18 classes. There had been nearly 25,000 ladies who had applied, 1,830 were accepted, and 1,074 graduated and received their wings. During the period of the WASPS program there were 38 fatalities, most of these due to training accidents.

Flying with the A.T.C., the WASPS delivered 12,652 planes with only three fatalities, a much better accident record than the male fliers. In the year and a half the women were assigned to the Republic Factory in New York, they flew out over 2,000 P-47s.

The WASPS had flown over 60 million miles for the Army Air Force even though the Air Force did not recognize them, not even the 38 who were killed. If they were injured, they had to pay their own doctor and hospital bills. If they were killed, their family had to pay their funeral expenses.

General Arnold tried to get them military recognition, but it was not to be. It had to be passed by Congress, and due to prejudice and politics, it never happened. ■

THE "GOOD OLD DAYS" WHEN "CONVERTIBLES" WERE CHEAPER!

THE CHRONICLE
DECEMBER 6, 1924

On December 1, 1924, the Ford Motor Co. announced price reductions ranging from \$5 to \$25, effective Dec. 2, bringing the price down to the lowest level in the company's history. The price of their Touring convertible was reduced to \$290, and the luxurious Coupe (shown here) to \$520.



Ford Model T Coupe - 1923



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY W.H. "BILL" BEASLEY

- The convention in Norwich was a week filled with adventure, excitement, emotion and surprise. The 492nd Bomb Group members who attended were: Frank and Pauline Bales; Craig Beasley and friend Dorothy Wayman; Bill and Norma Beasley; Allan and Laura Blue; Bob, Dorothy and Rebecca Cash; Glennis and Michael Wilson; Thomas and Margaret Floyd; Julie and Edie Floyd; Karen Piskurich and Lenora Thompson; Howard and Margaret Heckmann; Frances Gramberg and Laverne Hughes; Brian Mahoney; Jeremiah Mahoney and wife Karen Mayberry; Patricia Dempsey and son McKenna; and Robertson Scott and granddaughter Summer Scott. Ruth Register Coleman and children Tina and John Wood had to cancel.

FRANK BALES

- On November 1, Frank and Pauline Bales visited Kirby Bedon, the site of the Leister crew crash on August 18, 1944. It was the first time Frank had come back to stand on the spot where his plane crashed. The Kirby kids researched the crash, retrieved the wreckage, and eventually tracked down Frank. They took him to the site and the memorial stone in Kirby Bedon Church that remembers the four young airmen who did not survive. Later, they threw a party for him. He was overcome with emotion when someone came up to him and said, "Thanks for what you did."

KEN AND JAN GODFREY

- We were grateful to these British friends who did a superb job of making reservations, getting tickets to the theater, and looking after all of us in general all week.

THE VAGABOND RESTAURANT

- Everyone arrived on Friday. A few of us decided to venture to the Vagabond, "an Old Dutch Barge" that is now a restaurant, for dinner. The Mackeys from the 392nd joined us.

THE WALK ABOUT NORWICH

- Ken Godfrey took several members on a walking tour of Norwich bright and early Saturday morning. Reports were that they had fun.

SATURDAY

- Bob Cash and Norma and Bill Beasley attended the Executive Committee meeting in the morning. Everyone else was free

to walk about, shop, or whatever.

THEATRE ROYAL

- On Saturday evening our group, including the Mackeys of the 392nd, the Nothsteins of the 466th, and members of the 491st, attended the Theatre Royal to see "The Pirates of Penzance." It was a rousing performance with real toe-tapping music. We had a great dinner at the theatre cafe before the performance.

SATURDAY MORNING

- Bill Beasley, chairman of the Awards Committee, presented several awards at the business meeting. Bob Cash served as backup to David Patterson, and Norma Beasley served as the parliamentarian.

MONDAY

- Due to a two-hour delay as a result of a serious truck accident, our coach was the first to arrive at the Cambridge Cemetery. It was our good fortune to be interviewed by the Eastern Daily Press. A trip to Madingley is always emotional when reading the many 492nd BG names on the Wall of the Missing. A trip to American Air Museum and lunch in the Officer's Club followed.

FREEDOM OF THE CITY AWARD

- The Freedom of the City Award to the 2ADA, the Cathedral Service, and the Dedication of the Library were very inspiring to all of us and will be a lasting memory. Our group voted the Freedom of the City Award as the most outstanding event. Craig Beasley was chosen to be one of the standard bearers at both events. It was an honor for him, the 492nd BG, and us.

THE BANQUET

- Bob Cash, as a member of the candle-lighting team for the 492nd Bomb Group was accompanied by his daughter Glennis Wilson, who served as his witness. Always an emotional event.

GROUP DAY AT THE BASE

- Brian Mahoney made arrangements to get a small television to show a tape with footage that his father, James Mahoney made 57 years ago. There was footage showing the trip over to North Pickenham, the monkey picked up in Brazil, and the impressive handing over of the base from the RAF to the Americans of the 492nd BG at North Pickenham. A

wonderful surprise.

- Somehow our coach was cancelled, making our plans two hours behind. However, at the end of the day, we had a good time and it worked out fine.
- The church service at St. Andrew's in North Pickenham, conducted by Reverend Geoff Platt and the Vicar Peter Taylor, was very moving.
- While being seated in the church, Enrico Schwartz, Svetlana, and Aline came in. They arrived from Bremen, Germany. It was a complete surprise. At ten months old, daughter Aline is the youngest associate member of the 492nd BG. They stayed at a bed and breakfast in North Pickenham. The villagers, Allan Sirrell, Russell Ives, and John and Norman Winterbottom, knew they were there and helped to plan the surprise. After church we had an outstanding lunch at the Blue Lion Pub. Joy Halstead and her crew outdid themselves. A quick tour of the base followed lunch. The group dinner was held at the Maid's Head Hotel. Emma Masterman from the hotel outdid herself for us. Margaret Heckmann gave the invocation and Edie Floyd gave the benediction.
- We were pleased to have many of our young people attending the convention and involved in the various events.

I COME FROM CALIFORNIA

- A new book, hot off the press, written by Russell Ives, was presented at our group dinner. It's the history of the Pitsenbarger crew. It sells for \$20 including postage. Great little book. You can order from Russell Ives, 38 Millmore Road, Meltham Holmfirth, West Yorkshire, HD95-JY, England.

THE PRALINE CAPER

- After dinner, Tom and Margaret Floyd brought out Tom's famous pralines, and Margaret's praline mix. We always look forward to having these goodies at our group meetings. They outdid themselves bringing these treats on such a long trip. What a surprise!
- A short business meeting was held after dinner. Bill Beasley was voted, by acclamation, to again serve as the group vice president. The following members were elected to serve as official back-ups: Robert Cash, Thomas Floyd, Howard Heckmann, and Sam Miceli.
- The September 11, 2001 tragedy in New York made all of us a bit apprehensive when considering the convention and the long flight to get there. However, there was a force that motivated all of us to go...and go we did. We enjoyed a wonderful week of friendship and nostalgia.
- Norma and I wish you all a very Happy Holiday Season and a Happy, Healthy New Year 2002! ■

B-24 BOMBER HIGH ON "SAC" MUSEUM WISH LIST

BY JAMES DENNEY, WORLD-HERALD STAFF WRITER - JUNE 17, 2001 EDITION

Ashland, Neb. — When Scott Hazelrigg became executive director of the SAC Museum about two years ago, he was told there was a void in the facility's exhibition displays — no B-24 bomber.

"There seldom is a day that goes by that some visitor doesn't ask, 'Where is your B-24?'" he said. "Ever since we moved the museum from Bellevue three years ago we have been searching the world over for a B-24."

Thus far, none has been found that could be purchased. Should such a plane be found, Hazelrigg is convinced he can find enough donors to pay for it, even if the cost is \$1 million.

The museum, now called the Strategic Air and Space Museum, is located near Interstate 80, midway between Omaha and Lincoln, near Mahoney State Park and interchange 426. It is just a few miles south of Ashland.

Hazelrigg, 32, has been executive director since August 1999. He came to the museum after serving as youth director of Omaha's Countryside Church.

He said finding a B-24 is high on his agenda.

"It appears to be impossible, but we haven't given up," he said, "and we are hopeful one can be found somewhere."

The B-24, called Liberator, was a four-engine, propeller-driven bomber used by the Army Air Force extensively in World War II, particularly in the victory over Germany. Based in England, many of the planes made daylight raids on cities such as Berlin, Frankfurt, Hamburg and Munich.

What makes it even more important to a Nebraska museum is that the plane filled



DREAMING BIG: Scott Hazelrigg, shown with a model of a B-24 bomber, would like to find the real thing for display at the Strategic Air and Space Museum he oversees. During World War II, B-24 crews trained in Nebraska.

NAME CHANGE REFLECTS GOALS

BY NATHAN ODGAARD, WORLD-HERALD STAFF WRITER

Ashland, Neb. — As an indication that it is setting its sights on the future, the Strategic Air Command

Museum on Friday became the Strategic Air and Space Museum.

Carolyn Anderson, the museum's director of marketing, said the museum always will be rooted in the history of the Strategic Air Command. Its mission of educating the public on the history of aircraft from SAC will remain, she said.

But the museum soon will feature more exhibits on space travel and exploration.

"'Strategic' is our history,

while 'space' is our future," she said.

The May 1959 arrival of a B-36 bomber for outdoor display at Offutt Air Force Base led to the establishment of the museum.

In May 1966, the museum was dedicated as the Strategic Aerospace Museum. However, the public persisted in calling it the SAC Museum, and that became its official name. The current museum, near Mahoney State Park, opened in April 1998.

the skies of the Cornhusker State during the conflict because its crews were trained here before going overseas.

Army Air Force bases at Bruning, Fairmont, Harvard, McCook, Scottsbluff, and Scribner all at one time had B-24s, said James Potter of the Nebraska State Historical Society.

Kenny Haun, assistant museum director, remains hopeful "when it comes to finding a B-24. But let me just say it is very difficult trying to find one."

Haun formerly served with the Strategic Air Command at Offutt Air Force Base. He said there have been some promising leads, but all ended in disappointment.

A few months back, it appeared that a man in California had parts of a B-24.

"He wanted a lot of money for them and we were preparing to pay because we

believed we could find a donor. The only problem is the man didn't have enough parts for us to assemble a plane."

Haun's principal job at the museum is restoring the old war machines of the Air Force. Those bombers on display or being restored include B-17, B-25, B-26, B-29, B-36, B-47, B-52, B-57 and B-58.

Hazelrigg said more than 18,000 B-24s were built for the war. They had a

crew of ten men, a wingspan of about 110 feet, and a length of 63 feet. They were identified by a twin tail and could fly at an altitude of about 31,000 feet. At the height of the war in the 1940s, B-24s cost about \$336,000 each.

"Crews that flew them sometimes called the B-24s 'flying coffins' because they could not maneuver as well as a B-17 (known as the Flying Fortress) when being pursued by fighters or facing enemy ground fire," Haun said.

He said most of the B-24s were destroyed after the war, some right on the air bases where they were used for bombing. Some were purchased by the host nation. Haun said he understood that India converted a few B-24s into freight carriers.

For now, the only B-24 that Hazelrigg can show tourists is a miniature made from a kit.

"We may eventually assemble a large display of photos and some artifacts to explain how important the B-24 was in World War II, especially in Nebraska," he said.

Hazelrigg hopes that some other museum may in time be willing to give up a B-24.

The P-38 fighter on display along the westbound lanes of I-80 a couple of miles before the museum exit was obtained from another museum that was shutting down, he said.

Editor's Note: If you want to dispute some of Hazelrigg's statements, drop him a line at: Scott Hazelrigg, Executive Director, SAC Air & Space Museum, Mahoney State Park, 28210 W. Park, Ashland, NE 68058. ■

HOME AT LAST #1

BY JAMES MERRIWEATHER
THE NEWS JOURNAL, DOVER, MD

More than 56 years after his World War II bomber crashed in German-occupied France, First Lt. Henry C. Lewis Jr. (445th BG) of Centreville, MD, was memorialized at Arlington National Cemetery.

Lewis' B-24 Liberator went down December 11, 1944, but his remains and those of the eight crew members were not recovered until spring 1998. And, primarily because of the time-consuming work of sifting through 500 bone fragments and personal effects for identification, his family was not notified until November 11, 1999.

There were five caskets at the 35-minute ceremony. Four held the remains of crew members who were buried in Arlington.

The fifth casket contained remains that could not be positively identified and also was symbolic of the four, including Lewis, who will be buried elsewhere.

Lewis' family buried his remains in Chesterfield Cemetery in Centreville. His remains were identified with the help of a DNA sample from his sister, Myrtle L. Dodd of Centreville, MD.

There were seven members of Lewis' family at the Arlington ceremony, including his widow, Katherine A. Thompson, 82, and her husband, West Thompson, of Centreville.

"It was absolutely one of the most impressive ceremonies I have ever been to," said Sandra Metz of New Castle, the younger of Lewis' two daughters.

Katherine Thompson was pregnant with Sandra when her husband departed for overseas duty in spring 1944. She was told early on that her husband and his plane were missing. According to historical accounts, speculation was that it crashed in the Sea of Holland and was not recoverable.

Thompson later married West Thompson, the only father Sandra, 57, and her older sister—Nancy A. Lewis, 58, of Greenbelt, MD—have known. Her daughters said Thompson did not want to talk about Lewis.

"It took the government a long time, but now it's finally coming to an end," Metz said. "Mom will be glad

when it comes to an end."

Nancy was about 18 months old when her father's plane went down.

"We have a few photographs of him holding me when I was 11 months old," she said, "but I have no real memory of him."

French witnessed crash

Allied forces filled the air with B-24s on December 11, 1944, looking to damage the German marshalling yard in Hanau, Germany, a Frankfurt suburb. In a wave of missions, as many as 353 aircraft—not counting 143 P-51 Mustang fighters that escorted the bombers—were sent in. At least 297 of them hit the target with tons of bombs, according to Heavybombers.com, a clearinghouse for information on the U.S. Army Air Force.

At least a few residents in and around the tiny village of Zinswiller, France—in the Alsace region just west of the German border—watched the big plane crash. Military records show that it went down after a mid-air collision with another B-24 whose crew escaped injury.

Among those aware of the crash was an uncle of Bernard C. Huntzinger, 56, of Strasbourg, France, who enthralled his young nephew with details. Huntzinger found pieces of the plane—but no human remains—during visits to the crash site as a teenager.

Huntzinger's childhood memories were refreshed in 1995 by a newspaper report of a U.S. citizen seeking word on a brother who died in a B-24 crash in northern Alsace in July 1944.

In May 1995, Huntzinger passed along his recollections to the French Air Force in Paris. That triggered a series of events that brought a U.S. search team to Zinswiller in April 1998. Huntzinger was put in touch with Lewis' family in early 2000 through relatives in France.

The U.S. excavation team arrived April 11, 1998, and, according to its leader, found difficult conditions. Pumps and a stream or other water source were needed to wash away dirt, but the site was plagued by poor weather and soil conditions.

