

THE NEXT 2ADA  
CONVENTION WILL BE  
IN THE GREATER  
CHICAGO AREA . . . .

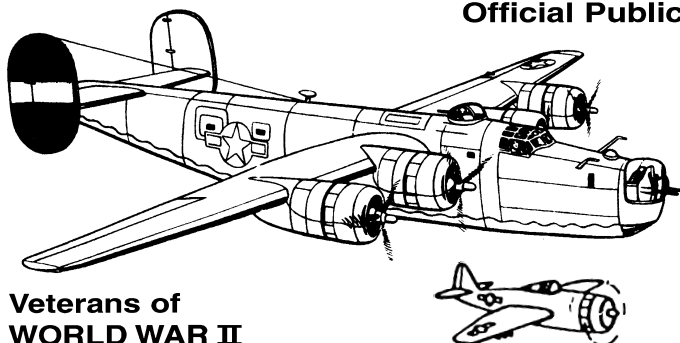
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BE THERE!

# THE JOURNAL

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Veterans of  
WORLD WAR II



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## The Welcome Wagon It Was Not!

BY BUD MARKEL (484TH BG) • REPRINTED WITH PERMISSION FROM THE TORRETTA FLYER (484TH BG ASSN)

**T**O FIRE A PROJECTILE into the air to an altitude of 20,000 feet, which a World War I aircraft was capable of reaching, required a gun with a bore of about three and one half inches or 88mm; thus a standard was set that was to continue into World War II.

This was the dreaded "88," the anti-aircraft gun used by the German Luftwaffe that was to play such havoc with the Allied bomber formations, especially the USAAF because of their predominantly daylight operations. During daylight operations predictors (sight-

was the Geshutze 88 manufactured by Krupps of Essen.

German anti-aircraft fire of the First World War was called "Archie" and was not very effective, as the various mechanical devices used to calculate precise aiming of guns were not very accurate. However, when attacks on enemy observation balloons were made, it was a different story. With the altitude of the balloon known, it was easier to make the calculations required to lay the guns properly.



An 88mm flak cannon set up to fire at aircraft. The cruciform mount has been lowered to the ground and leveled. The wheel bogies have been removed. When used as an anti-tank weapon the gunners were protected by forward facing armor plate.

ing range-finders) could be used to aim flak cannons fairly accurately. The preference, of course, was gun laying radar. As a result, as any World War II bomber crewman of the United States Army Air Force can testify, losses to flak cannon were severe.

It was not a new weapon, but was developed from a World War I design, entered into service in 1916. As a mobile weapon, it was mounted on a four-wheeled carriage and towed by specially built and equipped trucks. When in action, arms with self-contained screw jacks could be swung out to form a secure firing platform. At that time, when aircraft were slow and flew at low altitudes, the design allowed for quick fire, but lacked refinements that were found necessary in modern warfare leading up to and including World War II. The standard 88mm anti-aircraft cannon of World War I



The 88mm flak gun showing two victory rings painted around the outer barrel about where it screws into the lower barrel.

Commanders of Archie batteries would resort to area defenses employing barrage firings. When one considers that one cubic mile of airspace contains 5,500,000,000 yards and the effectiveness of one anti-aircraft shell is only a few thousand cubic yards and exists for less than 1/50th of a second, the effectiveness of barrage fire was nil. It was estimated that 3000 rounds were required to shoot down one aircraft. The ratio of rounds per aircraft downed was considerably higher during World War II when sight and radar tracking was used to aim the Luftwaffe flak batteries.

The usual practice during World War I was to mount batteries of anti-aircraft guns behind the front in such a manner that when approaching aircraft were detected by sound ranging equipment,

*(continued on page 36)*

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# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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# FROM THE PRESIDENT

BY DICK BUTLER (44TH)



**Ardith and Dick Butler on the Queen Mary, 1 August 2002**

As this is my first opportunity to address all members of our Second Air Division Association since being elected to the position of president, I should like to tell those of you whom I have not met, who I am. I was born and raised in San Diego, California. When the Japanese attacked Pearl Harbor, I was attending the University of Southern California. I immediately applied for entry into the Army Air Forces as an aviation cadet, was accepted, and started pilot training in January 1942. This was completed on 27 August 1942 when I received my pilot wings, my commission as a second lieutenant, and married my high school sweetheart, Ardith Lundy, all on the same day. (We celebrated our 60th wedding anniversary just a month before this writing.) Orders were received sending me to B-24 training at Tucson, Arizona, where I was assigned to a crew as copilot. While our crew was going through phase training we were assigned to a newly-formed squadron, the 506th. We arrived in England in February 1943, and our 506th Squadron joined the 44th Bomb Group as its fourth squadron at Shipdham. The 44th had arrived in England the previous fall with only three squadrons. I remained as copilot on the same crew that I had originally been assigned to through the low-level Ploesti mission of 1 August 1943. Then I became the first pilot and remained so until 21 December 1943 when we crashed on a test flight. My injuries were such that I was returned to the States, arriving home for hospitalization in March 1944.

After release from hospitalization in June, I was assigned to Herington Army Air Field in Kansas, where I started flying B-29s. That extended my bomber flying, which became my career. I stayed in the Air Force after the war, serving my entire career in the Strategic Air Command, where besides the B-29 I flew B-50s, B-47s, B-52s, KC-135s, and numerous support type aircraft. In January 1971 I retired from the Air Force at March Air Force Base in Riverside, California, and have remained in the Riverside area ever since. Upon leaving the Air Force I accepted a position as general manager of a cemetery that I continue to be associated with, as president of the board of trustees.

In 1978 I became a member of the Second Air Division Association, and in 1979 my wife and I attended our first 2ADA convention. It was in Norwich. That was my first experience with the Second Air Division Memorial Library, and I was impressed that such a memorial existed. That experience awakened me to what a great organization the Second Air Division Association is — one with a mission of providing a living memorial to those almost 7,000 of our comrades who died in combat while fighting for the freedom that so many in the world enjoy today. Among those 7,000 were many close friends of mine. It really touched me to see their names in the Roll of Honor and to think that they were being remembered here. The fact that ours is the only World War II veterans organization that sponsors such a unique, living memorial has motivated me to be active in the Association and to do all I can to support our Memorial Library. That is the attitude I maintained throughout the five years I served as vice president for the 44th Bomb Group and during my just-completed term as 2ADA executive vice president.

I am very proud and thankful to have been elected president of the Second Air Division Association. I promise you that I will do all I can to continue the tradition that has prevailed within the Association for over half a century. We have been very fortunate to have had so many fine, energetic, dedicated, and far-thinking leaders of our organization during its lifetime, and we can thank them as well as those who have served and those who are still serving as Governors of the Memorial Trust, that we have today such a magnificent Memorial. There is no other like it in the world. Throughout my tenure as president, my first priority will be the support of the Memorial Trust.

The picture above of Ardith and me on the Queen Mary in Long Beach, California harbor was taken on 1 August 2002. There is a group of about twenty young men and women who are Eighth Air Force historians and collectors and have an annual get-together on the Queen Mary on the Saturday of each year that is closest to 1 August. They all wear World War II Army Air Force uniforms to the event. August first was chosen so as to commemorate the low-level Ploesti mission, Tidal Wave. We attend each one of these events, but we dress conventionally.

Ardith and I were invited by the president of the Eighth Air Force Historical Society, Craig Harris, to attend that organization's 28th annual reunion, in Norfolk, Virginia, 2 to 6 October. I have been a long-time member of the 8th AFHS but had never attended one of

*(continued on next page)*

SECOND AIR DIVISION ASSOCIATION



JOURNAL



THE SECOND 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.

## PRESIDENT'S MESSAGE (cont.)

their reunions. I decided it would be interesting and in the interest of the Second Air Division Association for us to accept the invitation, so we attended on the 4th to the 6th of October. We were very pleased with the reception we received and were favorably impressed by the way the reunion was conducted. There were about 400 people in attendance, and I was pleasantly surprised by the number of B-24 people that were there. The general business meeting was conducted in a professional and efficient manner.

The banquet was a splendid affair that we enjoyed very much. The highlight of the event was the presentation of the General Ira C. Eaker Outstanding Airmanship Trophy. This prestigious award was presented to a B-52 aircrew assigned to the 2nd Bombardment Wing, Eighth Air Force, (ACC), Barksdale Air Force Base near Shreveport, Louisiana. This aircrew of five impressive young Air Force officers was cited for outstanding performance when called upon to perform an unscheduled bombing attack while over Afghanistan. Their names will be inscribed on the permanent trophy. Each man was presented with a beautiful silver tray. I was impressed with the demeanor of the aircraft commander, Major Eric Johnson, and the fact that he has over 5,000 hours of flying B-52s.

A Pursuit of Excellence (Maintenance) Award was presented to Technical Sergeant Jay Perkins, an outstanding Maintenance Management Supervisor assigned to the B-2 Stealth Bombardment Unit, 509th Bomb Wing, Eighth Air Force (ACC) stationed at Whiteman Air Force Base near Sedalia, Missouri. He is certainly an impressive airman.

I thank 8AFHS President Craig Harris and our own Dick Baynes, 466th Bomb Group, immediate past president of the 8AFHS, for inviting us to attend the reunion. I certainly gained a better knowledge of that organization. ■

# ATTENDEES AT THE 55TH ANNUAL 2ADA CONVENTION BALTIMORE, MARYLAND • LABOR DAY WEEKEND 2002

## 44th Bomb Group

Apgar, George & Beryl  
Butler, Dick & Ardith  
Ertz, Julian & Beth  
Hughes, Charlie & Marie  
Lundy, Will & Irene  
Morse, Perry & Ruth  
Reinhart, Elmer & Shirley Johnston  
Schaeffer, Frank  
Washburn, George & Cynthia  
Harmonowski

## 93rd Bomb Group

Asch, Al & Naomi  
Bradley, Joe & Peggy  
Burks, Harold  
Cadle, John  
Doerner, Bill & Josephine  
Johnson, George & Deborah & Gary Desilets  
Johnson, Simone  
Mikolajczyk, Stan & Dorothy  
Nykamp, Henry & Beatrice  
Roure, Dan & Eileen Hunt  
Schwarzgruber, Joe  
Scott, John & Mary  
Swaim, Vernon  
Veteto, Harold & Maxine

## 389th Bomb Group

Berry, Bill & Betty  
Borland, Dave  
Driscoll, Barney, Emmie & Jennifer  
Hallett, Allan & Jean  
Hartley, Gene, Nancy, Kathy & Lance  
Howell, Rudy & Myrtis  
Katz, Stan & Sylvia  
Kissling, Jim & Joanne & Arlene Feeman  
Koorndyk, Bud  
Leeton, Felix & Marge  
Lozowski, Vince & Carroll  
Morgan, John & Mary Detweiler  
Newton, Fielder & Marge  
Smith, Ken

## 392nd Bomb Group

Albright, Harris & Dorothy  
Affinito, Lou & Kathleen  
Bambauer, Vern & Jean  
Baumgart, Vernon & Jean  
Beddingfield, Luther  
Blackburn, Wally & Lorraine  
Books, Bob  
Cheek, Carroll & Mabel  
Conrad, John & Wanda  
Desonne, Max & Muriel  
Dye, Charlie & Helen  
Fialkewicz, Walt & Carmelita  
Gilbert, Lawrence & Marjorie  
Goar, Jim & Annabelle  
Hatten, Greg & Joan Fergus  
Hoover, Jim & Rebecca  
Jones, Arlo & June & Jeff & Amy Jones  
Jones, Ben  
Kreisman, Irv & Ruth  
Mackey, Oak & Maxine  
Marsteller, Jim  
Muka, John, John, Jr., Jeff & Laura Peters  
Perry, Tom  
Reid, Emily & David & Ann Long Phillips  
& Doug & Deidre Smith  
Richner, George & Marjorie  
Rogers, Dennis & Joanne  
Tison, Annette  
Tyler, Bob & Alice  
Weed, Oscar & Toni

## 445th Bomb Group

Allen, Wayne & Betty  
Bason, Maurice & Hilda  
Bowen, Doc  
Boyle, William, Bill, Anne & Bob  
Clayton, Henry  
Dale, Fred & Galen

Drummond, Bob, Cass & Joanne  
Gelvin, Dick  
Knox, Jack & Dede  
Lemons, Ray & Jean  
Marsteller, Glen & Jean  
Patterson, Joan & Dave & Carole Holliday  
Pytel, Ray  
Querbach, Al & Dorothy & John Eckert  
Rambo, Carl  
Rolloff, Ed, Sue & Randy  
Reus, Joe & Shirley  
Simpson, Michael  
Suckow, Bob & Shirley Ann  
Thevaos, Ted & Brad  
Walker, Chuck  
Zobac, Ed & Rosalie

## 446th Bomb Group

Maslyn, Harold & Lillian  
Senior, Alan & Joyce

## 448th Bomb Group

Labus, Chester & Anna Mae  
Nichols, Milt & Ruth  
Schultz, King & Paula & Hank & Rene  
Henry, Bonzo & Elise Scott, Bill & Trudy Marriott  
Tombari, Walt & Eunice

## 453rd Bomb Group

Alverson, Lyle & Lee  
Barker, Henry  
Berg, Leroy & Gloria  
Biel, Bert & Claire & Irene Hurner & Rose Lighty  
Dyke, Jim & Dorothy  
Eagleson, Bill & Dorothea  
Harriman, Russ  
Jordan, Tim  
Kotopish, Jim & B.J.  
McDowell, Gene & Martha  
Morris, Mo & Ludie  
Morris, Walt  
Neatrou, Russ & Nona  
Oliva, Odo & Philip Carlisle  
Pedigo, Bob  
Prang, Lloyd & Irene  
Raiser, John H.G. & John  
Ricci, Aldo & Rickey  
Robert, Dick & Cynthia & Christine  
Nassauer  
Solt, Mark & Mildred  
Speer, Harold & Ruby  
Stokes, Milt, Lucille, Kent & Carolyn  
Thompson, John & Edna  
Wilen, Abe & Janet  
Williamson, Allen & Dorothy  
Wittig, Herman & Linda

## 458th Bomb Group

Birmingham, Bob & Marie  
Brumby, Birt & Ann  
Clachko, Adolph & Miriam  
Craft, Harry & Margaret  
Dyer, Dale & Virginia  
Geppelt, Elmo & Joanne  
Hammell, Stan & Dorothy  
Hartzell, Bud & June  
Hebert, B.F. & Georgia  
Hicks, Roger  
Honold, Fred & Virginia  
MacEwan, Malcolm  
Piskin, Arnold, Hannah & Brenda & Brother  
Pulse, Dick & Betty  
Rokicki, Rick & Ceil & Eric & Debra  
Sirotnak, Joe & Monica

## 466th Bomb Group

Bostwick, Frank & Louise  
Campbell, Bill  
Dike, Mac  
Gerrity, John  
Horan, John & Irene

Lorenz, Jim & Mary  
Nothstein, Bill & Lue  
Russell, Jim & Eleanor  
The Saltarelli Family —  
Saltarelli's: Jean, Joe, Mary, Paul, Vicky,  
Angela, Cristen, Lindsey, Tom, Sara,  
Tommy & April. Erzen's: John, John II,  
Matt & Margaret. Lydard's: Nick.  
Close's: Mary, Ed, Lisa & Karen.  
Warning, Kurt & Vicki

## 467th Bomb Group

Dzenowagis, Joe, Helen, Joe, Joan,  
Anastasia, Victor & Linda  
Goldsmith, Ed & Anita  
Gregory, Geoff & Terry  
Haenn, Joe & Flo  
Heikkinen, Tim  
Mundy, Walt & Ruth  
Shower, Charlotte

## 489th Bomb Group

Baskin, Mickey & Rita  
Chamberlain, Bud & Mike  
Clark, Chris  
Davis, Jim & Jean  
Decani, John & Joanna Williams  
Engler, Don & Shirley  
Freudenthal, Charlie, Helen & Don  
Godlewski, Walt & Sophie  
Gregorzak, Walt  
Homan, John & Irene  
Hoeckel, Hank & Colleen  
Lamar, John & Pat  
Lapierre, Joe & Germaine  
Long, Bob  
Sharpe, Mel & Nancy O'Grady  
Sorensen, Neal  
Stenger, Dick & Bev  
Tobash, Bill & Marilyn

## 491st Bomb Group

Bennett, Hugh, Bea & Jean  
Eisenstat, Seymour & Hazel  
Hassell, Larry & Joan  
Head, Bernie & Clara  
Sherman, Jerry & Gilda

## 492nd Bomb Group

Beasley, Bill & Norma & Craig & Dorothy Wayman  
Branch, Warren & Lee & Karen, Floyd & Eric Cline  
Brown, Lew  
Cash, Bob & Dorothy  
Floyd, Tom & Margaret & Edith Floyd,  
Grant Kirby, Julie Kirby, Karen  
Piskurich, Doug Piskurich  
Heckman, Howard, Will & Margaret & Francis Gramberg  
Mahoney, Brian  
Micelli, Sam & Edith  
Murtaugh, Bernie & Rae & Katie  
Murtaugh, Frances Murtaugh,  
Catherine Knoferl, Margaret Emmond,  
Elizabeth Bauers

## Headquarters 2AD

Cohen, Evelyn & Lillian & Karen,  
Lindsay & Jessica Toub; Jack Weinstein;  
Neil, Justin & Shane Wolf  
Krogmann, Dottie  
McCormick, Hal & Jeanne & Ellen Noland  
& Carole Roth  
Norris, Dave & Lida B  
Strong, Ray & Ruth  
Uttal, Jordan  
Veynar, Milt & Caron

## Special Guests

Camp, Alexandra (granddaughter of  
Fred Bryan, a founder of the 2AD  
Memorial Library)  
Fayos, John, Zetta & Zane  
Hastings, David & Jean (David is the  
Chairman of the 2AD Memorial Trust.)

## EXECUTIVE VICE PRESIDENT'S MESSAGE

# The 55th Annual Convention of the Second Air Division Association

BY BOB CASH (492ND)

Our landing in Baltimore, Maryland on August 28th was a wet one, but greetings from friendly faces waiting to attend the early bird functions scheduled for our 55th annual convention made for a warm reception. Misfortune in the form of lost luggage, which plagued our Honorary President, Jordan Uttal, failed to dampen our spirits as we looked forward to events such as the marvelous video presentations by Linda Wittig (secretary of the Heritage League) and the new Dzenowagis film. Linda depicted the life of her father, affectionately called "Moose" Allen, from early childhood through his war years when he served with distinction as a pilot in the 453rd Bomb Group. The Dzenowagis tape, "The Roll of Honor," and footage of other events on our last trip to England, was relished by everyone. We had a chance to relive some treasured moments enjoyed on a bus trip to the bases, Madingley Cemetery, and events covering the opening and dedication of The Forum, a lavish facility housing our beloved 2AD Memorial Library. Wow! What a trip to remember for the rest of our lives. We are truly blessed in this organization by the tireless efforts of our "Mother Superior," Evelyn Cohen, and her innate abilities to coordinate the multitude of details she always pulls together to make our trips enjoyable; here, overseas, or wherever we go. I know she tires of getting thanks, but here is one more from us all. Our hotel accommodations were superb, after a last-minute change; the food was excellent; and the hotel personnel seemed happy to have us. Kudos again, Ev.

Our chairman of the Board of Governors in Norwich, David Hastings, deserves our applause, along with Jean, his wife, for the countless favors they do, and did, to make our return last November the grandest of all.

Our outgoing 2ADA president, Walter Mundy, brought order to the Executive Committee meeting on the 29th of August, and after a heartwarming invocation by Jim Lorenz (VP 466 BG) and a Pledge of Allegiance to the Flag, Mundy introduced new VP's and guests present. David Hastings, the aforementioned Chairman of the Board of Governors of the Memorial Trust, gave us a concise and informa-

tive report on our Memorial Library and all its parts and directions. Once again we are blessed with such friends for all they do, above and beyond.

Executive Committee decisions were numerous, and a decision to dispense with our usual mid-term meeting was made to relieve the officers of additional travel, which at our average age of 80 years, saves money and miles on these old bodies. Walt Mundy then presented his president's report on all happenings mentioned above and his additional trip back to England to partake in the Royal Dedication Ceremonies at the Millennium Plain of Norwich, Norfolk, England. This magnificent structure called The Forum houses the new County Library, BBC offices, conference rooms, cafés, and our own 2AD Memorial Library. Central in this dedication was the presence of Her Majesty Queen Elizabeth and HRH Prince Phillip, Duke of Edinburgh. The Duke was reportedly quite touched upon the opening of one of the books containing the donor's name on the bookplate, in memory of one of our own who perished during the war and was remembered by his family. David Hastings asked His Royal Highness if he would like to meet the president of the 2ADA; he said yes, and when asked if he would accept one of our stellar commemorative medallions fashioned and distributed by Bud Chamberlain (489th BG), Alan Senior (446th), and Dick Butler (44th) to all who made the trip to England, he graciously accepted the medallion and said it pleased him enormously. Then, against all protocol, he signed the guest book before leaving.

A night dinner for us all was preceded by our annual awards presentations. Outstanding among them were the Exceptional Service Awards to past president and longtime Secretary Dave Patterson, Treasurer Bill Nothstein, and Journal Editor Ray Pytel for their ongoing, diligent efforts in their respective fields.

Monday, September 2nd, saw us getting together for the 55th annual business meeting. Among other important matters, we elected the new slate of officers for 2002-2003; namely, Dick Butler (44th BG) as president and yours truly, Bob Cash (492nd BG) as your executive VP. That evening, we all relaxed and enjoyed our annual ban-

quet, this year acknowledging and thanking various individuals present. We started with our candle-lighting ceremony, during which special mention was made of Col. Al Shower and Hathy Veynar. There were fourteen past presidents in attendance, two group commanders and the widow of a third, along with half a dozen daughters, or more, whom we have known since the late '60s. All were addressed individually.

We heard from outgoing President Walt Mundy and incoming President Dick Butler, and witnessed the turning-over of the gavel.

Trust Chairman David Hastings favored us with further remarks about the value of our 2AD Memorial Library to the people of Norwich and Norfolk. Bud Koorndyk, former 2ADA Governor of the Memorial Trust, and Chuck Walker, current 2ADA Governor, emphasized the value of efforts of our Memorial Trust to the perpetuation of our beloved 2AD Memorial Library.

I should mention that on September 1st, many of us enjoyed an informative bus tour to Washington, DC, even though the weather was a bit inclement.

We all, God willing, look forward to seeing you in 2003 in the Chicago, Illinois area. Stay well, and God Bless. ■

### TO ALL MEMBERS OF THE SECOND AIR DIVISION ASSOCIATION:

**It seems as if at the end of every year I run out of time, and therefore, greeting cards are not on my schedule this year. I am taking this opportunity to wish you all a most HAPPY and HEALTHY 2003.**

**In case you haven't heard, we will have our 2003 convention at the Hyatt Regency Hotel in Oak Brook, Illinois, June 5-6-7. We hope to see you all at that time.**

**Cheers,  
Evelyn Cohen**

# 55TH ANNUAL BUSINESS MEETING

## SECOND AIR DIVISION ASSOCIATION, 8TH USAAF

### SEPTEMBER 2, 2002 • BALTIMORE, MARYLAND

#### A. Call to Order:

1. The meeting was called to order by President Mundy at 10:00 AM.
2. Jim Reeves was to give the invocation. Jim was absent due to illness, and his presentation was given instead by Jim Lorenz.
3. President Mundy then led the Pledge of Allegiance to the Flag of the United States of America.
4. The Secretary determined that a quorum was present.

#### B. Report of the Delegate Committee (Barney Driscoll, Chairman):

Chairman Driscoll reiterated that the 2nd Air Division Association is a non-profit, non-political organization of combat veterans, so registered under IRS Code section 501-c-19 (IRS ID # 25-1327743). As such, income tax considerations apply in the performance of official association duties. The participation of regular members of the Association in today's annual business meeting as official delegates is such a duty, and reasonable cost of attendance is construed to be a charitable contribution and may be deductible as such for those who itemize deductions on their annual income tax returns.

Nevertheless, members having questions are urged to seek professional tax advice, as the Association cannot provide tax advice.

The convention chairperson will make a finalized list of all regular members of the Association attending this meeting.

Mr. Driscoll then moved that all regular members attending this September 2, 2002, annual business meeting be declared official delegates and that it be so documented in the minutes of the meeting.

The motion was seconded and approved.

#### C. Report of the Secretary (David Patterson):

1. The Secretary pointed out that the Spring edition of the 2nd Air Division Association's Journal carried a copy of the minutes of the Association's last General Business Meeting (November 2, 2001); thus were available for review by the members.

He then read these minutes in condensed form, and moved that they be approved as published. Motion was seconded and passed.

2. A proposed update in the Association's bylaws, as approved by the Executive Committee, had been made available to members for review at yesterday's Group business meetings.