Among the team's first findings were two .50-caliber machine guns traced to Lewis' plane. At the time of the crash, the crew and the plane were attached to the 445th Bomb Group.

The excavation team also found Lewis' mangled dog tags, but failed to turn up his wife's Centreville High class ring. His daughter, Nancy, said he was

wearing the ring when he left for overseas duty.

The Americans finished the excavation on May 23, 1998. Huntzinger, whose parents fled to the south of France as the Nazis invaded the Alsace region in 1939, closely followed the project. Apparently impressed by Huntzinger's fervor, the mayor made him overseer for the erection of a monument to the fallen American fliers.

The monument was unveiled on May 8, 1999.

"On May 8, 1999 [exactly four years after the beginning] the story reached its end for me, but maybe only began for you!" Huntzinger said in his letter to Lewis' family. ■

HOME AT LAST #2

On December 11, 1944, pilot Richard Klopfenstein of the 445th Bomb Group left his own crew on the ground and flew his first combat mission as co-pilot with Lt. Henry Lewis' experienced crew of the 701st Bomb Squadron. It was to be his indoctrination mission to learn the combat flight signals and procedures. After that mission he would then lead his own crew that had trained together on their first mission. On his return from the target, Hanau, Germany, there was a collision with another plane from the 445th Bomb Group in the overcast. The other plane from the 703rd Bomb Squadron went down near Mulhausen, France, on the Allied side. Lt. Lewis' plane crashed on the German side of the nearby front lines. A thirteen-year-old French boy, who saw the crash, later related how the plane had tumbled to earth. Probably, one reason no one was able to bail out.

Richard Klopfenstein had married his high school sweetheart, Maxine, in 1942 and joined the Army Air Forces. He and his crew trained at March Field, California, for duty in the Pacific Theater. During that period they were recognized as "Crew of the Week." At Hamilton Field, near San Francisco, they waited seven days for the weather to clear for their B-24 to be ferried in for the flight to Hawaii. The crews were called out one morning, put on a train, then travelled across the country to Camp Kilmer, New Jersey. A few days later they boarded the Queen Mary for England.

(continued on next page)

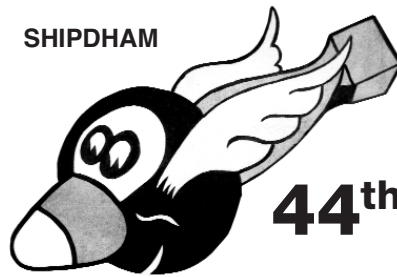
When Richard left the States, his wife was pregnant. About a month after his plane went down, a son, Jerry, was born. Richard, of course, was initially listed as "Missing in Action" and then eventually "Presumed Dead." His name is on the Wall at Madingley Cemetery in England.

A few years ago, souvenir hunters discovered the crash site in a heavily wooded area northwest of Strasbourg. As soon as they found human remains, they contacted authorities. The U.S. Army sent a salvage crew to the site in Zinswiller, France, under the direction of Kenneth Crawford. They worked there for six weeks. Initially, the plane was identified by the serial numbers on two .50-caliber machine guns. Later, four sets of dog tags plus wedding bands and class rings were found. Surprisingly, Lt. Klopfenstein's AGO card was also found. It was yellowed, curled, and hard as stone, but his photo I.D. and signature were recognizable. Because the plane went down in an area of clay soil, much survived the crash and burn. Bone fragments were brought back to the States and matched to DNA supplied by the families. The obligation to positively identify each crew member makes the procedure very methodical and slow.

Two years ago, the town of Zinswiller unveiled a monument on VE Day to the crew in a very fitting and impressive ceremony. In attendance were a contingent of U.S. soldiers, a detachment from the French Air Force, U.S. General Christiansen, French General Kolb, the Mayor of Zinswiller, and Kenneth Crawford, plus two bands and the citizens of Zinswiller. Other dignitaries included Mr. Bernard Huntzinger, without whose efforts to keep the project moving, none of this would have happened.

Richard was buried on August 24, 2001, in Arlington National Cemetery. Two of his original crew attended: Don Pryor, navigator; and John Marks, bombardier. An honor guard procession left the Old Post Chapel at Ft. Meyers escorting the flag-covered communal casket carried by a caisson to the burial sites. The U.S. band played at graveside, and the rifle squad fired a three volley salute. A bugler gave a solemn rendition of final Taps. His widow and son received the folded flag from his casket, fifty-seven years after the mission. ■

SHIPDHAM



by R.D. "DICK" BUTLER

Twenty-two of us, including seven of my family, represented our 44th Bomb Group at the 2ADA convention in Norwich. Our names, along with the other approximately 550 attendees, will probably appear elsewhere in this issue or in the next one. I will not endeavor here to describe the convention events, but will state that each one of them was a most magnificent and memorable occasion. David and Jean Hastings, and Evelyn Cohen certainly put on the best convention ever, and we all are deeply indebted to them for this experience of a lifetime that they planned and worked for so hard to insure the success of all the convention activities. We of the 44th Bomb Group thank them very much.

On the final day of the convention, we 44th attendees, escorted by John Page and Steve Adams, went out to Shipdham Airfield. Our first stop was at the 14th Combat Wing area, where we were the guests of Mr. and Mrs. Andrew Doubleday. They have worked extensively to fix up their living quarters and have plans to preserve some of the artwork on the walls of some of the old buildings. Next, we visited the Shipdham Aero Club facility, which is also much improved. By this time, the weather had turned extremely bad. We had rain, hail, sleet, snow and very strong winds, not necessarily in that order. All that forced the cancellation of a surprise fly-past of two P-51s and a T-6 that had been arranged for our visit. Then, we went to the Golden Dog Pub where we enjoyed a very nice lunch that Steve Adams had arranged. Ed and Erla Schwarm had four guests, Bob and Irma Dubowsky had five guests, and Julian Ertz had one guest with us at the luncheon. After lunch we went to the Shipdham Village churchyard where we all observed a moment of silence and placed a red poppy wreath at the 44th Bomb Group memorial. We did not stop at the control tower site because of the bad weather. We visited the Taverham Mills to see the new monument to the "Pappy's Chillun" crew. The

entire day, despite the bad weather, was a most enjoyable one, and we thank Steve and John very much for all their efforts on our behalf. Our 44th BGVA hosted twenty-one of our British friends from the Shipdham area at the formal celebration banquet. The Schwarms hosted two of their friends also.

Some of us had made previous arrangements with our British friend, Kevin Watson, for him to take eleven of us to Eastbourne on the south coast upon conclusion of the Norwich convention on 9 November. The reason for our going to Eastbourne was to participate in the Remembrance Sunday (11 November) ceremony at the "Ruth-Less Memorial" on Butts Brow—a hill behind Eastbourne where the 44th aircraft "Ruth-Less" crashed on 22 February 1944. The crew members were all killed. Kevin Watson was the motivator in establishing a memorial there in honor of the crew. Each year on Remembrance Sunday, a large number of Eastbourne residents ascend to the site to conduct a memorial service and to place a red poppy wreath and small wooden crosses at the monument. Each cross bears the name of one of the crew members.

During the two and a half days we were at Eastbourne we were treated royally. We had tea with the mayor and his wife in the mayor's parlour, and lunch at the Royal Air Force Association club-room. Will Lundy carried our American Flag, and Perry Morse bore the red poppy wreath in the city's annual Remembrance Sunday parade to the War Memorial. Perry placed the wreath at the base of the memorial, as did representatives of many British Legion organizations. Later that day, we participated in the "Ruth-Less Memorial" ceremony where I placed a beautiful living flower replica of our American Flag on the monument. The climax of our visit was our attendance at the Eastbourne Combined Ex-Service Association's Annual Festival of Remembrance. Will Lundy bore our American Flag to the stage of the auditorium along with those of many British military organizations. A wonderful program ensued during which we, as American visitors and our Nation, received many tributes. It was a most moving and memorable evening that none of us will ever forget.

And now, Julian, this space for the next 44th Bomb Group article is all yours. ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



As the holidays approach, my wife this morning sent me on a mission to Target in response to an e-mail from Bill Davenport and Dennis Magowan. The mission was to search out a B-24 toy airplane in the G.I. Joe toy section. What an adventure for this old man who hasn't been in the toy department for 40 years. However, my mission met with success and I purchased two for my two grandsons to put on their shelves.

My 11-year-old grandson, Chris, has a great interest in what his granddad did in the war. In fact, I was asked to talk to his classmates (60 of them) recently. For two hours they listened intently, asked amazing questions, and were totally immersed in the subject. Their teacher had spent some time with them prior to my visit so that they had read about the war and had knowledge of the "why" and "wherefore."

A short time after my school visit, the family called to say they were going to Palwaukee Airport in Glenview, IL to see the B-24 and B-17 that would fly in for a two-day visit. We met them there and their four children climbed in and looked at everything and were thrilled to see "Grandpa's airplane." In fact, the 11-year-old went through it twice!

The most thrilling part was standing at the end of the airfield watching the plane come in to land. There were a lot of old guys just like me who had lumps in their throats and a tear or two in their eyes. What a day.

Another day not soon forgotten was November 8, 2001, when a busload of 446ers, friends and families set out from Norwich for Flixton where we were guests of St. Mary's Church for a memorable service none of us will forget. The church was nearly full with neighbors and church members who came to share and honor us for what we did for them, and our return in these trying times.

After church we had a wonderful visit with the folks and some unforgettable cookies and coffee. It was hard to drag us away because of the warmth and hospitality we shared.

Off to the Buck Inn for a wonderful carvery lunch with 50 or more folks from the church and farms around the area. We had the pleasure of sitting with Mark Haddingley and his wife, who now own the farm which was his parents' farm when it was our home from 1943-46. They are lovely folks who were truly pleased to have us there.

Of course the person who made our trip so memorable was Alan Hague, who was a guest of the 446th at the Memorial Dinner and who planned the visit to the base and around town. Alan spent a lot of time planning. The Norfolk Suffolk Aviation Museum, of which he is curator, has really grown by leaps and bounds. We warmed up with coffee at the snack bar, shopped in the gift shop, and spent a good bit of time in the 446th building, which is filled with interesting memorabilia all expertly displayed. These people have worked very hard to make this museum a success, and these efforts are evident as it continues to grow with plans to add another building in the near future.

The last night of our week in Norwich was finalized with a pretty good snowfall. How often does that happen? We had a great time and missed those of you who weren't with us.

SEPTEMBER 11—A day we won't soon forget. It was heart-warming to receive phone calls, e-mails and letters from our many friends around the world who were concerned with our disaster

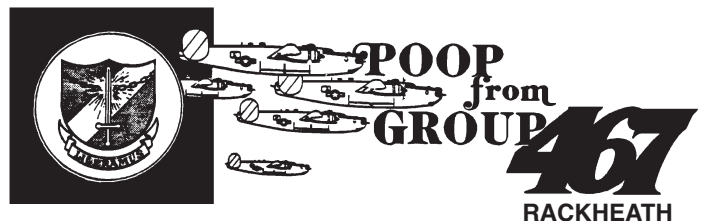


446ers visited the "old base" at Flixton on November 8, 2001, providing an opportunity for a lot of reminiscing. They are from the left, Charles "Andy" Hay of Livingston, TX; Alan Senior, Sugarland, TX; Max Minier, Orlando, FL; Aud Risley, Elgin, IL; Sid Dailey, North East, PA; and John Farrington Litz, PA. The mural of the USA map was discovered under painted walls after the war was over and was reportedly painted by an RAF fighter group station at Flixton before the 446 came over.

and shared our sadness, dismay and anger at the violation our country had suffered. Will things ever be the same again?

STATE COLLEGE, PA—Were any of you there in 1943? On a recent trip to a Penn State football game, I was able to locate the fraternity house I was assigned to while attending Penn State during the CTD program of the USAAC 58 years ago!

FREEMAN FIELD REUNION—Once again the folks in Seymour, Indiana are planning a Freeman Field Reunion for May 17-19, 2002. The city has sponsored four reunions in the past and those attending have expressed gratitude for the opportunity to be reunited with old friends and share experiences. If you have an interest in this event, you may contact Don Furlow, Airport Manager, 815-522-2031, or Mayor John Burkhart, City of Seymour, IN, 47274. Or you can call or e-mail me. ■



SPECIAL BY WALTER J. MUNDY, 467TH BG

On a sunny morning, November 16, 2001, on the gently sloping hills of hallowed ground, there rest in peace thousands of heroes of the armed forces of the United States. A horse-drawn caisson followed by family and friends brings another hero.

Colonel Albert Joseph Shower, beloved commander of the 467th Bombardment Group (H), is brought to this, his final resting place and the beginning of his "Final Mission." His interment was with full military honors, 21 rounds were fired, Taps were sounded, and prayers were given followed by the flag ceremony. Flowers from the 467th Bombardment Group (H) Association and the Second Air Division Association were arranged around his headstone. Arlington National Cemetery is an awesome place. Nature put forth its best with the trees in all their fall colors, and the bright, blue, sunny sky provided a welcoming touch.

Standing there with the family and friends, I thought how Colonel Shower instilled in the airmen that he sent into battle the discipline, resolve, and courage that was so evident in his life...Duty, Honor, Country. He is now with the airmen that have gone and will be joined by all of us that had the honor to serve with him.

(continued on page 31)



BY FRED A. DALE

The 445th had some 65 members attending the convention in Norwich. The weather was very nice for England...except for the "Group Day" visits to the bases. First we got rained out, and then we got "hailed out," but that did not stop anyone at Tibenham and the old 445th base.

First was a service and then a "tea" or light lunch in what we knew as the church "at the end of the runway," or "All Saints" church as it is known to the Brits. (In a future issue of the *Journal*, this column will publish a brief history of this centuries-old parish.) Then, a quick rededication at the 445th memorial at the Glider Club Base on the grounds of the 445th, as we all sought shelter.

Many of the villagers undertook to make us welcome at the church, and later at lunch at Tibenham's Glider Club Operations Building. We especially want to mention Rita Lambert and her family, among many other British locals from the Tibenham, Aslacton, and Tivetshal areas, upon which land the "Tibenham 445th Air Base" was laid out.

WWII friends of Bob and Shirley Suckow, Mervyn and Muriel Aldrich of Norwich, and the "twelve-year-old WWII laundry boy of hut 14," Johnny Wenn, whose father owned the farm part of which became the air base, and his wife Jenny, now in their 70s, invited the Suckows and Ray Pytel to spend the rest of the afternoon and evening at the home of the Aldriches. (Ray Pytel relates how Johnny's father once told him in 1944: "My boy does not speak a word of English anymore, you completely Americanized him.") Later that evening, Norwich received about three inches of hail, and many a car had trouble navigating the narrow streets of Norwich. Nevertheless, a great time was spent by all.