The update consisted of rearrangement (not change) of sentences and paragraphs for clarity, addition of paragraphs to display our date of incorporation, our dissolution plan, and our IRS code and ID (all to conform to our ongoing basis structure, Roberts Rules of Order).

In addition, a phrase was added that our first priority continues to be support of the Memorial Trust. Support of other projects (including their notation on dues statements) must first be approved by the general membership.

A motion to approve the updated bylaws was seconded and passed.

#### D. Report of the Treasurer (Bill Nothstein):

##### 1. Financial Report:

###### General Fund:

Balance, 7/1/2001:		\$206,744
Operating Income:	\$180,705	
Disbursements:		
Operating Expenses:	\$ 87,896	
Grants:	\$104,111	
	\$192,006	
Net Income:		\$-11,301
General Fund Balance, 6/30/2002:		\$195,443
Donations Received:	\$151,252	
Donations Disbursed:	\$148,272	
Net:	\$ 2,980	

Memo: Memorial Trust Fund (kept separate from the above General Fund: \$ 53,423

The report of the Treasurer was accepted (m: Butler).

#### 2. Audit Committee Report (Butler):

- a. The Vice President, Membership, funds were audited by John DeCani and Bill Nothstein, and all records were found to be in order.
- b. The Treasurer's report was audited by Odo Oliva and Bernie Newmark and found to be completely in order.

Both audits were completed in the month of August (2002). The audit report was approved (m: Chamberlain).

#### E. Report of the Vice President, Membership / Chair, Conventions (Evelyn Cohen):

1. Membership (August 3) is 5,253. As we lose members due to deaths, etc., we are gaining new members. Many come through Internet contacts. Of the above, 1,439 are Associate members and 142 are Subscribing members. "Subscribing members" are interested people not related to 2nd Air Division veterans. All categories receive the Journal.
2. Thus, we still remain a viable organization, and will continue as long as our members wish (even if we have as few as 100).
3. Evelyn gave special thanks to Jean and David Hastings (Chairman, Memorial Trust Governors) for their hard and dedicated work in making the Norwich convention (November 2001) very successful for all.
4. Next year (2003) the 2ADA convention will be in the Chicago area.

#### F. Report of the Editor, 2nd Air Division Association Journal (Ray Pytel):

Mr. Pytel's brief and upbeat comments about the well-being of the Journal were appreciated by all.

#### G. Report of the Association's Memorial Trust Governor (Charles Walker):

Governor Walker gave praises to the dedication and fine work the Governors are doing in managing the Trust. He then asked the Chairman of the Governors, David Hastings, to give an update on the Trust and the Memorial Library.

1. Chairman Hastings thanked the 2ADA members for their bravery after the events of 9/11/01 in returning in November to Britain for the opening of the Memorial Library. And, he thanked the Association for inviting Jean and himself to this "family-like" convention. He brings greetings from the Governors, the Library staff, the "Friends of the 2nd Air Division Memorial" organization, and the many friends of 2ADA members in Norwich and Norfolk.
2. This first year of the new Forum has been an outstanding success, and it has become a vital part of the City of Norwich, with over 1.2 million visitors expected in the Forum's Norwich Central Library this year. The Memorial Library, with its attractive new design and spaciousness, has enjoyed more than three times the number of visitors than before.
3. Demand for books and tapes has been so great that room has had to be made to shelve over 4,000 volumes now needed, and a separate space has been provided for displaying the Dzenowagis "Military VideoHistory" tapes of the 2nd Air Division and its Association. The 2ADA meeting room is also well-used.
4. 2ADA/Fulbright Librarian Andrea Hough has been an outstanding ambassador for the 2ADA, the Memorial Library, and the United States. The Memorial Library is greatly enhanced by the ongoing presence of a Fulbright American professional librarian (thanks to the 2ADA).
5. Public relations activities this year have been outstanding:
  - a. The opening of the new Memorial last November attracted mass publicity. A program aired by the BBC that week, "The Liberators," was rebroadcast over the Jubilee Weekend and had excellent response.
  - b. A "B-24 Film Evening" as part of The Forum's "Aviation Week" was a complete sellout.
  - c. The Royal Opening of The Forum by Her Majesty Queen Elizabeth was a great success, and Hastings thanked President Mundy for travelling to England to represent the 2ADA. His Royal Highness The Duke of Edinburgh toured the Memorial Library and was deeply impressed with all aspects; the Mural, the Roll of Honor, the Bookplates, the Assembly Ships. He was delighted to meet President Mundy and representatives of the Governors and Library staff. In conclusion, His Royal Highness signed the guest book, and cordially accepted a 2nd Air Division Medallion as a memento of his visit.

- d. The Schools Essay Competition attracted over fifty entries this year. Sponsorship next year by the National Dairy Council should give it much wider coverage.
  - e. Closer ties with USAF Mildenhall have resulted in Hastings being appointed an "Honorary Commander" for the year. He will use the opportunity to apprise USAF personnel about the Memorial Library.
  - f. Close links have also been established with Wymondham College and its over 1,000 students.
  - g. A free half-page article in the program for Britain's annual international air show, the "International Air Tatoo," will reach over 250,000 people, a great boost in publicizing the Memorial.
  - h. The Forum is now on the tour guides list, which has markedly increased interest and visits to The Forum and the Memorial.
6. The budget for the operation of the Memorial Library is tight, as income has declined somewhat due to the worldwide economic depression. In order to keep within budget, contracts with two part-time staff will not be renewed, and the Monday through Saturday library hours of operation will be decreased to 9 AM – 5 PM from 9 AM – 9 PM.
  7. To assure its financial future, an appeal for the Capital Fund of the Trust will be launched in 2003. Meanwhile, the Trust has received £50,000 from the Town Close Charities to start the appeal.
  8. With the growth of the Memorial, the Governors have a greater responsibility — the oversight of one of the leading American libraries in the world; responsibility for a magnificent building, for the greatest tourist attraction in Norfolk, for a dedicated staff, for state-of-the-art library equipment. They gladly accept that charge.
  9. In closing, Chairman Hastings thanked the Association for their support, Chuck Walker for his devotion and hard work as the Association's Governor, and Evelyn Cohen for her untiring help in organizing the very successful Norwich convention.

#### H. Report of the President (Walter Mundy):

1. The 2nd Air Division Association is a "last man" organization, and our members are now in their eighties. Thus, President Mundy chose as his special goal during his term of office the furthering of programs to prepare for a smooth transition of the Association's "reins" when the time comes for it to disband.
2. The anticipated primary inheritor of the Association's legacy is The Heritage League, which will be working closely with the Board of Governors of the Memorial Trust. The enhancement of Association ties with these two is important so that they have a better understanding of the Association's objectives, methods of operation, aims and goals.
3. To forward these programs, President Mundy attended and participated in Heritage League Executive Committee meetings (one a mid-term at Scottsdale, Arizona). In turn, Heritage League officers were invited to participate in 2ADA Executive Committee meetings.
4. He also worked to strengthen the ties between the Memorial Trust's Board of Governors and the Association's Executive Committee. The Executive Committee attended and participated in the Governors meeting in November, and in turn the Trust Chairman attended and participated in our Executive and General Business meetings.

President Mundy demonstrated further support and ties with the Governors by joining them and their Library staff at the Royal Opening of the Memorial Library. (A Journal article will recount Mundy's activities this year.)

#### I. General Committees: There were no reports due.

#### J. General Business:

President Mundy asked for any old or new business from the floor. There was none; thus, he proceeded to the next agenda item.

#### K. Report of the Nominating Committee (Alfred Asch):

1. Chairman Asch presented the following names of nominees for the 2nd Air Division Association offices:

President: Richard Butler (44th Bomb Group)  
 Executive Vice President: Robert Cash (492nd Bomb Group)  
 Treasurer: E.W. "Bill" Nothstein (466th Bomb Group)  
 Secretary: David Patterson (445th Bomb Group)  
 Vice President, Membership: Evelyn Cohen (Headquarters)  
 Journal Editor: Ray Pytel (445th Bomb Group)

Chairman Asch said that each of these candidates is well-qualified, supports the objectives of the Association, and will do an outstanding job.

2. Mr. Asch then asked for nominations from the floor. There were none.
3. A motion was made (m: Uttal), seconded and approved that the nominations be closed.
4. Mr. Asch then moved that these nominees be accepted by acclamation. The motion was seconded and approved.

#### L. Adjournment:

1. Just prior to adjournment, Mr. Chamberlain announced that a new membership roster will be available soon at a price of \$6 per copy to cover costs. The Winter Journal will give ordering details.
2. There being no further business, a motion to adjourn was seconded and approved. Adjournment was at 11:10 AM.



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

## Second Air Division Association Annual Financial Statement

GENERAL FUND BALANCE, JULY 1, 2001 \$206,743.88

#### INCOME

Membership Dues	\$103,396.00
Interest	\$4,941.95
Other	\$72,367.37

TOTAL OPERATING INCOME \$180,705.32

#### EXPENSES (excluding grants)

Journal & Related Expenses	\$50,563.14
Operating & Administrative Exp.	\$37,332.69

TOTAL OPERATING EXPENSES \$ 87,895.83

#### GRANTS

ABCM Wreaths	\$1,110.59
Duxford American Museum	\$2,000.00
Memorial Library	\$90,000.00
Norwich Aviation Museum	\$1,000.00
Video Archives	\$10,000.00

TOTAL GRANTS \$104,110.59

TOTAL EXPENSES \$192,006.42

NET INCOME (after expenses) (\$11,301.10)

GENERAL FUND BALANCE (after expenses) \$195,442.78

#### DONATION RECEIPTS

Memorial Library Endowments	\$11,620.00
8th Air Force Heritage Museum	\$1,100.00
Library Books	\$1,552.00
Memorial Trust	\$86,980.13
Bequest	\$50,000.00

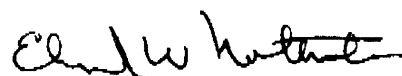
TOTAL DONATIONS RECEIVED \$151,252.13

#### DONATIONS DISBURSED

Memorial Library Endowments	\$11,620.00
8th Air Force Heritage Museum	\$1,100.00
Library Books	\$1,552.00
Memorial Trust	\$84,000.00
Bequest	\$50,000.00

TOTAL DONATIONS DISBURSED \$142,272.00

NET DONATIONS \$2,980.13



ELWOOD W. NOTHSTEIN, TREASURER

# *Second Air Division Association*

## *56th Annual Convention – June 5-8, 2003*

HYATT REGENCY HOTEL, 1909 SPRING ROAD, OAK BROOK, ILLINOIS 60523 • (630) 573-1234

### *– Program –*

Wednesday, June 4	Registration Early Bird Party
Thursday, June 5	Registration Cocktail Party (cash bar) Group Dinners
Friday, June 6	Buffet Breakfast Cocktail Party (cash bar) Buffet Dinner Film
Saturday, June 7	Buffet Breakfast Business Meeting Cocktail Party (cash bar) Banquet
Sunday, June 8	Buffet Breakfast

### *– Costs –*

Single Room .....	\$535.00
Double Room .....	\$400.00 per person
Triple Room .....	\$350.00 per person
Quad Room .....	\$330.00 per person

The above costs include hotel for 3 nights (June 5-6-7) and all events listed. All extra nights: \$85.00 per room + 7% tax = \$90.95 per night. All extra nights and incidentals must be paid to the hotel on check out.

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**DEPOSIT OF \$50.00 PER PERSON REQUIRED  
WITH RESERVATION FORM BELOW.**  
• BALANCE DUE BY APRIL 15, 2003 •

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**PARKING IS FREE. DIRECTIONS MAP WILL BE SENT WITH CONFIRMATION.**

**LIMO SERVICE from AIRPORTS:** Call “MY CHAUFFEUR” at 1-800-244-6200. Make reservations prior to arrival.

**From O’Hare Airport:** 1 person – \$20.00 + \$2.00 tax. 2 people – \$16.00 + \$1.60 tax. 3 people – \$14.00 + \$1.40 tax. Pick up luggage and call above number.

**From Midway Airport:** 1 person – \$30.00 + \$3.00 tax. Additional Passengers: \$7.00 per person. Pick up luggage and call above number.