KMMA DISBANDS AT THE

END OF THE YEAR

The Kassel Mission Memorial Association has fulfilled all but one of its major goals, and due to personal illness, lack of an editor and the pressure of continued business activity, has made the decision that it is time to close and liquidate the KMMA. KMMA president William R. Dewey announced:

"The GOOD NEWS: prostate condition is not life threatening! But it does necessitate some changes in my lifestyle.

"I am still listed as a full-time employee and President of Continental Search Associates, Inc., responsible for one third to one half of the billing revenue of the company. This does require a considerable degree of concentration and execution of daily business.

"The cement that holds an organization together is a periodic newsletter. We have not been successful in finding an editor to continue the Kassel Chronicle Newsletter, and I am not able to continue in that capacity.

"One goal that has not been completed is the publishing of a new book about the Kassel Mission, an expansion of *The Kassel Mission Reports*. George Collar and I intend to keep working toward that goal as individual authors, with the help of Aaron Elson."

Dewey concluded: "It has been a privilege to work with and serve all of you in the Kassel Mission Memorial Association, Kassel Mission Historical Society, and the 445th Bomb Group veterans, and I want to stay in touch with you. I remain an active member of the 2nd Air Division Association and a Life Member of the 8th Air Force Historical Society. I look forward to hearing from all the good comrades and friends."

TO THE EDITOR:

Re: Tibenham and the 445th BG

We have recently purchased the Greyhound public house in Tibenham, and have been fascinated to learn about the association of the 445th Bombardment Group with this idyllic Norfolk village. This has been accentuated by the recent dedication of the new 2nd Air Division Memorial Library in Norwich, and the arrival in the "pub" of Kitty Strickland Shore and her son, daughter, and her grandchildren—the latter taking the opportunity to play a friendly game of darts in the same place their grandfather had done so 56 years previously.

As part of Her Majesty's Golden Jubilee

celebrations, the village is undertaking a project to research the history of the village, its houses, and the families who have lived here for generations. As new arrivals, we have no local history to offer to the project. However, we would like to offer something to the community and wonder whether we can use the good offices of your publication to ask any of your readers who were based in Tibenham to tell us in their own words, their recollections of the village, its shops, its people (and its pub!). If the tales can be augmented with photographs or other memorabilia, then we intend to mount whatever is sent and to hold an exhibition in the pub sometime in the summer of 2002.

For those who are interested, we are building a Web site at: <http://thetibenhamgreyhound.co.uk>. If any of your readers would like to contact us, they can mail us at the address below or e-mail us at: Mail@The-TibenhamGreyhound.co.uk.

David and Colleen Hughes, The Greyhound, The Street, Tibenham, Norwich, NR16 1PZ, Tel: 01144-1379-677676, Fax: 01144-1379-677887. ■

"A LICENSE TO PRACTICE"

A couple from Minneapolis were touring France. They were staying in an expensive hotel in Paris, and one morning shortly before their return home, they decided to go their separate ways for half a day.

The husband wanted to go sightseeing, while the wife had a bit more shopping to finish. They agreed to meet again around noon in front of the hotel.

The wife arrived back first, and while waiting for her husband she paced back and forth in front of the hotel or in the lobby.

Some passing *gendarmes* noticed the woman and said something to her that she did not understand. They were just writing her out a ticket when her husband arrived and added his voice to her strong protests that she had done nothing amiss.

The Americans were both taken to the police station, where the wife was booked for soliciting sex in a public place. Although the couple explained what was going on, the police insisted that to correct the mistake would take more time than the Americans had left in Paris, so it would be simpler if the woman would just buy a license to practice prostitution.

They did so, and now have the license framed in their home in Minneapolis. ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

Back to Norwich. The reunion was a complete success, but we would all have enjoyed it more if we were younger—the schedule of events was quite demanding for our age group. Nevertheless, we did accomplish the things we set out to do. Our English friends were, indeed, happy we came and we were well received by all of them. Of course, the English are skilled in pageantry, and the activities they sponsored were no exception. It added interest, aura, and appreciation for the activities, and we would not have had it any other way.

I will not go into detail about the reunion, as it will be well covered in other places in the *Journal*. However, I will say our Memorial Library, although small in comparison to the total library, The Forum Millennium Plain, does indeed serve its purpose as a memorial to the wartime activities of the Second Air Division, and especially to those 6,700 airmen of the Second Air Division who lost their lives during World War II.

THE GROUP BANNERS

The bomb groups are well represented and distinctive with the design and display of large banners for each group, thanks to Evelyn Cohen and others. For example, the banner for the 93rd happens to be hung so that it catches the eye when entering the library. One then spends time viewing the other groups and headquarters banners and then comes away with the realization that the library is indeed a memorial by bomb groups of the wartime Second Air Division.

One activity that everyone enjoyed was sponsored by the Heritage League/Friends of the Memorial. The League organized a very interesting program that emphasized the future of our Memorial Library, followed by a buffet supper. My two sons, David and Peter, attended and were impressed about the planning to continue our Memorial Library after we are gone. It brings me to this: Encourage your sons and daughters to join and become active in the Heritage League. If they can't get around to doing it, do it for them now as starters. Contact Ruth Anderson, V.P. Membership, 1615 Elmwood Avenue, Lakewood, OH 44107. Don't delay, do it today.

American Cemetery at Madingley: One should always plan on visiting the American Cemetery near Cambridge

when in England. When I got off the bus, I immediately went to plot D, row 6, grave 67, where my WWII bombardier, 2nd Lt. Howard R. Gilbert, is buried. My sons, David and Peter, were with me and a cameraman followed us to the site. Although saddened by the loss of my bombardier, 18 November 1942, it is comforting to know that those we lost during WWII continue to be remembered. The cemetery is exceptionally maintained, with the white crosses in perfect rows. My son, David, looked across the cemetery with the 3,810 headstones and commented that as massive as it is, we lost many more people on 11 September of this year than are buried in the American Cemetery. Most of the 30.5 acres of the cemetery is used, and more than twice this amount would be needed for those that lost their lives 11 September in the terrorists' attack if it would be possible to lay them to rest in one place. Remember, however, that we lost many more airmen flying from England during WWII than those interred at the American Cemetery. Many remains were brought home and buried in cemeteries throughout the United States at the request of families.

The tablets of the missing are inscribed on a wall of Portland stone, which is 427 feet long. Recorded on the tablets are the names and particulars of 5,127 Missing-in-Action, lost or buried at sea, or those "unknowns" whose remains were either never found or positively identified prior to interment. I found several names of fellow airmen, but in particular, Lt. Col. Joe Tate, who was the first pilot I flew with as copilot on our first mission, October 9, 1942, and 2nd Lt. T. Hawkins, our navigator. They were lost on later missions after I was given my own crew and their remains were never found. Again, it is comforting that the missing have been identified and continue to be remembered.

Our day at Hardwick: This was the highlight of our visit to England. David Woodrow (owner of Airfield Farm), Morris Hammond, and Paul Thrower have done an outstanding job of maintaining a few original buildings and turning them into quite a good museum of the 93rd. One runway still exists and a hangar has been added to house several vintage aircraft which are still airworthy; the principal one is the P-51. Morris Hammond is the pilot, and he was scheduled to give us an air show and airplane rides, but it was raining and snowing the

day of our visit. Although this dampened our activities a little, it did not stop us from having a very pleasant time. There were 77 in all representing the 93rd. Of this number, 28 were veterans and the other 49 were family members. As special guests, we had Jim Reeves of Headquarters and his two guests. There were two cameramen, Bill Kubota and John Gulas, who were busy the whole day taking pictures and conducting interviews.

We started the day with a service in the Topcroft Church conducted by the rector, Rev. Conal Mahony. The church was built in the Middle Ages, and the village has retained its links with members of the 93rd who have visited on a number of occasions since WWII. The service was exceptionally well done; a large candle was lit by David Woodrow and me in memory of those of the 93rd and the Normandy Veterans. This candle will be lit once a year in memory of those we lost in the air and Normandy invasion. There is a rather large contingent of Normandy veterans in the area who have formed a Normandy Veterans Association. A large number of their veterans celebrated the day with us at Hardwick. Their president gave each of the 93rd veterans who attended the reunion at Hardwick a Certificate of Friendship in recognition of the special bond of comradeship between the 2nd Air Division Association 8th U.S.A.A.F. and the Norwich Branch of the Normandy Veterans Association. In addition, the 93rd was given a wall plaque commemorating our newfound friendship relationship. I will ask the 8th Air Force Heritage Museum at Savannah, Georgia to include the plaque in our display case at the museum where all can take notice.

The ladies at Hardwick, organized by Jean Woodrow, prepared a delicious lunch for us. It was so well organized, and the service was great. Most imaginative was the serving of fish and chips at dinner. They were delicious, followed by strawberries and a special ice cream bar. This was the last chance we had to get fish and chips while in England, and they were fresh and delicious.

We will always be grateful for the preservation of parts of our old air base at Hardwick, and we believe it will be maintained after we are gone. Paul Thrower and Morris Hammond are relatively young men and they have a keen interest in its preservation. For example, Morris has his vintage aircraft hangared at Hardwick. When one enters the hangar, it is impressive with the vintage aircraft, and on the back wall hangs a large plaque with the Roll of Honor of the names of the 670 airmen who the 93rd lost in

WWII. Also, Dave Woodrow's son helps work the farm now and he plans to continue to work it after his father, Dave, is gone. If you have items for the Hardwick museum, send them to Dave Woodrow, Airfield Farm, Topcroft, Norfolk, NR35 2BA, England.

Memorial Plaque at the USAF Air Academy: I have interfaced with the

appropriate office of the AF Academy for the design, manufacture, and installation of a 93rd memorial plaque. The walls at the Academy cemetery are almost full, but I was informed that they will continue the program by installing plaques on the wall bordering the Memorial Garden where the bronze model WWII aircraft are standing. Our B-24 model is near the

wall mentioned. Hopefully, we can have the plaque installed near our model. I suggest the first week in October, 2002, for the dedication. Associated with that, we can have a short reunion and renew old friendships. We will keep you advised through our newsletter, *The Ball of Fire*. Naomi and I wish you all Happy Holidays and a prosperous New Year. ■

A moving ceremony for a long-lost brother

BY HENRY X. DIETCH (HEADQUARTERS), FROM THE STAR 7/29/01

Congress recently passed legislation making it possible for memorial headstones to be placed in a special section of Arlington National Cemetery in Washington, D.C. for those whose bodies were never found for burial, especially those who died in World War II.

My brother, 1st Lt. William A. Dietch, a navigator on a Flying Fortress B-17 bomber, was lost over the southwest Pacific in September 1942.

He had enlisted before Pearl Harbor, and had been sent to the Philippines and the Dutch East Indies to help stop the advance of the Japanese forces bent on taking over the southwest Pacific.

After initial contact with the enemy, they were forced to retreat to northern Australia where they were formed into the 19th Bombardment Group to stop the advance. Their prime targets were New Guinea and New Britain, where the Japanese had established major bases for further

JUDICIOUSLY SPEAKING



Henry X. Dietch, *Star* columnist

operations.

My brother's squadron (the 30th) repeatedly went out on missions to bomb these bases. They had to fly without fighter escorts over long distances of the Pacific Ocean and adjoining seas.

He received the Silver Star and the Purple Heart for gallantry on one particularly arduous mission, shooting down four Japanese Zeroes.

Plans were in progress which were carried out in the great naval battle of the Coral Sea, which was the first sign that the tide was turning in favor of the United States and its allies.

On September 16, 1942, Bill was on a mission to bomb Rabaul, New Britain. According to the account of his squadron leader, his formation was attacked by seven Japanese Zeroes at 30,000 feet.

The account said the Zeroes concentrated on Bill's plane, which was last seen aflame and

plunging into the Pacific.

Of course, all those years of the war our family had a glimmer of hope whenever there was a report of a found, downed plane.

But no trace of the plane or its airmen was ever found.



On June 29 and 30, the Dietch family from all parts of the country, representatives of veterans' organizations, representatives of our two U.S. senators and the Department of the Army, an honor guard, and Army band, six horses pulling a caisson with a coffin draped with the American flag, a firing party and two buglers gathered at Arlington National Cemetery to dedicate his headstone, newly installed there.

Of course, for me it was most moving and a form of closure with these honors conferred upon my brother.

Everything was done in precise detail from the movement to the gravesite to the gun salute to the music and bugle sounding off and reverberating off over the rolling terrain of Arlington in beautiful weather.

We all had lumps in our throats, shivers up our spines, and great pride to be Americans who remembered the past deeds of our armed forces.

The Army furnished a chaplain who performed the necessary interment services. (The Army Air Forces in 1942 and for years thereafter were a part of the Army, until they became a separate branch of the service as the United States Air Force.)

My thanks to all those who participated and made the services so meaningful and yes, so beautiful too. ■



Judge Dietch receives the flag that adorned his brother's casket during the ceremony at Arlington National Cemetery.

The Judas Goats

REPRINTED WITH PERMISSION FROM THE BRITISH PUBLICATION "FLY PAST"

The skies of England contained a number of rather colourful aircraft in 1944 - British historian Roger Freeman explains the reason.

In April 1944, a plotter at 18 Group, Royal Observer Corps received an excited report from the duty observer at one of the Suffolk posts to the effect that he thought he must be hallucinating, for he had just seen a Liberator covered with red, yellow and blue polka dots.

That year there were many other amazed aircraft spotters when into their views came Liberators and Fortresses painted with the most bizarre markings ever carried by military aircraft, all in complete contrast to the drab camouflage finishes that had been the norm for so long. The purpose of this paintwork was to remain a mystery to many British observers and was often dismissed by them as just another crazy prank by their unruly American allies. In fact, these colourful aircraft served a very serious purpose.

Most daylight bombing operations undertaken by the U.S. 8th Air Force had to be launched at first light if targets to be attacked involved deep penetrations of enemy airspace. In the short winter days take offs were often pre-dawn to allow the return from a long-range mission to be completed while it was still light. With the build-up of forces during the winter of 1943-1944, the concentration of bombers assembling for a mission in the vicinity of their East Anglian bases was such that in the darkness or half-light aircraft from one station would often inadvertently end up in the formation from another. There were instances where in poor weather the bomber task force was so disrupted by individual aircraft being unable to locate their correct formation that the operation had to be abandoned by some elements as rendezvous timing was completely missed. The regular discharge of a coloured flare combination from lead aircraft was the principal means for visual identification of individual group formations, but this frequently proved wanting, particularly in poor visibility.

The B-24 Liberator-equipped 2nd Air Division with bases in central and south-

ern Norfolk sought to overcome this problem by devising a means of improved recognition of individual formations. This involved taking a 'war weary' B-24 retired from operations, removing armour, turrets and armament, installing lights laid out in the form of a distinctive symbol—usually the group identification letter—in the fuselage sides, and painting the whole aircraft with bright and distinctive markings. The Liberator was then to be used specifically for leading a formation assembly. The first to take-off, it would proceed to and orbit in the group assembly area at pre-arranged altitudes, fully lit and discharging coloured signal flares at regular intervals. When the group formation was complete the special lead aircraft would drop out and return to base while the combat force joined the wing and divisional stream and went to war.

Strangely, the precise origin of this idea and orders covering its introduction do not appear to be recorded in official 8th Air Force records (more correctly, if they exist they have yet to be found by this writer and his acquaintances). There does not even appear to have been an officially approved name for these special aircraft which are referred to in more than a dozen ways in documents: beacon, rendezvous, formation, forming, circus, marshalling, monitor and assembly ship, aircraft or leader. Yet another was *Judas Goat*, because the aircraft led others to slaughter. However, the most common form is assembly ship, which will be used in this article.

The first documented reference to use of a special aircraft for assembling a formation appears to be that in the records of the 93rd Bomb Group which state that on November 30, 1943, *Ball of Fire* was used as a 'rendezvous ship.' *Ball of Fire* was the name given to B-24D 41-23667, which was so badly damaged in the course of five combat missions during the autumn of 1942 that it was removed from combat and used as an air ambulance and for target towing duties.

At this time each B-24 group was permitted to have two second-line aircraft for use in tactical training and other non-combat duties. These were nearly all drawn from the 44th and 93rd Bomb Groups which had arrived in the UK in

the autumn of 1942 and whose surviving B-24Ds were well worn by the end of 1943, many with 500 or 600 hours flying time and service in the abrasive desert conditions of North Africa. One of these B-24Ds, *Jo Jo's Special Delivery* (41-23683), was turned over to the 389th Bomb Group at Hethel and is mentioned in divisional records for the first week of 1944 as the 'Zebra forming aircraft.' This appears to indicate that the aircraft had received the distinctive green and yellow banding that was to distinguish it from normal 389th Liberators. In that same week three recently arrived B-24 groups were assigned old B-24Ds from the 93rd Bomb Group at Hardwick, suggesting that the assembly ship system had official blessing. As additional groups took up station in Norfolk and Suffolk, they too were assigned second-line B-24s to use for this work.

There appears to have been no firm directive on the modifications to be made to these B-24s, and the work was undertaken by the Base Sub-Depot (main engineering organisation) to meet the individual requirements of the combat group. Some assembly ships had a string of bulbs forming the group identification letter on both sides of the fuselage. Others simply had a string of lights along the centreline of the rear fuselage sides or an arrangement in a faired over tail position. The colours, size and extent of the electric illuminations varied considerably. Flare ports were made in the rear fuselage of most aircraft and a prodigious load of pyrotechnics were carried. It is said that one assembly ship caught fire when an over-enthusiastic airman accidentally discharged a flare pistol inside the fuselage. A few of these aircraft were certainly written off in accidents.

The bright individual colour schemes did not appear overnight, but most of the operational groups had their assembly ships flying in flamboyant decor by March 1944. Striping in various colours and widths predominated, probably because it was relatively easy to carry out. Two groups used chequerboard patterns, four polka dots or discs, and one red zigzags. The most unusual decor was that employed by the 392nd Bomb Group at

(continued on next page)

Wendling on another old B-24D inherited from the 93rd Bomb Group. This had renderings of B-24D noses and tail turrets on the fuselage sides in white and grey, supposedly a visual indication of how far aircraft within the formation should be spaced.

By the summer of 1944 some of the early B-24D assembly ships were approaching 1,000 hours of flying time and their condition had deteriorated to where it was considered they should be permanently retired. Second generation assembly ships appeared in the 93rd, 389th and 448th Bomb Groups with different markings. All used bands of yellow in different forms, the 389th's the most unusual in that it consisted of linked squares. Other assembly ships were destroyed or pensioned off after accidents and their replacements were usually B-24H or J models that had undergone extensive repairs and did not perform well at combat altitudes. The 491st Bomb Group had two replacements before the end of hostilities and the 448th possibly three. There is evidence that other groups made use of war weary aircraft which had not been distinctively painted. The 44th Bomb Group at Shipdham had two aircraft for this work on hand at the same

time. One was an original combat aircraft of the group, 41-23699, named *Lemon Drop*, which had distinctive black and yellow stripes and was used for daylight assemblies. The other was a B-24H which had a Bell B-26 tail turret installed in the nose and due to this modification was not deemed suitable for combat use. This aircraft had lights installed in the fuselage and was used expressly for pre-dawn mission assemblies.

With improved technique in assembling formations around Buncher radio beacons, the need for a distinctive lead aircraft was apparently considered unnecessary by some groups, and these brightly painted Liberators were less in evidence as hostilities drew to a close.

Two B-17 Fortress groups, the 303rd and 379th, were given red and white banding and a war-weary 384th Group B-17F blue polka dots on overall white for assembly leading work. The 384th put its 'speckled bird' to work on July 19 but concluded that there was little advantage. Thereafter the B-17 groups appear to have abandoned the use of a special assembly aircraft.

Editor's Note: This abbreviated article appeared in the British publication 'Fly

Past' and was submitted by both author Roger Freeman and the frequent British correspondent Phil Levick. Both came too late to be included in the colourful assembly ship issue. ■

Folded Wings

Headquarters, 20th, 93rd & 389th

John A. Brooks, III

44th

Paul R. Gregg
Frank E. Indorf, Jr.
Robert O. Krueger
James E. O'Brien
Max. A. Stiefel

44th, 466th & 458th

John M. Rawlings

44th & 492nd

John Lyons

93rd

George W. Bailey
Richard G. Blakelock
Frederick A. Gilbert
Roy M. Mayhew

389th

Richard A. Crowell
Robert L. Young

392nd

Alan B. Clarke
LTC Edward K. Washington

445th

Michael R. Ciano
Lynn M. Lawler
Carl E. Marino
Benjamin H. Schlosser

446th

Herbert Gordon
Richard W. Jones

448th

Robert Angle
Pat Farris
Charles N. Rust
Leroy A. Smith
John P. Zima

453rd

Lewis D. Blais
Allen R. Orr
Floyd B. Williamson

458th

Robert W. Davis, Sr.
Kelly E. Howard

466th

John H. Blumentstock
William N. Groesbeck
William E. Hughes
John M. Jacobowitz
Robert Mundy, Jr.
Robert W. Pettersen
Leslie E. St. John

467th

George W. Condry
Kenneth Deagman
Howard W. Dye, Jr.
John M. Jacobowitz
Col. Albert J. Shower

467th & 492nd

Charles M. Trout

489th

Kenneth L. Gullekson

491st

R. James Hancock
Arnold L. Horelick
Cloyd R. Mellott
Marucs L. Poteet, Jr.

UNIQUE TRIBUTE RISES FROM THE ASHES

FROM "THIS ENGLAND" MAGAZINE—AUTUMN 2001

When the USAAF's 2nd Air Division departed their East Anglian bases in 1945 to return home, they left behind to honour their 6,700 dead not a plaque nor a monument but a unique memorial library for future generations to use and enjoy.

Over the years the living testimonial to young men's courage—and also to lasting friendships developed in England—grew in reputation to become one of the finest in the world.

Housed in Norwich Central Library and funded by the 2nd Air Division Association, it covered every aspect of the American way of life and had one of the largest archive records of the daylight air war over Europe.

In 1993 the Association raised more than \$800,000—almost half a million pounds—to provide an American Fulbright Scholar Librarian in perpetuity, making their collection the only one in Europe to have such an appointment.

Disastrously, the following year the memorial was lost in a fire that destroyed

the building, but the archive documents were saved to form the basis of an even bigger tribute.

The striking new £60 million Norfolk and Norwich Millennium Library includes once again the 2nd Air Division Memorial Library, twice the size of the original and redesigned to incorporate all the latest technology.

Almost 700 veterans, with families and friends, will return to England early in November to witness the official opening of the memorial, attend a re-dedication service at Norwich Cathedral, revisit all their old bases, receive tributes from the RAF and the United States Air Force, and be accorded the rare honour of the Freedom of the City of Norwich.

It will also be the last time they gather here for their annual convention. But neither Norwich nor East Anglia nor Britain will forget the contribution they and their comrades made, almost 60 years ago, to this nation's salvation. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

MEMORIAL LIBRARY CAPITAL FUND

In the last *Journal* column I had written that the 458th members had contributed \$11,500.00 with 177 responding. Since that date in mid-July, an additional \$1,690.00 was received from 45 members. The new total then is \$13,190.00 from 222 members as of the end of September. Six hundred dollars was taken from the total to pay for our banner/flag which hangs in the Memorial Room, with the permission of four of our members who contributed to this cause. The generosity of all those who helped this Capital Fund speaks well for the 458th. Thank you all, once again.

FOLDED WINGS OF THE 458TH BOMBARDMENT GROUP

Received a copy of George Reynolds' book titled "Folded Wings of the 458th Bombardment Group." It's in soft cover, 8 1/2 X 11 inches, done on quality paper to show the black and white photos well. He gives us seldom-seen crashes on the Horsham St. Faith airfield and those in the greater Norfolk County area. A listing of the 299 crewmen, plane numbers, and dates of the crashes is given. In addition, there is an updated list of aircraft, plane numbers, squadron and final disposition of all aircraft assigned to the group. Perhaps some of us may be able to fill in the blanks with aircraft serial numbers or "nose art" of those which were not identified. Group history, photos of our base, living quarters, etc., are also included.

The book sells for \$12.95 domestically and \$15.00 foreign. All shipping and handling charges are included in the price. George has offered to send ALL profits to the Memorial Library. My suggestion is to write him without delay and get your copy on its way. His address is: George A. Reynolds, 3850 Galleria Woods Drive, #314, Birmingham, AL 35244-3063.

After the publication of George's last "History of the 458th IV" and the subsequent sale of all 600, he received word from an Oklahoma City man who offered to reproduce that volume. No price has been established yet and the only information I have is an e-mail address George has given me. It is: 66hiway@home.com. This info is given to you as a "heads up" to interested members. If you do check and receive any positive response, I would appreciate hearing from you.

To the many who have asked for my e-mail address, please understand that I have a good bit of regular mail to handle through "snail-mail" and it would be totally impossible to answer e-mail also. Writing will always get you a reply...always!

However, there are many who search for information on the Internet regarding WWII. When I receive a telephone call or letter from someone who is interested in our group, whether it relates to a father, uncle, or other relative, I try to fulfill their

request. I also send them a membership application to join the Association as either an associate or subscribing member. Occasionally we find a new member in this manner.

THE 55TH AIR REFUELING SQUADRON AND THE 755TH BOMB SQUADRON

On September 3rd I received a call and a subsequent follow-up by mail from a Capt. Billy M.

Steverson of the 55th Air Refueling Squadron, Altus, OK. The captain was assigned to update his squadron's history. As a KC-135 tanker navigator, his research led to the discovery that the 55th received its combat lineage from the 755th Bomb Squadron, 458th Bomb Group of WWII. In his enclosure was his 55th Squadron "patch" and I, in turn, sent him the last 755th squadron insignia I had, along with the history I took from

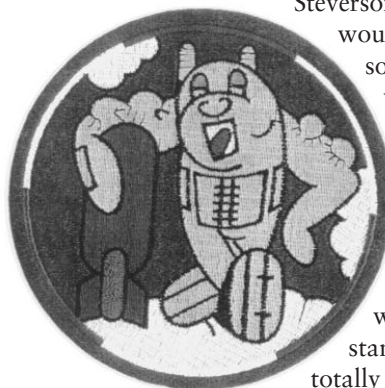
George's books and Roger Freeman's several books. Then, of course, came September 11th and I didn't hear from him until a few days ago. I thought his air refueling squadron had been deployed. He called to thank me for all that I had sent and that it was much appreciated. His squadron's assignment was recently in a training mode, teaching the art of air refueling and keeping pretty busy. If any of you have any photos or text that Capt.

Steverson could use in his research,

would you please send it to me so that I can photocopy it. I will return all original material back as received. The 55th would appreciate any help you can give to further their history.

In a few weeks, we shall be departing for our Norwich convention. I understand that the new "Forum" is totally awesome and dwarfs the original Norwich Central Library and the

Memorial Room we had there. ■



WHAT A PARTY! OR "A GOOD TIME WAS HAD BY ALL"

A couple was invited to a real swanky masked Halloween party, so the wife got costumes for both. On the night of the party she got such a terrible headache that she told her husband to go without her. He protested, but she said all she was going to do was take a couple of aspirins and go to bed; there was no need for his good time to be spoiled by not going. So he got into his costume and off he went.

The wife, after sleeping soundly for an hour, woke without a sign of pain. As it was just a little after nine,

(continued on page 23)

RELUCTANT WITNESS

MEMOIRS OF THE LAST YEAR OF THE EUROPEAN AIRWAR 1944-45

Co-authored by the late *James J. Mahoney* and his son, *Brian H. Mahoney*

At age 27, Jim Mahoney had already demonstrated a keen ability to judge character, determination to do the right thing, a solid but quiet competitiveness, and a good sense of humor. At that young age, the U.S. Army Air Force had already made him a lieutenant colonel and put him in command of a bomb squadron.

His time with the hard-luck 492nd Bomb Group in the spring of 1944 was a harsh introduction to 50% attrition rates and to profound personal loss. When higher command in the Eighth 'pulled the plug' on this group, which had required a steady infusion of replacement crews at the rate of *one every 44 hours* during its 89 days of combat operations, Mahoney was given the 29 aircrews with ten or more missions remaining in their tour, and sent to the 467th BG to command its new 788th Bomb Squadron. Here their luck improved, and in early October 1944, Lt. Col. Mahoney was promoted to Deputy Group Commander of this crack outfit.

Mahoney did not have time to keep a journal during the war, but the experiences, faces, and names, were indelibly etched in his memory and he was forever changed by what he survived. Privately in the mid-1960s, Jim started writing the more powerful and telling episodes of his war years, as a legacy for his children and theirs. The result is an engaging and entertaining distillation of his wit and sensibility, his revulsion toward violence and waste, and his reverence for dignified service and courageous sacrifice.

He is our *reluctant witness*.

When Jim died at 81 in 1998, the long manuscript he fussed over for years remained unpublished.

Brian, fourth of the five kids of Jim and the late Mary McKenna Mahoney, has long taken an interest in his father's story, so it was a natural decision for him to take time out of his career to prepare the memoirs for publication. At first, he thought that it would be a relatively simple matter of editing and reorganizing the stories to make them acceptable to a publisher and more readable to a general audience. But early in his 30-month research odyssey, Brian came to realize that what his father left behind was far more than a personal memoir. It contained strong contributions to the *historical record*, deserving of the difficult work of documenting

the more unusual claims for which James Mahoney was our qualified and uniquely-placed historical source.