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## *– 56th Annual Convention Reservation Form –*

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_ Group: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: ( \_\_\_\_\_ ) \_\_\_\_\_

Single \_\_\_ Double \_\_\_ Triple \_\_\_ Quad \_\_\_ Non-Smoking \_\_\_ Handicap \_\_\_ Dbl/Dbl \_\_\_ Queen \_\_\_ King \_\_\_

Arrive: \_\_\_\_\_ Depart: \_\_\_\_\_

Names of 3rd or 4th person in room: \_\_\_\_\_

**PAYMENT ENCLOSED:** Deposit (\$50.00 per person) \_\_\_\_\_ Paid in Full \_\_\_\_\_

**SEND THIS FORM AND ALL CORRESPONDENCE TO:**

**EVELYN COHEN • 06-410 DELAIRE LANDING ROAD • PHILADELPHIA, PA 19114**  
**TEL. (215) 632-3992 • FAX (215) 632-8319**



Since the exchange of letters between 2ADA President Dick Butler and the Smithsonian Air and Space Museum, I have received a number of inquiries about their requests for contributions.

My position is the same as I stated in the article on page 23 of the Summer 1997 2ADA Journal. Neither one of their voluminous *Book of Flight* nor their huge *National Air and Space Museum* compendium even mentions a B-24; therefore, since I flew in a B-24, I do not exist and thus cannot contribute. (Please note I am not “biting” on their almost 60-year-old excuse that “We have been trying to find a suitable B-24, cross our hearts and hope to die we have, and we are still looking.”) Not having a real B-24 in their museum should not be an excuse to completely ignore the B-24 in their so-called “history” books — that is where their insincerity shows.

To those of you who are grasping for the “model” solution, please note that at one time the renowned sculptor Robert Henderson did approach them on that idea. They at first seemed to be interested, but then in further correspondence with me, they reverted back to their “real B-24” requirement — “But how about a contribution?” Today, several years later, I still see the same old tired excuses, and I don’t know if they would accept an appropriate model such as the one the B-24 Groups installed at the Air Force Academy even if it was delivered to them and installed for FREE. However, it is always worth a try, if someone wants to take it upon himself to do so. But as you can see from my attitude, I am not the “right guy” to do so.

#### **SAN DIEGO BRONZE B-24 MODEL IS BECOMING A REALITY**

In the meantime, let us not forget that there is a planned B-24 bronze model all set to go at Balboa Park in San Diego. It is the brainchild of George Welsh of the Liberator Club and General Robert Cardenas, 44th BG member and a former test pilot. For additional information you can log on to the sculptor’s Web site at [www.warbirdcentral.com](http://www.warbirdcentral.com), or call 1-800-305-1738. The latest information is that they have quite a number of B-24 vets all signed up and ready to go. For a contribution of \$500 or more you can get your name on the memorial.

## *The Editor's Contribution*

BY RAY PYTEL (445TH)

#### **OLD JOURNALS STILL IN DEMAND**

In the Winter 2001 *Journal* I asked you to send me your old unwanted *Journals*. Well, the demand is so great that I need more. Writers, historians, and descendants of 2AD veterans want them for research.

Parcel post book rate is the best way to send them — if you say “BOOKS” on the box, it will cost about \$5 to \$10. Send me a bill in a separate letter and I’ll reimburse you (I’ll get it from the recipient). Use my P.O. Box 484, Elkhorn, WI 53121 address.

#### **“THE LIBERATORS” WINS RADIO AWARD**

Dave Hastings reports from Norwich that BBC Radio Norfolk has won the Silver Award in the Local Radio Gillard Awards for their documentary *The Liberators*, which was made about the 2nd Air Division Association in November 2001. This is a great achievement for this local radio station.

#### **ANSWERS TO THE FALL QUIZ**

See page 20 for answers to the first question on the order of the 2nd Air Division B-24 group arrival, group letters, and tail markings. See page 13 for the identity of the “mystery plane” on page 6 of the Fall *Journal*. Caron Veynar, daughter of Milton Veynar and the late Hathy Veynar (HQ), got both answers right.

#### **WINTER “MYSTERY PLANE” QUIZ**

Looking at the picture below, can you name the manufacturer, military designation, and some of the specifications of this aircraft, and the museum where it is on display? ■



### **2ADA Southern California Regional Reunion Dinner**

To be held Saturday, February 22, 2003 at the Los Alamitos Race Track, conveniently located on the border of Los Angeles and Orange County.  
Call Dick Baynes at (949) 552-3889 for more details.

### **2ADA Southwest Regional Reunion Dinner**

To be held March 22, 2003 at the Sheraton Grand Hotel near DFW Airport.  
For further information, contact Charles Walker, 9824 Crest Meadow, Dallas, TX 75230-5331; phone (214) 987-0467.

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

BY CHUCK WALKER (445TH)

Here we go again with a quick rundown on what is happening with the Governors and at our great Memorial Library. First off, David Hastings, Chairman of our Memorial Trust, gave the Baltimore convention an excellent report on our Memorial. He added so much to our understanding of the current status of our Library. His lovely wife, Jean, accompanied him. Derek Hills reports that additional shelving has been installed, replacing two computer stations which were being ill-used. This increases the Library's book total to nearly 4,200 volumes. The additional shelving is very much needed. It matches the existing shelving. The Library's opening hours have now been changed to 9-5 daily. Derek also advises that Mike Capulo (467th BG) has finally visited the Memorial Library and seen his model of "Witchcraft" on display. He gave Derek some advice on the long-term maintenance of the model. Derek is also seeking the direction of a couple of members of the City of Norwich Aviation Museum who have experience in these matters.

The Library continues to experience an increase in visitors, many coming from beyond the local area. Chairman David Hastings reports that Anne Barry joined the recent Finance Committee meeting and presented her report on the recent performance of the portfolio. During the last year the portfolio value has declined by only 0.5%, compared to others who experienced 14.0% to 15.1% decline. She was congratulated on her astute selection of stocks and thanked for coming up from London for the meeting. Jennifer Holland, head of the Millennium Library, has voiced her concern about the physical separation of the Memorial Library and the Millennium Library. The separation prohibits a close interchange of people and information between the two libraries. Jennifer suggested several approaches to overcoming the problem. She has also given the Governors a list of recommended qualifications for selecting the 2004 Scholar as well as suggested fields of endeavor that Scholar should concentrate on. Jennifer is a real asset as she participates in Governors meetings. We all thank her.

Tahitia Orr, our current 2ADA/Fulbright

Scholar, has been busy familiarizing herself with the Library and with Norwich. Her immediate efforts are directed toward continuing the Outreach Mission of the Memorial Library begun by Andrea Hough. She says her move to Norwich has been a

wonderful experience, and she is looking forward to many new opportunities. "Thank you for choosing me to be your 2ADA/Fulbright Librarian — it is an honor."

Here's hoping your holidays were happy ones and that 2003 is good for you. ■

## *Starting the year out on the right foot!*

BY TAHITIA ORR, 2ADA/FULBRIGHT LIBRARIAN

In this article, I'll be talking about the plans for my time here in Norwich. Let me just say that I've had a great reception from everyone. The folks here at the Memorial Library are so talented and wonderful; we are lucky to have them! Norwich is lovely, and I've been having a great time exploring the local airbases around the area.

This year I'll be focusing on educational outreach; updating the Web page so it's in compliance with the latest Web technology and adding more resources to the Web page; and supporting the day-to-day activities here at the Library. Of course, I'll be wrapping other projects and duties around those, such as talking to local community groups and doing a Thanksgiving display in the main library.

The educational outreach I'll be doing will be mainly geared towards primary and secondary schools, although I am also going to make contact with the University of East Anglia. The primary schools will receive my attentions primarily in the form of a creative writing workshop that Andrea Bean Hough developed last year for use with school groups that visit the Library. I've adapted that workshop into a travelling road show complete with photographs and artifacts. I talk about the American entry into WWII, our presence here in East Anglia, and what it was like for children in East Anglia during the Second World War. Teachers have told me that they are being asked to emphasize creative writing in their schools, and this workshop fits right into that need.

For the secondary schools, I hope to continue the good work Andrea did and give talks about the collections of the 2AD Memorial Library and about the history and culture of the United States. American literature is taught in the secondary schools and the teachers have asked the 2ADA/Fulbright Librarian to come into their classes and give background talks relating to the books their students are studying. For instance, I might discuss the 1920s and the Great Depression if the class were reading *The Grapes of Wrath*. I've written a letter to the local history and literature teachers and am hoping to hear back from them soon.

Where the Web page is concerned, while the basic design still works, the underlying code it is written in is out of date. The Web world is moving towards a technology called XML, and new Web pages are now written in a hybrid code called XHTML. I'm planning on redoing the Web page into XHTML, which should not affect how the page looks but will make the pages load and work better! I will be doing some minor changes to the design and layout of the pages, but nothing too radical.

I am also planning on creating more bibliographies of books held here at the Memorial Library that are of interest and use to the local schools. These will be placed on the Web page as well as used in my educational outreach talks.

On a more personal note, I'm looking forward to exploring as many places in Britain as possible, and want to make a few forays over to the Continent as well. This is such a lovely country; it's hard to choose where to go first!

I look forward to seeing some of you in the Memorial Library over the next year. Please know that it is a great privilege to work here. I am truly honored. ■

# A Few Comments About #55 . . . And a Little Bit of History

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

A cordial “Howdy” to you all from Texas! Elsewhere in this issue you will find the official report on the 55th Annual 2ADA Convention/Reunion. As far as I am concerned, I was delighted, once again, to bask in the atmosphere of warm friendship that is typical of our get-togethers. Each of the three letters I have received have echoed the same feelings. A coincidence, one might ask? No, rather, I have found that at all 52 of the 55 I have been fortunate to attend, our shared experience has led to great pleasure in getting together with old friends, and indeed meeting new ones. This has contributed to an aura of friendship, affection and mutual respect which I appreciate.

Meeting new friends? Indeed there are first-timers at every convention, and I urge any of you who may be reluctant to come, to give it a try in 2003 in the Chicago area. Try it . . . you'll like it!

## AND NOW A BIT OF DIVISION HISTORY...

Early in May of 1945, the 57-page “Statistical Summary of Operations of 2nd A.D.” mandated by 8th AF Headquarters was completed and presented to General Kepner for forwarding. This material was recorded and compiled from standard mission reports prepared at group level after each mission and forwarded immediately to Division Headquarters. The material furnished was factual, not wishes or opinions. The “Summary” was replete with bar and line graphs, tables of numbers, and explanatory remarks where needed. In the foreword to this document, I highlighted for all concerned, our 2nd Air Division's:

- Steady improvement in bombing accuracy (to the point of our leading the 8th AF in the last four months of the war);
- Steady increase in sorties flown and bomb tonnage dropped;
- Steady decline in non-effective sorties; steady decline in mechanical and equipment failures to an all-time low of 2% in April 1945; and, thank the Lord, the decline in aircraft and personnel losses.

The foreword concluded as follows:

“The human story behind the figures printed in this summary can readily be visualized. It is obvious that the ground crews worked valiantly to service almost 95,000 sorties. The low mechanical and equipment non-effective rate is testimony to the quality of that service. And we can

surmise that the value of the efforts of the Ordnance, Chemical, and Armament crews who loaded the 200,000 tons of bombs and ammo, the Intelligence briefings and interrogations of the 420 Odd missions, the communications personnel, the clerks, cooks, drivers, and the Quartermaster people, plus weather, medical, photo personnel and the rest of the ground support personnel all merged into a team which made the 2nd Air Division one of the most potent and effective strike forces in history. But, the striking power rested primarily with the combat crews whose deeds of heroism, devotion to duty, and skilled airmanship were legion. To the officers and men of the combat crews who flew our Liberators, Mustangs and Thunderbolts, we dedicate this ‘story in figures’ to their achievements.”

I am proud of having been on this team. I salute you all. ■

## LAST MINUTE POSTSCRIPT

When I received my advance copy of this issue (for proofreading purposes), I was more than surprised to see on page 20, the “2nd Air Division Bomber Record,” because I had no idea that our editor had received such an article, or for that matter, that one existed. It was with great curiosity that I compared the numbers taken from Roger Freeman's book published in 1970 to those in the Statistical Report which my section published in 1945. What do you know? The numbers agreed. Could it be that Roger somehow or other had a copy available to him? In any event, I found the material most interesting, and it brought a point which I consider important to the fore.

Language, correct language, is very important to accurate history. As an example, *(continued on page 34)*

## FOLDED WINGS

### HQ

Arthur Bernstein  
Harold J. Gill  
William Vislocky

### 44th BG

M.E. Hause  
Elden J. Nedea

### 93rd BG

George K. Hughel  
John L. McGowan  
Charles T. Merrill  
Girard Nefcy  
Hubert F. Radford  
Charles F. Zoderow

### 389th BG

Raymond C. Clay  
David P. Cope  
John R. Knappek  
Ralph I. Leslie  
Harley B. Mason  
Patrick J. McGuckin  
Robert D. Tritle, Jr.

### 392nd BG

Milton P. Anstey  
James L. Braman  
Herman S. Garner  
Melvin Eller

Patrick S. McEvoy  
Clifford L. Peterson

### 445th BG

Francis J. DiMola  
Marvin Gaster  
Thomas H. Henley  
Rolla M. Kennedy  
Marion L. Mechling  
J. Everett Sanderson  
Howard A. Sellke  
Ralph L. Stimmel

### 446th BG

Joseph E. Amrein  
Edward A. Cairns  
Wellons B. Homuth  
William J. Mah  
Marvin H. Speidel

### 448th BG

Gordon H. Kohler  
A.D. McAllister, Jr.  
Liberio W. Papalia

### 453rd BG

Richard K. Cluph  
Walter J. Meyer, Jr.  
Robert S. Rogers  
Lloyd W. Smith  
John M. Wuest

### 458th BG

Richard O. Alvstad  
Emil B. Besten  
Amisa M. Gilpatrick  
Donald F. Green  
William G. Honecker  
Charles A. Melton  
George E. Strand

### 466th BG

Harold E. Anderson  
Frank B. Elliott  
Ronald Robson

### 467th BG

Hobart G. Ferree  
Charles W. Grace  
James P. Guttilla  
Richard L. Magnuson  
Lewis S. Sharpless

### 489th BG

Hugh B. Carroll  
Les Dahn  
Emil A. Engelman

### 491st BG

Burton N. Blackwell  
Donald P. Metcalf

While walking around the base near the photo lab, I ran into Lieutenant Shay who had flown with Jimmy Stewart many times in the lead. I asked him where Stewart was stationed.

I said, "Have you heard from him lately?"

He said, "They finally moved Jimmy out to Division Headquarters. It's a desk job. That's all I know."

He smiled. "Except, on one of his first few days over at the new place, he got a B-24 to shoot some landings. Instead, for some reason, he started buzzing the tower — and he kept buzzing it until he ran everybody out and down the ladder. Oh, they called him on the carpet for that. He is really a great guy."

We both looked up in the sky. There was a huge formation of B-17s coming in across the sky in one direction. Coming across the airfield, moving in a path ninety degrees from the path of the B-17s, was a huge formation of B-24s. Both appeared to be fly-

## STEWART SCARES TOWER OPERATORS

**SUBMITTED BY IRA WEINSTEIN (445TH)**

*If you know the title or author of this book excerpt, please advise the Journal editor.*

ing at the same elevation.

The sky was full of airplanes and they were on a collision course.

Lieutenant Shay said, "My God, they're going to cross each other at the same altitude. My God! Look!"

The two of us got up on top of a hut where we could see. I watched the first few B-24s and B-17s crossing through each other, weaving.

Then it happened. It had to.

A B-24 and a B-17 hit each other and ruptured into flames and fell out of the sky. Lieutenant Shay had his camera. He got a picture at the moment they hit and several pictures of the falling parts of the two bombers. A tail section fell about a quarter of a mile from us. A front section hit just on the other side of it. The concussion blew Lieutenant Shay and me off the top of the hut. I got up and started running to the area where the parts had fallen.

As I crossed the fence, going to the crash area, I saw an airman get out of the tail section that had fallen out of the sky. It was unbelievable. He got up! Apparently unharmed! He ran toward the nose section of his airplane, probably to help his crew. As he approached, the larger section exploded again and the airman vanished in the fireball. I never saw him again. The concussion knocked me to the ground. When I picked myself up, trucks and ambulances were rushing into the area. I stood and watched. ■

## "The Price of Clean Sheets"

**FROM THE BOOK "DIRTY LITTLE SECRETS OF WORLD WAR II" BY JAMES F. DUNNIGAN AND ALBERT A. NOFI**

**SUBMITTED BY ALLEN D. WILLIAMSON (453RD)**

A viators were always envied by the infantry because they would go out on their mission, come back, take a shower, and then go to sleep between clean sheets. All that was true. Moreover, the big bombers would rarely go out more than a few times a week. But there was a price: your life.

Of the 1.4 million bomber sorties, 1.5 percent ended up in the aircraft being lost. On average, two-thirds of the crew was lost for each aircraft destroyed. While there were three or four wounded for every man killed in ground combat, there were about six killed for each man wounded among bomber crews.

The loss rate among bombers was such that the number of missions per man had to be limited for morale reasons. The logic of this was simple: If the crews had to serve indefinitely, they would almost certainly get killed. So the number of missions a man had to fly was set at a level that gave him about a fifty percent chance of surviving. Most infantrymen had better prospects than that.

Moreover, bomber crews knew that there

### ALLIED AIRCREW CASUALTY RATES

Tour of Duty	Percent KIA/MIA
Heavy Bombers (30 missions)	71 %
Medium Bombers (50 missions)	48 %
Fighters (300 hours combat flying)	24 %

was little they could do to maximize their chances of surviving. They had to fly straight and level through flak, enemy fighters, and bad weather to reach their target. If hit before the bombs were dropped, their aircraft would often be blown apart by the bombs it carried.

On the way back from a mission, they knew the enemy was fully informed of their presence and position and would be sending up fighters to bring them down.

Bomber missions were from five to ten hours long, and most of that time was spent within range of enemy weapons. Whereas an infantryman could always dig a deeper

foxhole when under attack, the airman had no place to hide. Infantrymen coming under fire would "hit the ground," a phrase that took on a rather different meaning for a bomber crew.

In the first half of 1944, Allied aircrews in Europe had the percentages shown in the chart above killed in action (KIA) or missing in action (MIA) — usually meaning dead, but sometimes being taken prisoner. It was worse in 1943 and got better after the summer of 1944.

Despite the odds, of which the men flying bombers were keenly aware, they flew on, over 100,000 of them to their deaths. ■

# THE B-19...THE FORGOTTEN "BIGGIE"

BY RAY PYTEL (445TH)

Prompted by its secret Project D, a study of very long-range aircraft, the old Army Air Corps issued Type Specification X-203, a requirement for such a machine, to Douglas and Sikorsky during the spring of 1935. In the course of discussions at Santa Monica, a schedule for development of the XBLR-2, as Douglas' entry was designated, was established. Preliminary studies were to begin by 31 July 1935, detailed design work would follow on 31 January 1936, and the completed airplane was to be finished by 31 March 1938.

Vastly underpowered, and completed three years late, the Army Air Force finally accepted the Curtiss-Wright powered version in June 1942.

Eighteen months after its acceptance, the XB-19 was re-engined with production versions of the power plants which had originally been selected, 2600 hp Allison V-3420-11s. The work was carried out by the Fisher Body Division of General Motors; new, longer, streamlined nacelles being designed and built. The combination of increased power and reduced drag added 41 mph to the bomber's top speed, raising it from 224 to 265 mph; a side effect of this change saw the plane being redesignated the XB-19A. As these were unavailable at the time construction began on the bomber 2,000 hp Curtiss-Wright R-3350-5 18-cylinder twin-row air-cooled radials were substituted. In order to perform emergency repairs, crawlways were built into the wings, extending out beyond the outboard engines, enabling mechanics to move back and forth freely while the bomber was in flight. Obviously this was not the Davis air foil.

The XB-19 would break many records for size, weight, and bomb load, but it would also set a new standard for defensive armament, its battery including two 37mm cannon in powered turrets. In the photo at right, the hydraulically-driven nose turret is put through its paces during evaluation of the mockup. A .30 caliber machine gun is mounted coaxially with the cannon, both being aimed by means of a telescopic sight to which the controls are slaved. ■



The final version with the Allison engines, at the Boneyard in Tucson in 1949. (The Fall 2002 issue of the Journal had the Curtiss-Wright engines pictured.)

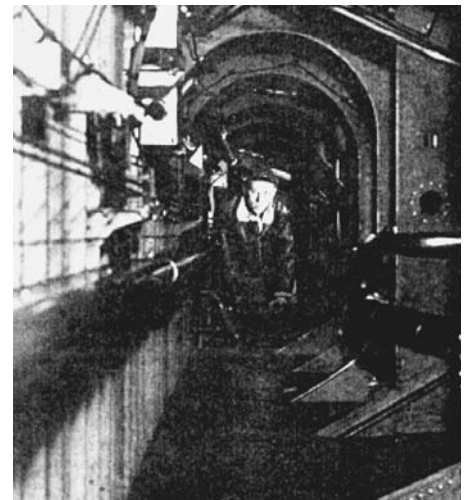
## DOUGLAS B-19 (XBLR-2) SPECIFICATIONS

(figures in parentheses are for the XB-19A)

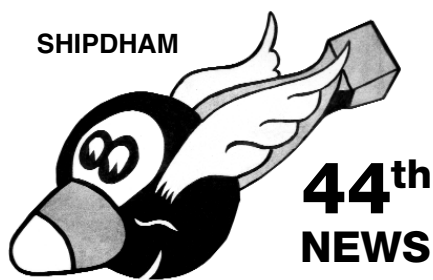
<b>Wingspan:</b>	212 feet
<b>Length:</b>	132 feet 2 inches
<b>Height:</b>	42 feet 9 inches
<b>Weight (Empty):</b>	84,431 pounds (92,400 pounds)
<b>Weight (Loaded):</b>	140,000 pounds (140,320 pounds)
<b>Maximum Weight:</b>	162,000 pounds (164,000 pounds)
<b>Powerplants:</b>	Four Curtiss-Wright R-3350-5 twin-row 18-cylinder air-cooled radials rated at 2,000 hp for takeoff (four Allison V-3420-11 vee-block 24-cylinder liquid-cooled inlines rated at 2,300 hp for takeoff)
<b>Armament:</b>	18,700-pound bomb load carried internally in fuselage centersection bay, ten external underwing attachment points for up to 18,400 pounds of bombs. Defensive armament: two 37mm cannon with coaxial .30 caliber machine guns in powered nose and dorsal, ventral, waist and tail positions; four .30 caliber machine guns in waist positions
<b>Range:</b>	7,710 miles with maximum fuel load of 10,350 gallons in self-sealing wing tanks; 824 gallons in auxiliary tanks installed in bomb bay; 7,300 miles with 6,000 pounds of bombs
<b>Crew:</b>	Normal crew of 10, with provisions for up to 8 relief crew members
<b>Top Speed:</b>	224 mph at 15,700 feet (265 mph at 20,000 feet)
<b>Cruise:</b>	135 mph (185 mph)
<b>Service Ceiling:</b>	23,000 feet (39,000 feet)



Hydraulically-driven nose turret with cannon and machine gun.



Crawlways like this were built into the wings for emergency in-flight repairs.



BY JULIAN ERTZ

The 44th Bomb Group reunion was held October 7-11, 2002 in Omaha, Nebraska. My daughter, Beth, and I arrived on Sunday the 6th so that I could be alert at the commencement of the Monday morning meeting of the Board of Directors to which I had been invited.

President Gerry Folsom conducted the meeting. Incoming 2nd Air Division Association President Dick Butler was introduced and spoke to the board members. It was reported that our 44th BGVA currently has 1,118 members. We had 169 people in attendance at the reunion. Although age and infirmity have caused us to lose members, we actually have a net gain in membership.

We had some very interesting tours. On Monday afternoon, there was an Omaha Historical Tour. Other tours during the

week included visits to the Strategic Air and Space Museum (awesome) and the U.S. Strategic Forces Command Center. Another feature was a wildlife safari park where we saw various wild animals in their natural habitats.

A continuing feature to which much attention was paid was Arlo Bartsch's database project, which is spearheaded in our 44th Bomb Group Veterans Association, but which will eventually include information on all members of the U.S. Army Air Forces as well as the U.S. Air Force. Will Lundy, our archivist, is invaluable in this project. More on this will be forthcoming in future communications.

On Wednesday, October 9, we had our banquet after a lovely rendition of our National Anthem by Estelle Voelker. After a fine dinner, we were entertained by a group of five young people named the Avi8tors, who performed the great World War II music of our "Greatest Generation." After dinner and the entertainment, a group of "would-be" singers gathered around the piano while Beth Ertz (of the Heritage League) accompanied anyone who was bold enough to sing. Two of the Avi8tors stayed afterwards to add their great talents. One of our own who displayed a fine singing voice was George Apgar. He and his wife,

Beryl, displayed terpsichorean talent as well. Charlie Hughes also had a ball with the music. Ruth Morse, our wonderful *Eight Ball Tails* editor, took many pictures of the "would-be" performers, but it is doubtful that any of them will be sought after by talent agents.

Leon Abbott, grandson of General Leon Johnson, and Peter Frizzel drove up from Florida. Leon presented the Leon Johnson Service Award to Art Hand for his membership search results. Peter, a B-24 historian, received the Special Inspirational Award for his research and coverage of the Ploesti raid and preparation of an audio-visual presentation thereof.