Brian's attendance at reunions of his father's two bomb groups and the 2nd Air Division Association yielded a steady stream of veterans who were eager to help him 'get it straight for the record.' The unexpected and occasionally overwhelming byproduct of these meetings was powerful direct testimony from a score of his father's contemporaries, about just how much they had admired James Mahoney and been strongly personally affected by him. Beyond the role of researcher, Brian now had assumed that of *tidings bearer*, charged by happenstance to deliver to his siblings and other 'kids of the Eighth' an intimate look at the concealed emotional side of this special group of 'the greatest generation.' The foreword by WWII ace and fighter-leader in two wars, Brig. Gen. Robin Olds, brings new insight to the whole question of the quieted combat veteran.

Father and son took great pains to make this compelling account sensible to the wives, the kids and the grandchildren, who have hungered for a better understanding of what so profoundly changed their men. It has been years coming, but early reactions suggest that *Reluctant Witness* was worth the wait.

From 2nd AD Memorial Trust Vice-Chair David Hastings:

"I just could not put your book down. You and your father have written what I consider one of the finest records ever seen. Just finished it this morning and will start all over, as I enjoyed it so much. We could almost feel your father in the room with us."

From one of Brian's sisters:

"...shedding a few tears, I finished the book—very nice, indeed. Thank you so much for this gift to us all. What a great preparation for our upcoming trip to England, about which I'm now that much more excited."

Reluctant Witness (ISBN #1-55212-875-X) may be ordered online at <<http://www.trafford.com/robots/01-0275.html>> or by calling toll-free: 1-(888) 232-4444. Traditional bookstores and booksellers on the Web can order the book by *title and ISBN*. 546 pages perfectbound, \$34.00 plus shipping and handling. ■

WHAT A PARTY!

(continued from page 22)

she decided to go to the party. In as much as her husband didn't know what kind of costume she was wearing, she thought it would be a good thing to slip into the party and observe how he acted when she wasn't around. So, she joined the party and the first one she spied was her husband, cavorting around on the dance floor, dancing with one slick chick and then another, copping a little feel here and there. So, the wife slipped up to him, and being a rather seductive babe herself, he left his partner standing high and dry and devoted his attention to the new stuff that had just arrived.

She let him go as far as he wished (naturally), and finally when he whispered a little proposition, she

agreed and they went out to one of the cars—etc.—etc.—etc. Just before unmasking at midnight, she slipped away, went home and got back into bed, wondering what kind of explanation her husband would make for his behavior. He came home and went right into the bedroom to see how she was. She was sitting up reading and asked what kind of time he had.

He said, "Oh, the same old thing. You know I never have a good time when you aren't there." Then she said, "Did you dance much?" He said, "Well, I'll tell you, I never danced a dance. When I got there, Bill Rivers, Les Brown and some other guys were stag too, so we just went back in the den, and played poker. But I'll tell you one thing; that fellow I loaned my costume to sure had a HELL-OF-A-TIME!!" ■

HALESWORTH 489TH NOTES

BY
NEAL SORENSEN

"Nothing can stop the Army Air Forces!"

As Charles Dickens related, "It was the worst of times, it was the best of times!" And so it was when our fortunate 489ers were gathered in Minneapolis, September 13-16, 2001.

34 of the scheduled 78 attendees were safely in Minneapolis on the 12th or were driving. Calls from all corners of the country came in when the airlines were shut down. Some, like Helen and Charlie Freudenthal, were marooned in Pittsburgh for three days. Others, like Mildred and John Rainey, were stopped at their airport, and so could get back to their home, from where they called us concerning their plight.

Due to airline schedules, four of our six English guests had come to Minneapolis early. Marlene and Tony

Kerrison as well as Freda and John Sutton were most welcome guests from England! Since they had been subjected to six years of bombing which sent them to shelters, along with the attendant fear, I could not help but wonder how they felt over the media blitz that followed the loss of 3 buildings and 6,000 lives. Horrendous, certainly—but compared to the demolition of London, Coventry, and other British cities which we witnessed during our time in England and they had lived with throughout their childhood years—did the media help or hinder? Some of the "talking heads" showed real emotion, but to others it was an exercise of out-doing the competition.

Ancient History? By 2002 when this is read it will serve us well to reflect on the second great awakening of America which we have experienced in our more than four score years on earth.

I have recently embarked on the overdue obligation which we all have—that of recording our family history to pass along to our children and grandchildren. It became a labor of love when I found four years of letters from World War II in a corner of the attic. My brother, Lt. Carl Sorensen, pilot, Army Air Forces, came back to life as I read of his journey through Pre-Flight, Primary,

Basic, Advanced, RTU, and the last letter he sent me from Italy the day before he and his crew were lost on a mission to Vienna—a crippled B-17 with fourteen ME-109s eager for the kill.

On December 1, 1943, he had written me from Hobbs, NM where he was in B-17s as a 2nd Lieutenant. "I've been feeling poor lately. I got a heavy cold and flu. I would have gone to the hospital, but I know darn well they would put me in bed. I sure would hate to get washed back a class. I finally soloed the '17 yesterday, but felt so lousy that there wasn't much of a thrill."

The intensity with which we all pursued that coveted pair of silver wings is reflected in Carl's letters. Shot down on his 13th mission, his last letter still showed a desire to complete his tour in Italy so he could see Tokyo from the left seat of a B-29!

So my message to all of you surviving 489ers is simple: "Get started on your family history. I know there doesn't seem to be any hurry, but the names of the 29 comrades who answered their last roll call since our last reunion didn't see any reason to hurry either. Your children and grandchildren will thank you for your thoughtfulness!" ■

GENERAL JOHN BROOKS 389TH BG PASSES AWAY AT 84

John Brooks, 84, departed this world about 7:00 a.m. on September 7, 2001 at the Gerber Memorial Health Services Center in Fremont, Michigan. At his side was his beloved wife of 60 years, Jane Brooks. Also present were Air Force friends Colonel Dick Atkins and his wife Marian of Arlington, Texas.

A West Point graduate and career Air Force officer of 29 years, "Johnnie Brooks," as he was known by his comrades-in-arms, was born in Rumson, New Jersey on May 20, 1917 to Colonel John A. Brooks and Irma Richey Brooks.

John graduated from West Point in June 1941, just before the U.S. was to enter World War II. Ironically just prior to World War I, his father graduated from the same school in 1914.

John and Jane were married immediately after graduation and then he was off to war to begin a distinguished military career that lasted for 29 years.

Brooks completed pilot training in August 1941 and was assigned to the 389th Bomb Group where he trained in



the B-24 Liberator bomber. One of his first missions was as a group deputy commander on the famous August 1, 1943 low level raid on the Ploesti, Rumania oil fields. John went on to fly 25 combat missions out of England for the Mighty 8th Air Force. Soon after, he was selected to command the 2nd Scouting Force, leading the entire 8th Air Force bomber fleet, day after day, through the terrible weather of central

Europe.

Though aerial combat was not the primary mission, on February 9, 1945 John and his wingman attacked over 100 German fighters and John shot down two while completely stopping the German attack on the bomber fleet, saving hundreds of bomber crew lives.

For his leadership and heroic action Brooks was awarded the nation's second highest military medal, the Distinguished Service Cross. In addition to the DSC, John's awards include three Distinguished Flying Crosses, the Silver Star, six Air Medals, three Legions of Merit and many other citations.

After World War II, John continued his successful career with successive assignments as commander of the U.S. Air Force's premier jet fighter organizations, the 20th and 36th Fighter Wings. He then attended the National War College and was selected for the rank of General. After many successful command assignments he retired in July 1969. ■

“PLAY IT AGAIN UNCLE SAM”

Japs' Hatred of U.S. Evident Always at Prison Camp in West

Editor's note: This article appeared in the July 7, 1943 London issue of The Stars and Stripes. Kind of puts the current stories of 'hatred' in perspective, doesn't it?

CAMP McCOY, Wis., July 6—The 62 Japanese prisoners of war on U.S. soil, who live behind barbed-wire barricades here, seem to be out of this world. You can't look at them or think of them in terms of American human beings.

Col. Horace I. Rogers, of Detroit, whose task of running the prison camp is one of the most delicate in the U.S. Army, said:

“They haven't the slightest curiosity to see Americans or have anything to do with American life. And, most of all, they don't want you to have any curiosity about them.”

What are these Japanese prisoners like? From Col. Rogers, who was in charge of Japanese, German and Italian enemy aliens before the war prisoners arrived, the answer is this:

“They average about 140 pounds and five feet six inches in height. They are tough, strong, in excellent physical condition.

“Their discipline is superb. American soldiers on guard at the camp marvel at the speed and precision with which they execute orders by their own superior officers.

“Often,” said Col. Rogers, “it isn't even necessary for one of their officers to give an order. A look is enough.”

Won't Talk to Americans

Ten of the war prisoners can speak English, but they will not talk with American soldiers and officers. They will not answer questions. Soldiers guarding the Japanese have orders to talk to the Japanese “only in the line of duty.” So time after time, day after day, Japs pass American soldiers without the slightest sign of recognition. They ask only to be left alone—“and they ask it often,” said the colonel.

The Japanese hatred for the Americans is obvious and ever present. Colonel Rogers said, however, they always are extremely courteous and polite to American guards and officers.

“But make no mistake,” Col. Rogers said, “the politeness is saturated with hate.”

The Japanese prisoners here are treated well. They receive the same food the American soldiers do. They get it in bulk, cook it themselves and can serve it as they

like. Rice, understandably, is what they like best, and Colonel Rogers “trades” other foods with them so that they get more rice than they would ordinarily.

They like beef, pork and other meats and most fresh vegetables. But they won't eat spinach. They like stewed apricots but not stewed prunes. They don't like pie.

A typical day for a prisoner is much the same for an American soldier here. He rises at 6 AM, has breakfast at 6:30, joins a work detail at 7:30 and works until 11:30 AM. He has from then until 1 PM for lunch and leisure and then works until 3:30 PM. Lights are out at 10 PM.

Japanese enlisted men receive an allowance of 10 cents a day. Officer pay ranges from \$15 to \$35 a month.

They can spend half at their Post Exchange. The rest is saved for them until after the war, although Col. Rogers is authorized to let them have more than half of their earnings if circumstances should warrant. This pay and allowance are in credit, never in cash.

They have plenty of entertainment and amusement. In their recreation rooms (the officers and enlisted men have separate ones) they have juke boxes, pianos, radios and table tennis equipment. They play the piano constantly—but very badly.

With two exceptions, the Japanese have written no letters. None have been received for them. Two officers did request their families be notified of their capture and each has written one letter, but that is contrary to the Japanese code, since capture for a Japanese is a disgrace.

Death is an honor, even if the Japanese won the war—and the prisoners here are extremely confident that they will—those captured by their enemies would be in disgrace when they returned home, and so would their families. News of their capture now would have the same effect.

Outdoors, the Japanese play baseball, softball, croquet, and horseshoes. They have planted flower gardens outside their buildings.

Still Believe in Buddha

They maintain their religious ceremonies. They brought with them a beautifully carved Buddhist temple and also a carved figure of Buddha.

All of the prisoners' clothing is marked with the tell-tale “PW” for prisoners of war. The Japanese asked Col. Rogers if it was necessary to put this mark on their ceremonial garments. The colonel let it stay off.

The religious feeling of the Japanese is intense, Col. Rogers said. They believe implicitly that they are sons of heaven and destined to rule the world.

Certainly, the colonel said, the Japanese would escape if the chance presented itself, and they'd be bold about it, too.

If the men in his charge are a sample, Col. Rogers is satisfied we are dealing with a mighty tough enemy in Japan. He is convinced any attempt to “sell” them on the American way of life or decencies is out of the question.

Nothing, he said, will change their hatred for us. ■

New Members of the 2nd Air Division Association

IP33, 3PQ & Eng
Lt. Chris Thurmond

93rd

Donald C. Geyer

389th

Paul T. Burton
Hugo O. Hassloch
LTC Lowell K. Hess
Anthony J. John
George W. Russell
Stanley B. Stevens

445th

Oz Becklund
Thomas J. Smith

448th

Kenneth C. Goodrich

453rd

Ted J. Mathews
James A. Mossbarger

458th

Gordon H. Carlson
Leo E. Green
Charles T. Nally

466th

Thomas J. Hoffman

489th

Robert M. Carlton
Victor V. Stiles, Jr.

492nd

Francis X. Baker



BY JIM LORENZ

ATTLEBRIDGE TALES

NEW MEMBER

Our newest associate member is U.S. Navy pilot Lt. Chris Thurmond, who has been living in England with his wife Julie and their children, a two-year-old and a brand new baby. He has been serving a two-year assignment at RAF Mildenhall Base, flying missions. Chris's grandfather, Col Robert P. Baumann, Jr. (retired) served in the 466th BG; he died in 1996. His father is an Air Force dentist. He recently had the honor to fly Lt. Gen. Thomas J. Keck, current 8th Air Force commander, around the UK during his visit. Chris and his family hope to attend as many of our activities as possible during our visit.

Note: I started writing the above on September 10; with the events on September 11, we will have to wait and see how our lives are affected.

WINGLETS!

"Back in the '50s, cars borrowed some of their wackiest design elements from jet airplanes—now it's payback time. The swept surfaces that became tailfins on the '57 Cadillacs are now appearing on the wingtips of airliners as fin-like devices called 'winglets'."

So states George C. Larson, in an article in the 2001 August/September issue of the *Smithsonian's Air & Space*. "Winglets reduce wingtip vortices, the twin tornadoes formed by the difference between the pressure on the upper surface of an airplane's wing and that on the lower surface. High pressure on the lower surface creates a natural airflow that makes its way to the wingtip and curls around it. When

flow around the wingtips streams out behind the airplane, a vortex is formed. These twisters represent an energy loss and are strong enough to flip airplanes that blunder into them. (JHL note: Ask any B-24 pilot about prop wash—I had masses of varicose veins in my legs!) Winglets produce an especially good performance boost for jets by reducing drag, and that reduction could translate into marginally higher cruise speeds. But most operators take advantage of drag reduction by throttling back to normal speed and pocket the fuel savings.

"The Airbus A319 and A320 have very small upper and lower winglets. The longer range twin engine A330 and four engine A340 have conventional winglets, as do the Boeing 747-400s. The Boeing Business Jet has a set of eight-foot winglets, with a curving transition from wing to winglet—designed by Aviation partners.... In 1976, Richard Whitcomb, a NASA aerodynamicist, showed that winglets reduced drag by about 20% and offered double the improvement in the wing's lift-to-drag ratio, compared with the simple wing extension. The aspect ratio of a wing is the relationship between its span and its chord—the distance from the leading edge to trailing edge. A U-2 has a high aspect ratio; an F-104 has a low one. A wing with high aspect ratio will provide longer range at a given speed than a short, stubby wing because the long wing is less affected, proportionally, by the energy lost to wingtip vortex. But long wings are prone to flex and have to be strengthened, which adds weight. Winglets provide the effect of increased aspect ratio without extending the wingspan...

"If winglets are so great, why don't all airplanes have them? Because winglets are a tradeoff. In the highly visible case of the 777, an airplane with exceptionally long range, the wings grew so long that folding wingtips were offered to get into tight airport gates. Dave Akiyama, manager of aerodynamics engineering in Boeing product development, points out that designing winglets can be tricky—they have a tendency to flutter... He says that span extensions are easiest and least risky. Unlike the Cadillac tailfins, winglets really work."

So now you know—when someone

asks you about those things on the wings.

466TH WEB PAGE

Chris Brassfield, our 466th historian, has just updated the 466th BG web page. Check it out at: www.web-birds.com. Then click on the 466th link on the left side. If you have any photos or suggestions, just e-mail Chris at: Cbrassfield@aol.com or mail to him: 1655 Foxhaven Drive #108, Richmond, KY 40475.

ATTLEBRIDGE DIARIES

Our hardback editions of this 466th history are now out of print and inventory. The cost of doing a new edition is prohibitive, with future demand in question. Lou Loevsky has now secured a number of "soft cover" reprints of the 1995 edition. Note that these are just that—"reprints"—no new data. These are now available with no restrictions on number of copies you may purchase. One reprint copy is \$37.50, at our reunions; or by regular mail at \$39.95; or via priority mail at \$42.95. Make your check out to: 466th Bomb Group Association and mail to Louis Loevsky, 16 Hamilton Drive E., N. Caldwell, NJ 07006. Call Lou at 973-226-4624 for multiple copy purchase costs.

ANNUAL 466TH BG MEETING

The 2001 annual meeting was held upon arrival at the Ramada Jarvis Hotel at 8:25 a.m. A quorum was present (19 voting members).

Vice President Jim Lorenz gave a short summary of Treasurer Stanley Mohr's report. It showed 2001 expenses were \$308.19, with interest income of \$90.67, for October 3, 2001. The report was accepted.

Jim then stated the nominations were open for one-year terms for our 2002 officers. It was moved and approved to retain the current slate of Jim Lorenz, Vice President, John Horan, Assistant Vice President, and Stanley Mohr as Treasurer. It was noted that these officers had agreed to serve again. It was voted to close the nominations and to unanimously approve the above nominees.

There being no other business, it was voted to adjourn. ■

Woman gets closure on dad's death

His WWII plane discovered about half-century later

BY LOUISE KONIARSKI
DAILY COURIER
FROM THE ARIZONA REPUBLIC
AUGUST 26, 2001

PRESCOTT—For 55 years, Chino Valley teacher and Prescott resident Jean Andrews Richards believed that her father, U.S. Army Air Force navigator Sherman Joseph Andrews (445th BG), died when his B-24 Liberator crashed into the Sea of Holland while on a World War II bombing mission to Germany.

But recent DNA tests from human remains, which U.S. officials excavated three years ago from a plane crash site in eastern France, have proved otherwise.

Military scientists positively identified one of the roughly 500 bone fragments from the heavy clay around the wreckage as belonging to Andrews, who was 27 at the time of his death. He left a 26-year-old wife, Beatrice Tyler Andrews, and three children: Mary Elizabeth, nicknamed Mikey, then 7; Jean Marie, 5; and Sherman, 1.

Serial numbers on two .50-caliber machine guns at the French crash site matched those on the missing air crew report. Dog tags and personal items also aided the identification process.

Finally, officials concluded that Andrews and eight comrades from the 445th Bomb Group base in Tibenham, England, died instantaneously when their plane collided with two other Allied bombers in dense fog December 11, 1944. They were returning from a rare daytime bombing of a chemical factory in Hanau, Germany.

According to Richards, two of the planes crashed in liberated France. But her father's went down in German-occupied territory near

the tiny village of Zinswiller.

The nearby forest was full of land mines in World War II. Some Germans hauled away large portions of the plane, making the crash site hard to detect until a hiker spied a few metal scraps in 1995.

Despite researchers' best efforts, many of the human remains from the crash site remain anonymous.

Richards believes she will have partial closure of the traumatic loss of her father when she joins her 82-year-old mother, Beatrice Olson of Illinois, and other family members at an Arlington National Cemetery burial service, with full military honors for the unidentified remains.

Mikey Schaeffer, Richards' older sister who died suddenly in St. Louis before the DNA test results came out, won't be there.

In 1999, it was Mikey, as the eldest child, who got the call from the U.S. Central Identification Laboratory at Hickam Air Force Base in Hawaii, saying the plane crash site had yielded human remains that might be Andrews.

"We had talked about the (1998) stories in the *St. Louis Post-Dispatch* and the *Prescott Courier* about them finding the crash in France and said, "Wouldn't it be wonderful if it's Daddy?" Richards said. "Lo and behold, it was."

Technicians got DNA samples from the family. They found a positive match in blood from Andrews' older brother, John, now 86, of



Jean Andrews Richards of Prescott holds a photo of her father, Sherman Joseph Andrews, 445th BG and a pair of flight wings.

Sarasota, FL, and Portland, ME.

"Thank goodness he had a brother alive," Richards said. "Otherwise, we still wouldn't know for sure what happened to our father."

Mikey had expressed the wish that the family bury their father's remains in Jefferson Barracks National Cemetery in St. Louis, overlooking the Mississippi River.

So Andrews' widow, his children, nine grandchildren and ten great-grandchildren met in September for an evening church service in Illinois. The next day, there was a Mass in Shiloh, IL, with full military burial at Jefferson Barracks, where Mikey, a U.S. Navy wife, lies buried. ■

The 448th Speaks



SEETHING

BY CATER LEE

LAST MINUTE FLASH: Sadly, I must tell you of the loss of our Vice President of the Second Air Division, Bob Angle. On Tuesday, October 16, Bob was returning home from his workout at the gym. He stopped at a convenience store. When leaving, he made a left turn, right into the path of a car which impacted him on the driver's door. Bob was conscious, was taken to the hospital and later died from severe internal injuries. Bob's family asks that memorials be sent to the Mighty Eighth Air Force Heritage Museum in Savannah, GA.



The 448th held their 2001 annual group reunion in Shreveport, LA at Barksdale AFB. Our headquarters was the Holiday Inn Financial Plaza where we were treated very nicely. Our attendance was less than normal at 125. There were some who missed because of illness and some who had made previous commitments, but we had a very nice time.

We held a memorial service on the base in front of the same B-24 where we held our first group reunion in 1985. We placed a red, white, and blue memorial wreath in front of the B-24.

Our program consisted of short speeches by officers of the base who paid tribute to the 448th and our service in WWII. We felt honored to be recognized by current 8th AF officers. We also had lunch at the Officer's Mess, followed by a base tour with a lady M/Sgt. serving as tour director. She had attended college during her service and held a bachelors and masters degree and would soon retire.

We toured a beautiful rose garden donated by a wealthy local citizen who had made his money from oil investments. There is considerable oil production in the Shreveport area.

Charles McBride and Eugene Dworaczyk gave short speeches about their April 1, 1944 mission in which the 448th lost five planes and four crews. McBride bailed out and was helped by the French underground, and after five months when Paris was freed he was flown back to England. Dworaczyk, on Jack Black's crew, had to ditch in the Channel, and after the third try with the plane sinking fast—having many holes having been shot in the bottom—was able to release the dinghies, saving the lives of eight of the crew. The co-pilot couldn't swim and drowned before he could reach the dinghies. The engineer was severely injured in the landing and died in the dinghy and was buried at sea. Both stories were very interesting, to say the least.

At our Saturday morning business meeting it was announced that our 2002 reunion would be in New Orleans, LA. After an extensive effort, I finally came up with a nice hotel—the Doubletree Hotel Lakeside. Our cost is \$89.00 single or double, plus tax of 11.75%. This is as nice a hotel as we had in Savannah. The dates are April 10-13, so it should be very nice temperature wise. A letter with the reunion details will be sent out before you read this letter, perhaps late December or early January. We hope to have a very nice turnout in New Orleans.

I announced that after New Orleans, that was it for me. I will no longer serve, nor will my staff assist, in any clerical work on future reunions.

As we had not prepared for a future reunion or election of officers in New Orleans, it was decided those who wished could attend the 2ADA reunion, or part of it with a 448th during or afterwards.

Of course with no one to handle it, this isn't as easy as it may seem. Many still want to have separate 448th reunions, and this is being studied and worked on presently, but no details have been decided, so any information in that regard would be meaningless. When and if this is finalized, letters will be mailed to everyone who has attended a reunion in the last four years giving city, cost and proposed programs.

As long as we are physically able, and enough of us want to, we will have group reunions. But, we must have leadership. Anyone wishing to serve as group president, please let me know so we can vote on it in New Orleans.

Leroy Engdahl says he will continue writing "The 448th Speaks" column for the *Journal* if he is asked. His feelings will not be hurt if someone else wishes to take on this chore.

By the way, I have asked Dr. Stephen Ambrose to be our banquet speaker in New Orleans. No word yet. ■

*As I walk this lane
Each morning I give thanks to God
For the peace and beauty
Of our piece of England
Which were once fields of little America
Each day I contemplate in peace
The past and the future
While we struggle to make sense of the present
Thank you for love and friendship
The comfort of being with friends
Often far away
But always in our hearts
As you make your way home
Our love
Our family, our friends
And all the people you've seen
Will be wishing you
Bon Voyage
And safe journey home.
While you wait remember
Our love and prayers
Are with you and all America.*

By: Janet and David Allen, our family, & our village

JOURNAL EDITOR VISITS WITH 'HUMP' FLIERS

Ray Pytel, editor of the *2ADA Journal* was invited to a reunion to outline the procedures used in collecting funds for the Bronze B-24 exhibit at the U.S. Air Force Academy.

The China-Burma-India Hump Pilots and Crewmen Association held its 56th Annual Reunion August 21-26, 2001 in Washington, DC. The members of the Hump Fliers Association are considering a C-46 cargo replica for the Academy's Court of Honor. The Hump Fliers flew C-47's (also known as DC-3's), the Liberator Cargo Versions C-87's and C-109's, and the roomy Curtiss 'Commando' C-46.

The Association is composed of nearly 3,500 air crew members and support personnel who were engaged in the China-Burma-India Theater of Operations during WWII. A major portion of the flying provided the entire supplies for the American and Chinese Armies and Air Forces in China—the first time such a massive airlift was ever attempted. The November 19, 1945 issue of *TIME* magazine reported on page 26: "Unofficial estimates were that 3,000 Allied transport and tactical aircraft had been lost among those jagged peaks (Himalaya Mountains). But for this price, the U.S. had backed China, and U.S. units in China, with invaluable aid: 78,000 tons went over the Hump in the peak month of

July." These downed aircraft made an "aluminum trail" over the "Hump," as the Himalayas were called. The terrible weather and rugged terrain posed constant danger as did the Japanese fighters and bombers.

A four-volume set of books, *CHINA AIRLIFT - THE HUMP* records a first-hand "history" of the CBI Theater during WWII and was compiled by the members. HPA placed two memorials to those who flew the "Hump." One is located at the Air Force Museum, Wright Patterson Air Force Base, Dayton, Ohio. The other was placed at the Air Force Academy in Colorado Springs. The Museum of Aviation, Warner-Robins Air Force Base, Warner-Robins, Georgia, houses an extensive exhibit of the China-Burma-India Theater, and displays for future generations what was accomplished by these veterans. A new C-17 P-62 #90062 was dedicated in June 2000 to the memory of the Hump Operation. This aircraft is presently stationed at McChord AFB, near Tacoma, Washington.

The Hump Operation was made necessary by the loss of the famed Burma Road to the Japanese early in the war. With no other access the bad situation in China became desperate. Loss of an important ally seemed imminent. The legendary Flying Tigers were the first to suffer, for

without fuel, bombs and ammunitions these heroic volunteers were helpless. The Chinese National Airways Corporation (CNAC) did what it could to fill the gap flying pre-war DC-2/DC-3 aircraft over the southern India-China route.

It was soon apparent that CNAC alone couldn't bear the burden. Chinese General Chiang Kai Shek, finally convinced a harried U.S. War Department of the gravity of the situation. As a result, a few planes, crews and support personnel were sent to India to start an aerial bridge over the mighty Himalayas to China. Active enemy air opposition, primitive airfields and lack of navigational aids hindered the operation at every turn. But the worst obstacle was the weather, which was always a factor, either on the ground, in flight, or both. Little was written or said about the Hump during its operation which gave rise to the CBI's reputation as "The Forgotten Theatre." Losses were as great as any other WWII air operation and higher than most.

Once established with sufficient manning and equipment, the airlift generated kept China in the war until victory was achieved. Many Humpsters were coincidentally supporting ground forces in winning the Battle of Burma. HPA members point with pride to today's awesome airlift forces as their descendants. ■

"SOUTHERN SCENES" A BOOK REVIEW

BY ELLA WOODBURY

Some of you may remember Starr Smith, who flew with the Eighth in those World War II years in England.

In his book, *Southern Scenes*, he talks about the museum in Savannah, Georgia dedicated to the Eighth Air Force veterans. He spent "a few hours of muted excitement with somber reflection at the museum."

Smith has many illustrations throughout the book including his

chapter about "The Mighty Eighth."

The author's love of literature, good eating spots, luxury hotels, and his sense of history makes for interesting reading.

It is not surprising it is well-written, since he has been an NBC Radio reporter, and has traveled the world.

He writes about a fascinating Robert Trent Jones Golf Trail, "Alabama's 100 mile golf facility on a par with the construction of the Golden Gate Bridge."

Starr talks with affection about the

Brennans of New Orleans who have a reputation for fine dining.

"The Little White House" of Franklin D. Roosevelt, the history behind Delta Airlines, and The Civil Rights Museum in Memphis are just a few places of interest featured in this book.

It is an interesting evening of reading and reflection of the history of our nation.

The book sells for \$29.95. It was published by River City Publishing, Montgomery, Alabama. ■

A comrade's final tribute

BY WILLIAM GORDON, STAR-LEDGER STAFF

Star-Ledger Newark, credit to Peter Loncke, Belgian Air Force and to the 44th BGVA, the people of Wibrin and the Belgium government.

After 57 years, Newark, NJ native Forrest Clark's guilt-tinged quest on behalf of the memory of his wartime best buddy, Air Force Tech. Sgt. Abe Sofferman, is winding down.

During World War II, Clark and Sofferman were with the 44th Bomb Group of the U.S. Army Air Forces, flying out of England in the same B-24 Liberator. Both were radio operators who also served as gunners on the aircraft.

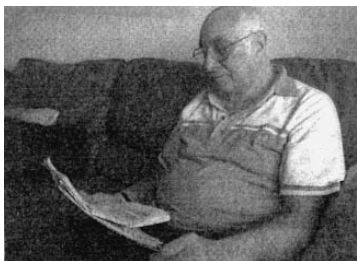
When another plane leaving on a bombing run over Germany needed a radioman, Clark volunteered, but Sofferman, who was senior, pulled rank and took the slot to boost his mission tally.

Returning from a raid on Frankfurt, Sofferman's bomber was shot down on January 24, 1944, by German fighters over enemy-occupied Belgium.