Past president "Mike" Mikoloski, awards chairman, presented meritorious medalion awards to Perry Morse (our hospitality room workhorse) and to ten ladies; namely, Estelle Voelker, Edith Micelli, Beverly Folsom, Fritz Selasky, Beth Ertz, Irene Lundy (a previous recipient), Ruth Dobbs, Betty Lynch, Lois Hand, and Lolly Owen, who did a magnificent job in handling reunion preparations while Roy was ill.

Finally, a tribute is due to Roy Owen and to Gerry Folsom for putting together a great reunion, and to Dick Lynch for his work in the hospitality room along with Perry Morse. ■



Historically the other bomb groups have had their reports in the 2ADA *Journal* written by their group vice presidents. In the future, therefore, the 448th reports will be written by your VP, namely me. Each member of the 448th is hereby invited to send me any material or comments he feels should or could be printed herein. Combat experiences are particularly welcome.

The American Air Museum at Duxford conducted a rededication ceremony in September 2002 at Cambridge, England. Paula and I were invited to represent the 448th.

Former President George Bush and Prince Charles were the guests of honor at this wonderful occasion. There were fly-bys of WWII aircraft accompanied by big band music played by the USAF orchestra. The newly-restored B-24 now has a prominent place in the Duxford museum. It is so shiny, it appears to have just left the factory.

George Bush was a Navy pilot in WWII, and was shot down twice. His comments included the fact that the most distinguishing part of his military flying career was that he took off of a carrier two more times than he landed. The fly-bys included a P-47, a P-51, a B-17, and a Grumman Avenger.

The 2ADA convention in Baltimore was well-attended. Of particular note were the following 448th members who were there: Chester & Anna Mae Labus, Milt & Ruth Nichols, Walt & Eunice Tombari, and King & Paula Schultz. Raw oysters were snarfed down, Maryland crab cakes tickled palates, and a great time was had in this picturesque location on the harbor waterfront. This event was well planned and executed by Evelyn Cohen, Walt Mundy, Jordan Uttal, and others.

Your responses to my letter to you regarding memorabilia for possible donations to the Memorial Library and the 8th AF Heritage Museum were great. Here are a few of your offers: silk escape maps, uniform blouse, dog tags, leather jacket etc. and a Norden bomb sight owned by Dr. John Snider, as well as a program from the famous 100-mission party by Ken Moulen. Also a piece of a buzz bomb donated by Ralph Welsh that hit 1,000 feet from his barracks in the middle of the night. Thank you for your responses.

The following men folded their wings in 2002: John Grant (waist gunner of crew 611), and Gordon H. Kohler.

For Ben Daniel and others who may be wondering, there will be a 2ADA convention in the Chicago area in 2003.

The 448th's reunion in 2003 will take place April 2-6 at the San Antonio Holiday Inn Riverwalk. The guest speaker will be Lt. Gen. William Snavelly (Ret.), who was the ranking general of the 448th. All of General Snavelly's crew members who plan to attend should notify Leroy Engdahl well in advance. ■



HARDWICK

# Open Letter to the 93rd

BY ALFRED ASCH

We had a great 93rd Bomb Group reunion at Colorado Springs from the 10th to the 13th of October. Over 130 attended, including a large number of sons and daughters and their families. The principal reason was to dedicate a memorial plaque at the USAF Academy in memory of those we lost (670) and all who served during WWII to preserve our freedoms. The plaque will be installed on the wall adjacent to our bronze B-24 model which stands majestically in the Academy Honor Court. The Academy staff provided outstanding ceremonial support and placed the plaque on a small stand next to the B-24 model for the dedication ceremony.

The ceremony started with the posting of the Colors, music to the Colors, invocation by Academy Staff Chaplain (Captain) Donald Levy, and welcoming remarks by Colonel Robert D. Eskridge, Vice Commandant of Cadets. It was a warm welcome speech; of significance were the colonel's remarks that we WWII air veterans established a solid foundation for air power and one that the United States Air Force could build on to become what it is today. He also complimented us for the air battles we fought and won, and noted the hardships we endured during WWII. Of course, comments are not complete without commenting on the outstanding young men and women we now have as Academy cadets.

At this point in the program, I thanked the colonel for his remarks and introduced our special guests: Bob & Dorothy Cash and David & Jean Woodrow. Bob is the Executive Vice President of our Second Air Division Association, and David and Jean own the farm that was our air base, Hardwick, during WWII. Dave and Jean travelled from Norwich, England to help us celebrate our memorial.

## 93RD BOMB GROUP HISTORY

We then had outstanding presentations most appropriate for the occasion. The first was by Colonel Rollin C. Reineck, USAF, Retired. Rollin and his wife, Esther, travelled from Hawaii to help us celebrate. Rollin had an outstanding war record as a navigator, followed by an Air Force career as a pilot and staff officer in overseas commands, Air Force Headquarters, and the Joint Chiefs of Staff. He was the navigator of the crew that was the first to complete

the required tour of 25 missions on 5 April 1943 without a fatality. He then volunteered to fly combat in the Pacific Theater, becoming the staff navigator of a B-29 wing.

## AIR OPERATIONS, WWII

Rollin started with a great opening line: "I can't help but remember the first combat mission of the 93rd Bomb Group; it was sixty-two years ago, almost to the day, the 9th of October 1942 that twenty-four B-24s took off from Alconbury, England and bombed a target at Lille in German-occupied France." Then he related the three trips to North Africa which caused the 93rd to be named "Ted's Travelling Circus" after our commanding officer, Colonel Edward J. "Ted" Timberlake, who later became a Lt. General. On one of the trips, we flew the famous low-altitude raid against the Ploesti oil refineries on 1 August 1943, code name "Tidal Wave." The total number of missions flown by the 93rd BG, 396, was more than any other heavy bomber group of WWII, be it B-17, B-24 or B-29. Two of our airmen, Lt. Col. Addison E. Baker and Maj. John L. Jerstad, received the nation's highest recognition for bravery, the Medal of Honor. Four others of our group received the second-highest award, the Distinguished Service Cross. We had distinguished personnel who continued in Air Force careers, e.g., West Point graduate Lt. George Brown became Chairman of the Joint Chiefs of Staff, the most senior billet in the military.

Rollin's dedication remark: "This plaque is in recognition of all those brave young airmen who gave the full measure of sacrifice in order to destroy the oppressive forces of Nazi Germany."

## GROUND SUPPORT, WWII

Harry Kelleher, an original 93rder, was an armament/ordnance man and related how they loaded and unloaded our aircraft with bombs and ammunition for the bombing missions and maintained the guns, their turrets, and the bombing equipment aboard the B-24s.

Harry and the ordnance crews loaded and unloaded more bombs than any other crew in the 8th Air Force, or for that matter, any other organization of WWII. This claim is made because of our record 396 missions and the fact that frequently the

airplanes had to be loaded, unloaded, and loaded again with bombs because of cancelling missions and rescheduling them against a different target requiring a different bomb load. The loading and unloading was almost always done at night, many times after midnight, rain or shine. Harry in his talk had high praise for all ground support personnel, e.g., mechanics, office workers, cooks, motor pool support, supply personnel, and all the desk-bound officers. Harry flew the famous low-altitude Ploesti raid and received the Distinguished Flying Cross. He is the only ground support person I know who has both the DFC and the Air Medal. His dedication remarks were: "This plaque is being dedicated today to the memory of all the men of the 93rd Bomb Group who served their country so valiantly in World War II."

## THE UNVEILING



The unveiling was done by Colonel Kenneth (K.O.) Dessert and T/Sgt. Ben Kuroki. This had special meaning since K.O. was the commanding officer of the 409th Squadron and Ben was a Japanese-American gunner in his squadron.

Ben and his brother enlisted in the Army Air Forces the day after Pearl Harbor. They had been respected farmers in Nebraska, but they soon learned about the prejudices and misunderstanding toward Japanese-Americans that existed after Pearl Harbor. Early in the 93rd, Ben stayed close to his barracks and work area to avoid the jeering and innuendos. He prevailed upon the management of the 93rd to get waived the policy that Japanese-Americans could not be in an aerial combat organization. Colonel Timberlake interceded to get Ben to England with the group where he learned to operate the .50 caliber machine guns and turrets and was eventually accepted by K.O. to be a gunner on one of the squadron crews. Ben flew on K.O.'s airplane in Tidal Wave and completed thirty missions, which was five more than required, at his request. He volunteered for combat in B-29s, but

*(continued on next page)*



I put all of the new information I had into the September issue of the Headquarters Newsletter which was mailed in mid-October, so I have very little left for the Winter issue of the *Journal*. I do have a copy of a recent e-mail from David and Jean Hastings to our 2ADA President Dick Butler. Here it is:

*Just where can Jean and I begin to thank you, the Executive Committee, Evelyn Cohen, the Bomb Groups, the Heritage League, and all the members of the Association for such a really splendid convention. The warmth of your welcome and the wonderful family atmosphere were truly outstanding, and once again we have returned home with so many happy memories of the great 2nd Air Division Association family. As always, Evelyn made superb arrangements and it was just perfect.*

*I felt deeply privileged to be the first Trust Chairman to be allowed to attend the two full days of Executive Committee meetings, and have learnt a great deal which will be invaluable to me as Chairman. Your living 2nd Air Division Memorial is unique in the world, and we can never thank you enough for all your support to the Memorial, built*

## KETTERINGHAM HALL DIVISION



BY RAY STRONG

*where it all happened, in memory of nearly 7,000 of your friends who died for the freedom that we enjoy today, as well as to you the survivors. On behalf of the Trust Governors, I thank you most sincerely for those wonderful cheques which you presented at the banquet to help ensure that the bravery, sacrifice, and friendship of the 2nd Air Division USAAF will never be forgotten.*

*Also, to see the premiere of the latest Dzenowagis film on the Memorial opening last November was so wonderful. They have produced another truly outstanding film which I know will be enjoyed here in the UK and in the USA. They have captured the true spirit of your Memorial, and there will not*

*be many dry eyes in the audiences of all ages when they see it.*

*To meet with the Heritage League Executive Committee and members was another huge bonus, as were our visits to several of the Bomb Group rooms. You were all so kind to Jean and myself. We have returned home full of great memories, and as I said at the final banquet, we can never thank you all enough.*

*Finally, I am delighted to report that we met your new 2ADA/Fulbright Librarian, Tahitia Orr, yesterday. We showed her two of the 2nd Air Division bases as well as Wroxam Broad before she joined the family for supper at Salhouse. She is another outstanding librarian, and again we can never thank the Association enough for this wonderful gift, for your Memorial Library is the only one in Europe to have such a facility.*

*God Bless, stay well, and thank you all once again for a truly wonderful convention and the chance to be with that great 2nd Air Division family one more time.*

*Yours sincerely,  
David and Jean Hastings  
Chairman, Memorial Trust of  
the 2nd Air Division USAAF ■*

### OPEN LETTER TO 93RD (continued)

after being assigned to a B-29 group he was denied going to the Pacific. However, some citizens of California prevailed upon the Secretary of War, Henry L. Stimson, to let Ben go with his group. Secretary Stimson issued a special exception to War Department policy, and Ben flew more than thirty missions against Japan proper. He was the only Japanese-American to fly combat against Japan. If anyone is interested in the full story of Ben, Cal Stewart published an outstanding pamphlet about his life which you can receive by contacting Cal Davidson, 48973 Plate Road, Oberlin, OH 44074, tel. (440) 775-1787.

K.O. Dessert, a West Point graduate, completed his tour and had a distinguished career in the Air Force. His highest decoration was the Silver Star.

The unveiling was followed by our presenting a gift for the Academy's unrestricted funds for the welfare of the cadets. Colonel Eskridge, in accepting the memorial plaque and the gift, commented that we not only memorialize the past but think about the future of the Air Force. We had a moment of silence to remember those we lost during WWII, followed by the benediction, departure of the Colors, and playing of Taps by M/Sgt. Mark Israel.

Of great sadness to all of us was the sud-

den passing away of T/Sgt. Edward Regan. Ed became ill on Thursday night, spent the night in a local hospital, and expired at about the same time as the playing of Taps. It is always sad to lose one of our comrades, but it is doubly so when it happens at one of our reunions. We had just lost Colonel Charles (Chuck) Merrill a few weeks before. Chuck was president of the Second Air Division Association during 1966-1967. He was a crew commander in the 93rd and was awarded the Silver Star for gallantry in action while flying Tidal Wave. Our deepest sympathies go out to the families and friends of these two fine men.

### BANQUET NIGHT

The presentations following dinner were outstanding. The first was by T/Sgt. Ben Kuroki, who thanked the 93rd for accepting him for who he was and permitting him to fly combat against the Axis powers. Again, the account of his life by Cal Stewart is worth reading. Ben was followed by Bob Cash, who briefed us about the 2ADA convention in Baltimore, emphasized the need for continuing support of our Memorial Library at Norwich, England, and then announced that a decision had been made for the 2ADA to continue having conventions and other activities beyond the year 2005. This brought a resounding applause from the audience.

Thanks for coming, Bob and Dorothy.

Dave Woodrow's presentation was outstanding and most entertaining. He told of the problems and roadblocks he had to overcome to buy our Hardwick airfield and turn it into a farm. His love and memory of the 93rd caused him to preserve several Quonset huts and other buildings and build a 93rd museum. He also saved one runway and built a hangar for storing up to five vintage aircraft. He told of his son and others continuing the maintenance of our museum long after we are gone. His son, who was recently married, is taking over the farm, and the bride and groom are living in the converted buildings of General Timberlake's WWII wing headquarters. Their home is now named the Timberlake House. Dave also briefed us about establishing a fund with the 800-year-old Topcroft Church for the maintenance of our museum. Further, planning is underway with the Topcroft townspeople to erect a monument on the church grounds in memory of those we lost from the 93rd. Some 688 names will be etched on the monument. Dave and his lovely wife, Jean, indeed added greatly to the success of our reunion; they were like one of us. We thank them for coming.

Naomi and I wish everyone a Most Prosperous and Happy New Year. ■





HETHEL

## 389th Bomb Group Green Dragon Flares

BY FIELDER NEWTON

As I write this column a busy autumn is in full swing, and as many of you know, my loyalty to Penn State is on a high during football season. The Nittany Lions have fallen on hard times the last two years, but recent and impressive wins have given fans good reason to believe that the team is back on track. Enough of that, time now to visit with the men of the 389th and the 2ADA.

The 2ADA convention in Baltimore was great, with fine accommodations at the Hyatt Hotel along with good food and fellowship. A problem facing the 2nd Air Division Association is the falling attendance, and this was particularly evident at the group meetings where, due to decreased numbers, several of the group banquets had to be held in the same dining rooms. This problem was addressed by the Executive Committee during their meeting before the convention and it was felt that the stand-alone meetings are one factor causing the low registration. The suggestion was made that if rooms were made available two days before the start of the convention, that would make it possible for all of the individual groups to have their own time together and still be a part of the 2ADA convention. This would also be a money-saver, with only one transportation cost as well as savings on lodging.

### NAVY "LIBERATORS" IN THE PACIFIC

My good friend Dave Borland sent me an article from *Aviation History* about the Navy's use of "Liberators" in the Pacific. Using the article as a core, with supplemental information from other sources, I hope to give further insight into the achievements of the various Liberators in all theaters of operations.

The operations in the Atlantic consisted mainly of anti U-boat patrols, first by the British and Canadian Lend-Lease acquired B-24s directly from the inventories of the U.S. Army Air Forces. These were mostly B-24Ds that were modified by the Allied air forces to suit their needs.

Upon the entry of the U.S. into the war in late 1941 and the subsequent devastating sinkings in the Atlantic shipping lanes, the Army Air Forces were implemented with the long-range B-24s until the Navy acquired sufficient PB4Y-1s from the Army Air Forces inventory of B-24Ds to take over the anti U-boat campaign in the Atlantic by August 1943. The Navy repainted and modified the original B-24Ds to suit their purpose. One major problem arose — instruments. The Air Force used the old land mile, while the Navy instruments used the nautical mile; result: considerable confusion among the crews. A special modification center was put into operation in San Francisco to solve the problem, and in 1946 the USAF adopted the nautical mile. (Altogether, 94 U-boats were sunk by the various Liberators.)

In the 1920s and almost to the beginning of WWII it was believed by top military planners that the old 'Air Corps's' sole job was to protect the immediate U.S. coasts and to provide reconnaissance support for the ground forces. It was believed that it was impossible for any foreign power to strike across the Atlantic or Pacific. Therefore, they saw no need for real air power for either the Army or the Navy. (See the Summer and Fall 1997 *Journal* articles on the career of General Arnold.)

The bitter rivalry between the services and the resulting "encroachment" limitations on the respective air services (no more than 100 miles off-shore for the "Air Corps" and a tacit "stick to the carrier-based planes and seaplanes" for the Navy) deal left the Navy with no long-range land-based planes at the start of WWII.

While the seaplanes and their sheltered harbor bases were adequate in peacetime, operating under the constantly varying tides in combat combined with the rugged Pacific weather made seaplane operations a very formidable task indeed. The Navy considered utilizing large amphibians; however, such aircraft were costly, slow, and very vulnerable to enemy fire. Facilities for such aircraft under combat conditions created another problem.

After Pearl Harbor, with only obsolete PBY Catalinas available, the military at Midway began to rely on the Air Force B-17s for long-range scouting and patrols. The Navy finally struck a deal: a new seaplane factory in exchange for B-24Ds in the production line. With two bomb bays, the Liberators had a range of up to 3,000 miles with extra gas in one bomb bay and room for depth charges, bombs, or whatever in the other — this was ideal!

By mid-1943 the Navy had drawn up their own specifications for their "Liberators." Additional radio and radar equipment and the added personnel demanded more space; thus seven feet were added to the fuselage. The Navy Liberators were very effective at low-level strafing against ships and various anti-aircraft installations, but such activity required upgraded armament in new positions; thus three additional turrets in the waist and top. The ball turret was of little use and was eliminated.

The first test Navy PB4Y-2 with the old twin tails was flown on September 20, 1943, and a second PB4Y-2 with a single tail was tested just three days later on September 23, 1943. The Navy chose the single tail. Deliveries started by 1944.

Four museums have the PB4Y-2: Blaugher's Guide lists Pensacola (FL) Naval Museum, Belleville (MI) Yankee Air Force Museum, Galveston (TX) Lone Star Flight Museum, and the Greybull (WY) Hawkins and Powers Museum of Firefighting. One additional PB4Y-2 is listed at Chino, CA, but I believe it is really the B-24N, listed by mistake because it was one of the seven B-24Ns produced with a single tail; otherwise it has no other PB4Y-2 features.

The results of all these changes was an aircraft with twelve 50 caliber guns, all in power turrets, compared to the B-24J's already formidable ten guns with only six or eight in power turrets. Wouldn't it have been great if we had this kind of fire power on our planes? The changes in design called for a new name for the Navy's PB4Y-2, and the name chosen was "The Privateer," in the tradition of the Sir Francis Drake's Privateers of old.

Since you will be receiving this in the new year, I send to you all my sincere wishes for good health and happiness in 2003. ■

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# I Used The General's Line To My Advantage

BY ERNEST G. WIENER (392ND)

*This is part two of a story that appeared in the Spring 2001 Journal under the title "The Mighty 8th Was The Gift of Life."*

During World War Two I was a S/Sgt. in the 392nd Bomb Group's Intelligence Section stationed near the town of Wendling in East Anglia. In the spring of 1945 I obtained permission from our commanding officer, Colonel Lorin L. Johnson (who by then had replaced our original commander, Colonel "Bull" Rendle), to marry an English girl. In fact he made me wait three months for that permission, because, as he said, he did not want to create "an easy precedent"! My two best friends, S/Sgt. Bill Wall, with whom I am still in touch, and Sgt. George Kralowec, who has since died, accompanied me to the wedding ceremony in the city of Birmingham, where my wife's family lived.

With the end of the war in Europe by May 1945, our unit was being readied for a transfer to the Pacific Theater of Operations. Because of my wife in England, and my family in Czechoslovakia (from where I came to the U.S. before the war on a college scholarship), I wanted to stay in Europe if at all possible. I presented my problem to our executive officer, Major John Fritche, through the good offices of our intelligence chief, Major Percy B. Caley. Actually, there had been a circular message just received from 8th AF Headquarters asking for personnel with the knowledge of German, French, and Russian. Because of my European background I spoke these languages fairly fluently, and I was immediately transferred to the 8th AF HQ in High Wycomb, near London.

After passing the language test, I was assigned as interpreter to the 8th AF surgeon — Colonel, later General, Harry G. Armstrong. Together with him and a small staff we were one of the special American units which moved through the recently conquered Germany in search of German Luftwaffe specialists in high altitude flying and related fields. In fact, our mission was so highly classified that I only learned about the more detailed parts of it many years after the war while reading the following two books: *The Paperclip Connection* by Tom Bower, which was published simultaneously in the U.S. and in England in 1987; and *Blowback* by Christopher Simpson, published in the U.S. and Canada in 1988.

Upon the completion of our mission I was discharged from the U.S. Army in January 1946 in Berlin, Germany. On the rec-

ommendation of (by then) Brigadier General Armstrong, I was assigned as a civilian employee of the Department of the Army to the Legal Division of General Lucius D. Clay's HQ of the U.S. Occupation Forces in defeated Germany. Together with our British, French, and Russian allies we were administering the conquered Germany, which was divided into four zones of occupation with headquarters, known as the Allied Control Council, located in Berlin.

Because of my knowledge of languages and a Czech law degree, I was assigned as secretary of the section, which met regularly with the representatives of our three allies. In my daily work I became quite friendly with General Clay's personal aide, a young army captain named Edlow Donan. Perhaps because of that, I was invited to a party given by General Clay for two visiting Supreme Court justices, who came to Berlin as part of their visit to the Nuremberg trials of German war criminals.

General Clay lived in an elegant German house, which was used by General Eisenhower when he visited Berlin. At the time — June 1946 — my wife was expecting our first child in England. Captain Donan was quite aware of my nervous state since it was very difficult at that time to communicate across war-torn Europe and I could not get any news from England. At one point during the reception, he said to me: "Ernie, why don't you use the General's phone and call England? While General Eisenhower stayed here he had an extension installed in his bathroom." Eagerly I took advantage of his offer and locked myself in the General's bathroom. When I lifted the special phone, a man's voice asked what connection I wanted. I gave him the number of my wife's clinic in England. "Is this an official call?" a gruff voice inquired. "Hell, yes," was my firm answer. In no time I got my wife's clinic in England, and shortly I was talking to my wife whom I had not seen in several months. She informed me that our son had been born only four hours earlier, and that all was going well. When I gave the news to Captain Donan, he promptly informed General Clay. At this I became quite nervous! To my enormous surprise, the General called the news to the party's attention. "In fact," he said, "we don't often get good news these days," and he proposed a champagne toast to "the

newest member of our staff, Paul James Wiener"! This was quite an experience for a former Czech law student who had escaped the Nazis and now as an American citizen was working for the victorious American forces in occupied Germany!

Our son, now fifty-six years old, the eldest of our four children, sometimes relates this story to his friends at the University of Northern Arizona where he teaches. ■

## Cadet Experiences at Santa Ana

BY RAY PYTEL (445TH)

Norman F. Reed has different recollections regarding cadets being excused from KP duties at the Santa Ana Preflight School in 1942.

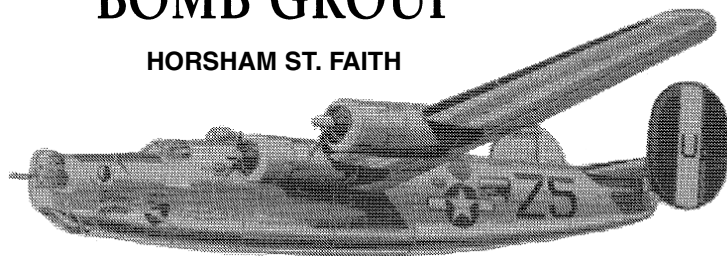
Reed notes, "I know we sure pulled a lot of KP when we were there. One day when we had one of the innumerable KP duties, we were finally released back to the barracks and not long after, followed by a couple of irate mess hall personnel who stated we had been stealing food. We wore those baggy coveralls and they claimed we were hiding items, especially apples and other fruit, down the baggy legs. They confronted our Tac officer, a 1st Lieutenant as I remember, and insisted his cadets were guilty of stealing.

"The lieutenant said, 'If you feel that strongly, go ahead and search the barracks.' Which they did most thoroughly. Finding nothing, they came back to the Tac officer and said, 'Perhaps we were wrong.' When they were gone the Tac officer called a couple of us in and said, 'Now that they have gone, will you get this damned box of apples out from under my desk?'"