He bailed out safely, but was later killed in a battle with German soldiers who surrounded the farmhouse where partisans had hidden the downed Allied airmen, planning to spirit them to freedom along secret "escape lines."

With Clark's help, a Belgian researcher last August located the remnants of Sofferman's B-24. Later this year, Clark plans to travel to Belgium for the dedication of a memorial to Sofferman and the rest of the crew of the doomed aircraft.

Marvin Sofferman of Hackensack said his older brother swore before going overseas that



SAMANTHA BASS/THE STAR-LEDGER

Marvin Sofferman looks over papers that contain information on the discovery of his brother Abe's crash site.

because he was Jewish, he would never be taken prisoner by the Germans.

"It was why he always carried his .45-caliber service pistol on missions," he said.

The fate that befell his friend in Belgium served to sharpen Clark's sense of guilt.

"I could have been on that bomber rather than Abe," the 79-year-old Clark said from his retirement home in Kissimmee, Florida. "Instead, he was killed and I survived the war. Naturally, I couldn't forget that incident, and it has been with me ever since."

To memorialize the crew of the Liberator, and to assuage what he calls his "survivor's guilt," Clark over the years dredged through 8th Air Force archives and contacted Belgian resis-

tance survivors to piece together the story of the downed Sky Queen.

Clark's contact with Belgian Air Force air crash researcher Peter Loncke led last August to the discovery of the B-24's crash site and debris from the aircraft in a pine forest of the Ardennes region of southern Belgium.

"I knew in very general terms where the bomber had crashed, but not the specific location," said Clark. "At my urging, Loncke went to the Ardennes region."

Driving around and asking questions, Loncke was directed to the village of Wibrin, 100 miles south of Brussels, where an elderly former burgomaster guided him to an overgrown crater in the woods.

Major parts of the aircraft had been removed by the Germans, but metal detectors unearthed plane fragments and ammunition of the Sky Queen that fell there 56 years before. A serial number verified it.

All that remains on Clark's agenda is the dedication of a memorial to the bomber's crew scheduled for September 17 near Wibrin, close to the site where the bomber was shot down.

Attending the ceremony will be officials of the Belgian Air Force and the village of Wibrin, some 40 members of the 44th Bomb Group Veterans Association, to which Clark belongs, and as many relatives of the crew as can be located and notified.

Among the kin of the airmen planning to go is Marvin Sofferman, who said that until he was contacted by Clark a few weeks ago, his family had been in the dark all these years about the circumstances of his brother's death.

"It brought back memories, and not very happy ones," said the 74-year-old Sofferman, a retired clothing salesman, "but we're most grateful to him for all the work he did. For him, it was like an obsession. The first thing he did after the war was to visit our parents in the Bronx and Abe's grave in Queens."

His brother's first burial place was a crude grave in Wibrin, dug by Germans. The airman's remains were returned to the United States in 1948.

Sofferman himself was a gunner on a half-track with the 12th Armored Division of Gen. George Patton's army early in 1945 when it rolled through the area of Belgium where his brother's plane was downed the year before, killing four of its ten-man crew.

"Of course I didn't know it at the time, but we were close to the spot," he said.

Clark said he and Abe Sofferman became best friends while experiencing training and flying missions together.

"He was first radio operator and I was assistant radio operator. I was from New Jersey. He was from the Bronx, NY. We had a lot in com-

mon."

Clark described his friend as "a quiet, studious character with a fierce devotion to getting the job done in the war."

He recalled that at the 44th Bomb Group's airfield in England, a call went out for volunteers as replacement crew members on planes flying a mission to Frankfurt, known to be heavily defended by anti-aircraft guns and fighters.

Clark said he had to step aside as Sofferman took advantage of his rank to join the crew of the Sky Queen piloted by Lt. Harold Pinder.

"Now all I wish to do is pay my debt and honor Sofferman and the rest of the crew," said Clark. "It's why I want to go to Belgium in



B-24 radio operator Forrest S. Clark as he appeared after training in World War II. The Newark native has completed a 50-year quest to commemorate the crew of a doomed bomber on which he lost his best friend.

September to make an honorable end to this story."

Pinder, now living in Pittsburgh, recalled that his craft was at 28,000 feet when it was attacked.

"We were hit by 20-millimeter cannon fire that tore through our control cables under the flight deck," he said. "With no controls, our nose dropped and we fell five miles in less than a minute. Six of us bailed out. Four died in the plane."

Pinder said he and Sofferman were picked up by partisan resistance fighters and hidden in preparation for being returned to Allied forces.

"Sofferman and I spent 28 days together," said Pinder. "He was a likable guy and fit in well with my crew. He carried a sidearm because he was afraid of being captured. When the Germans surrounded the farmhouse where we were hiding, he ran for it and was killed."

Pinder said he will not be at the memorial dedication.

"I'm not going," he said. "I don't want to see the site where four of my guys were killed, and where another was shot to death. They were a good crew, a close crew." ■

BY GEOFF GREGORY

Greetings from Texas via Norwich

Well now—if the creek don't rise and I don't buy any green bananas, I'll be writing this in four stages: home, British Airways, Norwich, and home again.

First things first—We were all distressed to hear of the death of our Colonel just days before we left the states for Norwich. He will be praised and memorialized many times during our reunion. I just wish to say this: During the war, I was scared stiff of the Colonel. After the war, I came to know and love the man. I know now that he demanded the best in us, and we are probably alive today because of that. He will be missed indeed! So, Colonel, if you are reading this—We salute you! Your spirit will be with us in every future convention.

On to the convention—some of the 30 of us departed DFW for a pleasant and uneventful flight, passed quickly through customs, and it was evident that the Brits were expecting us. Our British Friends, acting as couriers, efficiently boarded us on the busses that took us—about three hours later—into the heart of Norwich and on to our various hotels.

The city hadn't changed much—same shops, market place, hotels and cathedrals. However, there was a bustle in the city that portends great future growth. AH, BUT THERE IS ONE NEW BUILDING THAT REALLY CATCHES YOUR EYE! It is "THE FORUM on the MILLENNIUM PLAIN"—the new home of the 2nd AIR DIVISION MEMORIAL LIBRARY! A very large horseshoe shaped building, principally built of red brick and glass. This magnificent building dominates Central City, and is indeed a beautiful new home for our Memorial Library!

I will try to describe the main events which brought some 600 of us over the Atlantic to Norwich for this convention. Five major activities dominated our stay. They were: The Cathedral Service, the Presentation of "THE FREEDOM OF THE CITY" to the 2nd Air Division Association, the Dedication of the Memorial Library, the Banquet, and the 467th BASE DAY!

The cathedral service was one of the most impressive I have seen in this venerable old church. All 600 veterans with family members, plus hundreds of our English Friends, filled the cathedral and overflowed into the Close outside. The "Roll of Honor" was proudly carried in formal procession, to the bishop of Norwich, for consecration before being placed in our library. The Dragoon Band, with the cathedral organ, added to this memorable occasion.

The "presentation" was most impressive, with much "pomp and circumstance." The Town Crier announced all the dignitaries complete with wigs, plumes, regal robes, Mace and Sword, great band—all followed by a reception in Blackfriars Hall. A very enjoyable evening, and we now have the "right" to advance up Prince of Wales Road with fixed bayonets, as well as the right to march down the street with our sheep! This is actually a very old revered "privilege" not given lightly, and never in the past given to an "organization."

Next came the event we were all waiting for!—the Library Dedication, itself! The Forum was filled to capacity. Leading the dignitaries to the stage were a Sword bearer and two Mace carriers, and of course, our flags. There were many speeches—perhaps too many, and some too long—followed by the actual "dedication." There was a "fly-over" which was most impressive as seen through the glass roof of the Forum. Lunch and personal visits through our Memorial followed all.

On to the banquet! The only venue able to accommodate all 900+ attendees was the Sports Village—some of you may recall that we had had a previous dinner there a few years ago. The dinner, as always, was up to our expectations, and Jordan served as M.C. Jordan, as

always, did a fine job in spite of severe time restraints.

I would like to add a few words about the area of my responsibility—namely, the Bequest Program. I had the most pleasant task of introducing Mr. Nelson Becker from Montana, who brought with him, his wife and son. Mr. Becker presented to Paul King, representing the Trust, the redemption of his uncle's Pledge. His uncle, Edwin Becker, had pledged \$50,000 to the Capital Fund of the Trust! Edwin Becker folded his wings this past May. This is the first Pledge to be redeemed, and we are indebted to Ed. Thank you Edwin Becker, and thank you, Nelson, for your help.

I was also involved in concluding the Koorndyk challenge—explained in previous *Journals*. Bud's generosity triggered participation by the groups, and I am pleased to say that all stipulations made by Bud were met. Representing the Bequest Program, I proudly presented to Paul King, a check for another \$50,000! So, the Bequest Program, which is a continuing activity, was responsible for increasing the Capital Fund of the Trust by \$100,000!!!! In addition, Bill Nothstein, Treasurer of the 2ADA, presented to Paul, Chairman of the Board of Governors, another check for \$100,000 on behalf of the Executive Committee. Thus, on our last visit, the 2nd Air Division Association presented \$200,000 to provide for the future of the Memorial!!! *Well done each and every member of the 2nd Air Division who helped make this possible!*

The final day—BASE DAY!! Beginning with 9AM hotel pick-ups, we proceeded to the Village Hall for "tea" with our local village friends. Then on to Salhouse Church for a memorial service, and lunch at the Green Man. This was the first opportunity for ALL 467th people to be in the same place at the same time and by ourselves! We had a good hot lunch, great fellowship and English beer! A tour of the Base—still available to us—was one more fond memory—in spite of the only really bad-weather day we had. This was followed by a visit to Rackheath Church. June Trafford and Perry Watts told of many interesting facts about this lovely old church. After a long day, what a great evening awaited us at Salhouse Lodge! We enjoyed some of the best food and service ever; but more importantly, some 100 of us had one more opportunity to enjoy each other and drink in precious friendships. What a better way to end the day than by one last visit to our Marker! To see our floodlight Marker flanked by our British and American flags is a sight to cherish forever.

We certainly owe a deep sense of gratitude and a sincere "THANK YOU" to Perry and Jill Watts, and Jean and David Hastings for all the long hours of planning they spent to give us a day we shall long remember.

In conclusion—Was it worth the trip?—Every cent and more! Were we pleased with the Memorial?—Very! Heard not one negative comment! Was our reception by the "locals" friendly?—Couldn't have been treated better!! After months and months of anticipation, our dream had come true—a very emotional experience indeed! And now it is there for all to see. We have not forgotten THEM! And, our Association has provided that THEY will continue to be remembered in this Memorial for years in perpetuity.

This report is inadequate; I really cannot impart the emotions evident and present at all times. I am sure other friends who attended will fill in information from different standpoints and reactions as you speak with them. The Dzenowegis family "filmed" virtually 24 hours a day. When that tape becomes available, I strongly suggest you obtain one! Those who were there—you have your own pictures, as I do. However, a professionally recorded record of this "never again" trip will keep it alive for you and your family forever. Those who were not there, you will enjoy it through the camera's eyes.

AND NOW ON TO SAVANNAH! Hope to see you all there! ■

THE PX PAGE

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THE RACKHEATH AGGIES

*A Tribute to the 467th BG
by David H. Kibble-White*

In 1942, England experienced an invasion. This was not an unfriendly invasion of enemy soldiers but a friendly influx that had come to help in time of need. The Americans landed in force. They came to a foreign country to die in thousands for a greater good that probably many of them could not understand.

This is the story of a small air base in the Norfolk countryside that was home to the 467th Bombardment Group—the Rackheath Aggies.

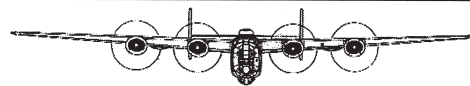
Their coming brought enormous changes to a rural way of life. These men left their mark on the people of Norfolk and on that little corner of—to them—a very foreign field. No doubt Norfolk also left its mark on these brave men and those who went back were maybe unaware of the enormous debt the men and women of England owed them.

The foreword is by Col. Albert J. Shower, and there are over 50 photographs, maps and illustrations.

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Just Tryin' to Stay Alive

— A Documentary-Video —



John "Red" Morgan was a recipient of the Congressional Medal of Honor. His combat experience was written as an article in the Saturday Evening Post called "The Headless Pilot." In my conversation with John at Stalag Luft 1, he talked about that mission and gave his viewpoint. Some fifty years later, almost as a present, his words suggested the title of this Documentary-Video, "Just Tryin' to Stay Alive."



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

May, 1995 — The Second Air Division Association announced that a 50-Year Anniversary of VE Day was to take place in May, 1995, in England. George Lymburn gave an address at the Cambridge Cemetery at Madingley. Those in attendance were reminded of those special and precious days.

"It's straight talk: who we were, what we did and what happened to us afterwards. Excellent!" — Mr. Earl Wassom, 2nd Air Division

Just Tryin' to Stay Alive

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SECOND AIR DIVISION ASSOCIATION

MEMORIAL LIBRARY REDEDICATION
7 NOVEMBER, 2001

★ OF THE CITY ★
NORWICH



To the Editor:

I was very surprised to see you printed the letter from a B-24 pilot, "So How Did You Get Your Purple Heart?" I was a former B-24 crew member with the 8th Air Force in Europe. I was to be a ball turret gunner on a B-17 but was assigned to a B-24 instead. This I did not regret because after seeing my first one, I fell for this big bomber. And a ball turret gunner also. But, they were removed and I was put in the nose turret as gunner and toggler. The tail turret is similar to the nose turret in size and all. Naturally, we flew at high altitudes—and had to wear clothes for the trip.

There is the electrical heated suit—the boots plug into the pant leg - the pants plug into the jacket - gloves plug into the jacket - the jacket plugs into the electrical outlet in the turret. Or you can wear the heavy bulky fleece lined leather outfit. The pants have suspenders on them as they go under your heavy jacket, and your gloves are also leather and lined. It is a very warm and comfortable outfit. At 29,000 feet I agree the temperature is very cold. Don't forget we also have to wear an oxygen mask with a hose long enough to allow only minimum movement in the turret. You cannot stand up—you cannot relieve yourself because your whole body is encased in a leather suit or an electrical heated suit. You cannot leave the turret because you're also wearing an oxygen mask hooked up inside your turret. You won't last too long without oxygen unless you use a portable one. In this case, you would have to leave the turret!!! If so, how did this tail gunner get his lower appendage stuck to the gun barrel which is also outside the turret? Don't forget the gun barrel is also inside of a slotted jacket to help keep it cool. And if his lower appendage was stuck on the barrel, who fired the guns to heat up the barrels so he could be freed from it?? Remember the butt end of the guns go to the end of the turret and the barrels are outside. I was a top turret gunner in a B-26 (I was transferred to the 9th Air Force) after my crew was split up from a plane crash in June 1944. In my top turret my 50 caliber

links jammed up in my gun. I yanked off my leather glove not knowing my silk glove came off also. I grabbed my cover plate with my left hand, unlatched it, removed the damaged links with my right hand, and reloaded the gun. I closed the cover plate and locked it but could not let go of it. We were only about 9,000 feet up so it was very cold even at the low altitude. I called to the radioman to come and help me. He managed to get my hand up high enough to put the silk glove under it a little at a time until I managed to yank my hand from the gun. To this day, if the temperature gets to 40° my hand gets numb. But I didn't get no Purple Heart. If that tail gunner told the hospital how his lower appendage got bloodied and gave him the Purple Heart, they weren't too bright!!! Why didn't he just say a small bit of spent flak penetrated his turret, went through his pants, and hit his lower appendage hard enough to make it bleed?? The Purple Heart is no medal to be ashamed of no matter how you got it. But this story is hard to even imagine how it happened.

Ross De Frates (392nd BG)
1 S Crescent Drive
Jacksonville, IL 62650

Editor's Note: Maybe they did it differently in the 15th AF—and remember in Italy it was wine, pizza and "pasta," while in England it was scotch, powerful homemade cider and warm beer—with "fish 'n chips" in emergencies—you just have to have a willing suspension of disbelief and take some of the stories with a 100 lb. sack of salt! Or we'll have to shut down The Journal.



To the Editor:

I just published "Barefoot to Wings," a 5 1/2" X 8 1/2" paperback book of 340 pages set to 12 point type for easy-on-the-eyes reading. Basically, my book is an autobiography and tells of my growing up in the Ozarks during the twenties and thirties and during the era of the Great Depression and the droughts of 1934 & 1936. It continues up to and through WWII including my experiences as a B-24 navigator with the 389th.

My first mission was on August 1, 1944, and my 30th and final one was on February 5, 1945. My book includes a chronology of each mission based on my logs and memory, and after 55 years others who were there might very well challenge my memories. It is very interesting to read letters and stories in *The Journal* and find that I did not remember some events or to learn about incidents that I had not heard about at all. Moreover, the observations and perspective from the navigator's position did not always conform to that of crewmen in the other positions in the

B-24.

The book is available from me for \$15.95 plus \$2.00 shipping.

Albert (Al) V. Malone (389th BG)
13195 Co. Rd. 4080
Rolla, MO 65401
573-341-5731
lbnalhoot@juno.com



To the Editor:

An important 2AD memorial was dedicated in Belgium on September 17, 2001, to honor a 44th BG crew lost on a mission to Frankfurt 29 January 1944. The crew of Lt. Harold Pinder was shot down over the Ardennes and crashed near the village of Wibrin. For nearly 50 years the crash site was virtually lost and it was not until a few years ago it was discovered and a decision was made to erect a memorial there.

Forrest S. Clark (44th BG)
703 Duffer Lane
Poinciana, FL 34759-4114
b24vet@aol.com



To the Editor:

I received a letter from Robin Neillands, author of "The Bomber War" recently published about a B-24 pilot in WWII. Included in his letter was one from Eric Travis who is now 70 years old but just a schoolboy in the last war. Neillands is from Marlborough (England) and Travis is from Paisley (Scotland). — H.C. "Pete" Henry

Dear Mr. Neillands,

I have just today (5 Aug 01) finished reading your book 'The Bomber War' and must congratulate you on making it a most interesting read.

I am pretty near my 70th birthday and so was a schoolboy during the last war. I was most interested in reading the account of Pete Henry, a B-24 pilot, which is related on page 177. How the memories return!

I lived in a town called Johnstone which had a branch rail from Greenock to Glasgow. I understand that most troop ships from America arrived in the river Clyde and disembarked all American troops at Greenock for their journey south. This branch line was about two miles long and, because of a steep incline, it required two engines to pull the troop train around to Johnstone, where it had to stop to uncouple the assisting engine. We always knew a troop train was due when we saw an engine in a siding waiting to go around to assist the train on the incline.

It was during the stop that the American servicemen opened the carriage windows and handed out to me and my friends many gifts.

We were given chocolate, sweets, K-rations, cigarettes, and American money, some of which I had for many years, etc.

I have never been in a situation where I could offer my thanks for all these gifts which were a very rare sight in those austere days. I have never forgotten the Americans who treated us and, now having the name of Pete Henry, I would like to thank him and all his fellow servicemen for their kindness. Sad to say, many never returned home, but I will always remember them.

Mr. E. Travers
88 Fisher Drive
Paisley
PAI2TR
Scotland, U.K.

✈ ✈ ✈ ✈

To the Editor:

I did not mean we should bomb Switzerland. What I did mean in my letter was that in war things happen, many times bombs are dropped on the wrong targets, even sometimes on our own men (Fall '01 *Journal*).

Switzerland provided a haven, albeit sometimes harsh, to more than a thousand American airmen in WWII. That alone is significant and argues against any deliberate bombing of Swiss territory. Therefore I want to set the record straight that I did not then and do not now advocate bombing Switzerland or any neutral territory.

There were mistakes on both sides. There really are no long lasting winners in war.

Forrest S. Clark (44th BG)
703 Duffer Lane
Kissimmee, FL 34759
b24vet@aol.com

✈ ✈ ✈ ✈

To the Editor:

We are currently collaborating on a major new display for 2002 to be entitled "Norfolk at War 1939-45." Within this exhibition we wish to incorporate concise displays of all the major forces, military and civilian involved in the war effort from Norfolk.

The 2nd Air Division Memorial Library have given us a great deal of help and fully endorse our project. We are, however, somewhat lacking in a number of items to complete our display.

The display case centrepiece will be a map of the various bomb group bases across Norfolk, each one denoted by the squadron markings rather like the map on display in the library. We hope to surround this with photos of crews posing by their planes (hopefully showing the famous nose art) from each of the bases.

To complete the display we hope to obtain

a dress jacket complete with ribbons and insignia, an officer's peaked cap and flying helmet, mask and goggles. In fact, any memorabilia or photographs relating to American servicemen in Norfolk during the Second World War would be considered. If we accept it we guarantee it will be displayed with full acknowledgement to the donor. The display will be permanent and will clearly acknowledge and direct those who wish to learn more about the 2nd Air Division Memorial Library in Norwich.

If your members have any items for the display, please contact us so this display may be yet another fitting tribute to the thousands of our American comrades who gave their all in the Second World War.

The Muckleburgh Collection
Weybourne Military Camp
Weybourne, Holt
Norfolk NR25 7EG
England
Tel: 01144-1263-588-210
01144-1263-588-608
Fax: 01144-1263-588-425
Email: jenny@muckleburgh.demon.co.uk

✈ ✈ ✈ ✈

To the Editor:

The following Seven Deadly Sins by Mahatma Ghandi allegedly were quoted by Jimmy Carter at the funeral of Hubert Humphrey: 1) Wealth without Work; 2) Pleasure without Conscience; 3) Knowledge without Character; 4) Commerce without Morality; 5) Science without Humanity; 6) Worship without Sacrifice; and 7) Politics without Principle...

Jordan R. Uttal (HQ)

*Editor's Note: Guilty as charged. Just keep-
ing up with the times.*

✈ ✈ ✈ ✈

To the Editor:

Reference page five of the Summer 2001 issue, the "2AD Squadron Markings." The listing is incorrect for the squadron markings of the 66th, 68th, and 506th Squadrons of the 44th Bomb Group. The listing for the 67th Squadron is correct. Several of our 44th veterans have noticed the errors. Will Lundy, our group historian, also noticed the errors. The correct squadron markings for the 44th Bomb Group squadrons are: 66th SQ, QK; 68th SQ, WQ; and the 506th SQ, GJ. Will has confirmed these markings with photos which he has in his files and with photos on page 53 of Mike Bailey's book, "Liberator Album, B-24s of the 2nd AD." Wally Forman's book about B-24 numbers and photos has a listing similar to those contained in

the *Journal* item but those for the three 44th squadrons are also wrong.

Richard D. Butler
Vice President, 44th BG

✈ ✈ ✈ ✈

To the Editor:

In the box "2AD Squadron Markings" is a mistake: "IS" (DISPLEASE) = 700 Bomb SQ, not 703 as shown. I flew 35 as co-pilot on Holmberg's crew (700th SQ) May-September '44. I remember "DISPLEASE" very well!

Horace P. Hawkes Jr. (445th BG)
Box 45
Windham, ME 04062-0045

Editor's Note: Remember Murphy and his famous laws? Well, the squadron markings come under: Whenever only four things can go wrong, and you take care of the four, a fifth one will appear as if by magic. The 1972 book "Camouflage Markings" is what I relied on, what with Norman Ottaway, Allan Blue, Gregory Moreira, John Preston, Roger Freeman, and the Imperial War Museum behind me. I double checked everything but the markings for the squadrons...so where did we get it wrong? Why with the squadron markings!

✈ ✈ ✈ ✈

Reproduced From: TIMES MAGAZINE
May 31, 1943 Edition

LOGISTICS

Submitted by: J.H. Reeves
P.O. Box 98
Moultrie, GA 31776-0098

"Fighting men were off to war. A ferry-boat walloped through the choppy waters of a big U.S. harbor. Except for the riding lights of the ships in the stream there was black-out. Nudged by a hard-breathing tug, the potbellied ferry tied up to the pier and from her maw a soldier appeared. He was followed by another, then more, finally hundreds. Each man bent under a staggering load—150 lbs.—as he filed through the warehouse.

"On the other side they filed up the gangways of waiting troop transports. As the troops went aboard, a checker barked out each soldier's surname; he answered by shouting his own first name.

"Thus one of the biggest U.S. troop embarkations in a 24-hour period of the war began, on the evening of a certain secret date. It went on far into the night and early morning as ferryboats and trains brought thousands of battle-readied soldiers to board troop transports.

"This sailing was unlike those that had

gone before. Grey-uniformed Red Cross workers, long prohibited by security requirements from attending troop embarkations, now passed out doughnuts and coffee, candy and chewing gum. On the piers, bands were playing for the first time in World War II—and the troops leaving their country broke into nervous grins.

“Said a rugged old officer, ‘Soldiers measure their lives in months, anyway, if they are worth a damn as soldiers. Going aboard transports, they ought to have something to take their minds off submarines and seasickness.’”



To the Editor:

Many of our members may be able to identify with experiences I included in my book *Joey, Joe, and Joseph*, a work of fiction just released by Publish America, the production affiliate of Baltimore publisher America House. The book is about a nightmare-haunted World War II flyer, J.S. Tate (“Tater”), who, back home in Massachusetts on the eve of V-E Day after being honorably discharged, is upset and bitter because he is convinced that while he was in combat overseas all those he was close to at home had betrayed him. I call my book a “novel(s)” since it is actually three stories—three different, realistic developments of how Tater might think, behave, and act among loved ones, girls he used to date, old friends, and those he feels are against him. Also making the book unique is the fact that both the first and second stories contribute to the climactic ending in the third.

The list price for *Joey, Joe, and Joseph* is \$24.95, but members can obtain it from Publish America, the production affiliate, for \$19.95 by either:

- calling 1-877-333-7422 toll free,
- going online at <www.publishamerica.com>,
- or writing to: Publish America, Inc., P.O. Box 151, Frederick, MD 21705-0151.

If payment is made in advance, shipping is free.

William A. Damerst (392nd BG)
(Navigator on Tennie Peterson’s crew)
705 Jerdon Circle
North Myrtle Beach, SC 29582



Dear Second Air Division Friends:

With our trip to Norwich coming so late in the year and dues statements ready to mail on our return, I have simply run out of time. Therefore, please accept my best wishes to you all for a Happy and Healthy New Year. We look forward to seeing you all next Labor Day weekend in Maryland.

Evelyn Cohen (HQ)



To the Editor:

On the 6th November 2001, members of the 2nd Air Division visited the new Millennium Library in Norwich and attended a cathedral service on the 7th November. This was shown on our local television programs and I tried to contact the library to make contact with your members, but by the time the library contacted me, you had all returned to America.

My grandfather, Lewis William Howe (died 3/3/59), was an Air Raid Warden in the Second World War and I think he had an airman called “Jack” staying in his house (6 Drayton High Road, Drayton, Norwich, Norfolk—now numbered differently). In the hallway of the house hung a stuffed elk head. The hanging clock in the lounge was always thirty minutes fast. There was a mound in the garden under which was the necessary air raid shelter, and an outside bucket toilet next to the coal shed built onto the house. Other people stayed at this house because they had been bombed out. The Poll family and Esther, the father, repaired leather shoes. My grandfather had three daughters—Alice (who died), Lucienne, and Vera Margaret Howe (my mother - I was born 8/2/43). He also lost his wife Isabel in 1942. Flo (who died in 1965), a cousin, kept house for him and brought me up at the above address.

The Eagles lived next door, and the son Lionel still lives there. There was a quarter acre of garden with apple trees, homegrown vegetables, and chickens kept at the top of the garden, which backed on to the pigsties of one of the neighbors of the eight council houses. Next door lived the Plummers, and a milkman lived at the end. My grandfather was a cook/head baker at the David Rice/Hellesdon Hospital.

I am visiting Florida on the 9th of February for two weeks. If this letter rings a bell for this airman I think is called “Jack,” he can write to me at: 11 Highlow Road, or e-mail me at stroudlmm@ukgateway.net. Also, as a toddler waiting for the bus at Norwich railway stations, I can remember sitting on the lap of one airman. Unfortunately, I left a damp patch on his uniform! He won’t want to know me! My son is currently on business in Chicago—his first flight to America since the terrible disaster of the 11th of September.

Looking forward to hearing from you.

Mrs. Loraine Margaret Stroud
11 Highlow Road
New Costessey
Norwich
Norfolk
ENGLAND
NR5 OHP



Dear Friends of the 2ADA:

The holiday season is bearing down on us faster than we would like, but there is nothing we can do about that. You won’t read this until well after the season, but we are asking you to forgive us for not sending all the Christmas cards as in years past. My program here at home is such that I can’t do all the things I have in the past. However, we do wish you a most enjoyable Christmas and a happy and healthy year in 2002. It has been great knowing all of you, and we hope our paths will cross in the future. Take care and try to stay well.

J. Fred Thomas (392nd BG)



REGIONAL MINI-REUNIONS

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February 23rd

Contact: Richard Baynes

71 Night Hawk, Irvine, CA 92604

Phone: 949-552-3889

2ADA Southwest Region (Dallas area)

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Phone: 214-348-2762

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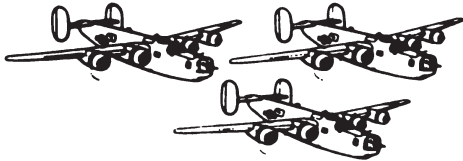
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Editor’s Note: This issue had to go to press before we could get copies of the greetings that were read at the opening ceremonies from two of the surviving three officers who came up with the idea for the Memorial in 1945—(B/Gen. L. Milton Arnold, and Lt. Col. Ion Walker), and from the widow of the third officer, Mrs. Denise Bryan (Col. Frederick Bryan). More on the subject in the spring issue.



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