Another interesting incident involving Reed had to do with his age at the time he arrived. He notes, "I reported my age as 27, and the sergeant checking me in said, 'No way! You can't be over 26 and get into the cadets.' I was bumped up the rank line ending up before a young 25-year-old lieutenant colonel who thought I was trying to work a gimmick to get out. I explained that I had been sworn in just before my 27th birthday, and he was astounded that he had an 'Old Man' to handle." ■

# 458th BOMB GROUP

HORSHAM ST. FAITH



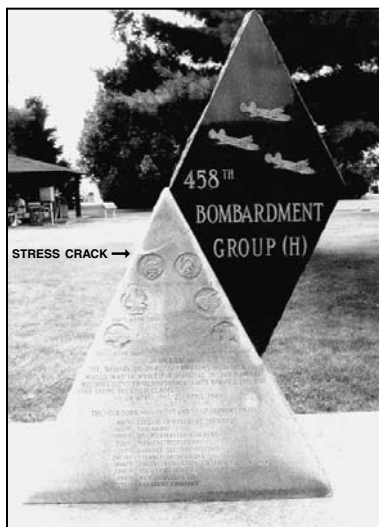
BY RICK ROKICKI

## DOWN-SIZING

As of this date, October 9th, I still haven't received my snail mail copy of the *Association Journal*. It's probably because it hasn't caught up with my address change. Frankly, "down-sizing" from a big house to a condominium is never easy — as I've been told — and I can now relate to that. In any case, it's done, and I feel sure both Ceil and I are getting used to it. Now, if only I had twice the size of lock-up storage space!!

## BOOK ENDOWMENT

Derek Hills, Memorial Trust Librarian, sent me a list of books bought with the interest from our Book Endowment Fund. I shall list only the book titles (authors available upon request): *Harley Davidson 1903-1968*; *14th Bomb Wing Unit History*; *Hunting of the President*; *American Air Museum Duxford*; *Eccentric America*; *American Roots Music*; *American Presidents, Washington-Bush*; *MOB: Organized Crime*; and *P-47 Thunderbolts 9th & 15th AF*. Our group sincerely appreciates these selections. The Book Endowment will provide books long after we of the 458th have made our last flight.



## MEMORIAL AT DAYTON MUSEUM

I've received some mail and a telephone call or two regarding our memorial at the Wright-Patterson Museum. As you know, the 458th BG raised \$6,000.00 to purchase this memorial. The museum gave us the space, and it was dedicated in 1987. Over the years, what appears to be a stress crack at the peak of the lower stone, has become more noticeable. Our representative, "Duke" Trivette, who still works as a volunteer at the museum, has

made several efforts to bring this to the attention of the museum staff. They are aware of the problem and are currently working with authorities to fix it. Although our group paid for this memorial, it belongs to the museum and it is their choice to maintain it as well as they can and dedicate the funds to accomplish this. The photo above is courtesy of Jeff Fisher, who is a museum friend of Duke's. Although we know of the crack, there's very little we can do except remind the museum staff of our concern.

## MEMORIAL AT FIFERS LANE

Christine Armes continues to keep us current with the progress. Demolition of the buildings, which was originally planned for

May 2002, was delayed. A meeting with all interested parties was to have taken place on September 19. That's as much information as Chris was able to furnish in her latest correspondence. Although she has been sent a dozen photos of previously-built memorials by the monument people, neither she nor I found them satisfactory. I've recently sent her my thoughts (similar to our W-P Museum Memorial) and am awaiting a reply.

As of June 18th, we had a total of £3432 for this project. This equates to nearly \$5,200.00 and this sum is 99% from the 458th members. I'm sure there will be contributions from others, but that's our current total. Should I receive word from Christine of further contributions, I will contact the editor to make an addendum to this figure.



It is well to mention that after this issue of the *Journal*, its number of pages will be reduced in order to save approximately \$600 per quarterly printing and mailing. I had more for this issue; however since the reduction was mentioned, a single page is maximum per group, 1400 words. When a photo is included, it's 1200 words. I'm sure I'll hear from Ray Pytel if I exceed the limit.

Received word from Bill Coleman that his pilot, Ralph Hoffman, passed away last June. To the best of his knowledge, Bill is now the only remaining member of his original crew.

The 2002 2ADA convention in Baltimore was a success in spite of the fact that we had to change from Cambridge (on the eastern shore) on relatively short notice. Hope to see many of you at the 2003 convention in the Chicago area.

Stay well, take your pills, and keep your nose up in the turns. ■

## Tribute to Lt. Gen. Gerald W. Johnson, 56th FG

BY HAP CHANDLER (489TH/491ST)

JERRY JOHNSON, a small town boy from Owenton, KY, dreamed of flying. From his first flight at age nine, his ambition was to be a pilot. And he became a pilot — in spades!!!

He was a member of the famed 56th Fighter Group, "The Wolfpack." He was the first ace in the 56th FG and the second in the ETO. After fifteen months in combat, he was shot down and spent the rest of the war in German prison camps.

Jerry died on September 9, 2002 from a stroke suffered while in England on a return to the scenes of his early combat exploits.

He was one of the greats of the "Greatest Generation" whose post-war career exceeded his early successes. Jerry retired as a Lieutenant General. He commanded the 8th Air Force from Guam during the B-52 assault "Linebacker II" on North Vietnam.

As the 8th's commander he directed the flights of B-52s which brought the North Vietnamese to effective negotiations and led to the release of our American prisoners of war.

He was an active and long-time trustee of the Mighty 8th Air Force Heritage Museum.








It was my privilege to meet this distinguished airman.

As one whose missions over Germany were made less difficult by the presence of our brave fighter pilots, Jerry Johnson was one of the best.








We will miss him. ■

# THIS WAS THE 2ND AIR DIVISION BOMBER RECORD

The information below was gleaned from Roger Freeman's "Mighty 8th" books, Lloyd's *Liberator Global Bomber*, 8AFMMF: "Project Bits and Pieces" and Air Force's *History of WWII Combat Units*.

Group #	44th	93rd	389th	392nd	445th	446th	448th
Tail Marking (Late)							

Background Color	WHITE	YELLOW	BLACK	WHITE	BLACK	YELLOW	YELLOW
Wing Letter (Early Tail)	A	B	C	D	F	H	I
Arrived in Europe	11 Sept 42	6 Sept 42	11 June 43	1 Aug 43	4 Nov 43	4 Nov 43	30 Nov 43
First Mission	7 Nov 42	9 Oct 42	9 July 43	9 Sept 43	13 Dec 43	16 Dec 43	22 Dec 43
Total Missions	343	396	321	285	282	273	262
Total Group Sorties	8,009	8,169	7,579	7,060	7,145	7,259	6,774
Bomb Tonnage	18,980	19,004	17,548	17,452	16,732	16,819	15,272
Aircraft Combat MIA	153	100	116	127	108	58	101
Other Losses	39	40	37	57	25	28	34
Enemy A/C Claimed	330	93	209	144	89	34	44
Last Mission	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45

Group #	453rd	458th	466th	467th	489th	491st	492nd
Tail Marking (Late)							

Background Color	BLACK	RED	RED	RED	GREEN***	GREEN	WHITE
Wing Letter (Early Tail)	J	K	L	P	W	Z	U
Arrived in Europe	22 Dec 43	29 Jan 44	7 Mar 44	12 Mar 44	1 May 44	25 Apr 44	14 Apr 44
First Mission	5 Feb 44	24 Feb 44	22 Mar 44	10 Apr 44	30 May 44	2 June 44	11 May 44
Total Missions	259	240	232	212	106	187	64
Total Group Sorties	6,655	5,759	5,762	5,538	2,998	5,005	1,513
Bomb Tonnage	15,804	13,204	12,914	13,333	6,951	12,304	3,757
Aircraft Combat MIA	58	47	47	29	29	47	51
Other Losses	25	18	25	19	12	23	6
Enemy A/C Claimed	42	28	29	6	1	9	21
Last Mission	12 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	10 Nov 44*	25 Apr 45	7 Aug 44**

\* 489th BG returned to States for B-29's. \*\* 492nd BG disbanded and assumed Carpetbagger missions. \*\*\* All yellow while in 20th Combat Wing.

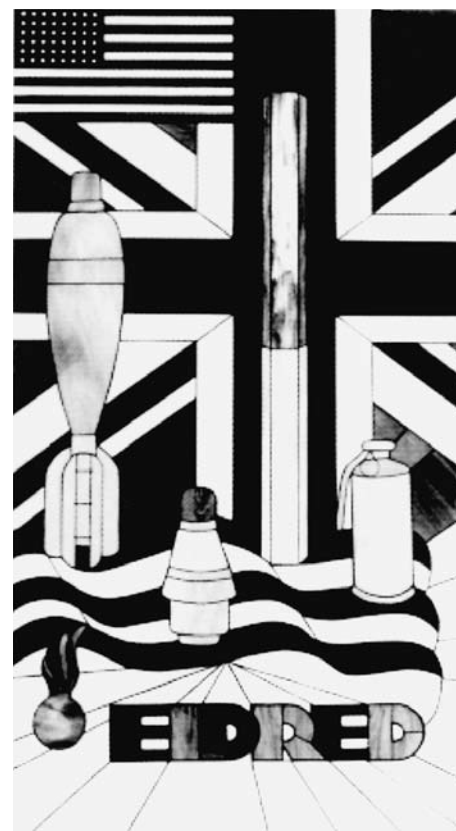


# ELDRED WWII MUSEUM

BY RAY PYTEL (445TH)

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## EXHIBITS

- \* **Timeline of Chronology of WWII from 1933 through 1945** — (53 foot) superimposed onto an American flag along with historic photo images and video monitors presenting visitors with a graphic view of the events of the war.
- \* **U.S. M551 Sheridan Tank** — An authentic Sheridan, a gift of the U.S. Army, appears to be bursting through the museum's brick wall.
- \* **Submarine Exhibit** — Visitors operate a 360° periscope, on permanent loan from the U.S. Navy, under active battle conditions.
- \* **Loop Hollow Heritage** — An award-winning video chronicling the history of World War II from the perspective of Eldred's National Munitions Company.
- \* **Remember the Women Behind the Front Lines** — showcasing the National Munitions Company production line.
- \* **Col. Mitchell Paige, USMC** — A life-sized sculpture of the Medal of Honor recipient and Pennsylvania native during the counterattack at Guadalcanal.
- \* **Tank Mountain** — modeled after the fortified gun emplacements along the Atlantic Wall in Normandy. An interactive display where visitors operate radio-controlled tanks and compete to conquer the fortifications.
- \* **Command Post & Observation Area** — A life-sized depiction of a European Theater command post and a genuine working telephone communications switchboard
- \* **Wall of Valor** — A tribute to veterans, workers on the homefront, and Medal of Honor recipients.
- \* **Japanese Pearl Harbor Attack, December 7, 1941** — diorama
- \* **Air War Over Europe** — diorama
- \* **Air War in the Pacific** — diorama
- \* **Airplanes from Allies and Axis** — "flying" models of World War II aircraft
- \* **Battle of Midway** — diorama
- \* **Patton's Advance Across Europe** — diorama
- \* **Russian Battle of Kursk** — the largest battlefront in WWII
- \* **Merchant Marine Ship in Rough Atlantic Ocean Seas** — diorama
- \* **U.S. Merchant Marine Fleet Crossing the Atlantic** — diorama
- **Russian Art Exhibits & Artifacts**
- **WWII Uniforms and Helmets from Allied Army, Navy, Air Force, and Merchant Marine**
- **Field Hospital Wound Center**
- **Bill Mauldin's GI Joe**

*The museum's library is illuminated by a stained glass window that includes British and American flags, the munitions made in Eldred for the armed forces of both nations, and an Eldred flag incorporating the Army Ordnance Corps flaming bomb.*

## LIBRARY

(currently containing 7,900 volumes)

- \* **Robert A. Anderson Collection** — an extensive collection of books, magazines, artwork, maps, pictures, scrap-books, uniforms and memorabilia, representing 52 years of collecting (5,000 volumes)
- \* **Robert Morris Collection** — featuring intelligence reports from 1938-1972 (400 volumes)
- \* **Col. Mitchell Paige Collection** — the personal collection of books, memorabilia and uniforms from a Medal of Honor recipient and ardent museum supporter (500 volumes)
- \* **Miscellaneous Books** (2,000 volumes)
- \* **Russian Military Book Collection 1939-1945**
- \* **Personal WWII Veterans' Experiences** — many volumes of personal accounts of the war era
- \* **Personal Correspondence of U.S. Generals and Admirals during WWII** — an extensive collection of letters
- \* **War Era Magazines and Newspapers** — thousands of issues of various titles ■

# Are These the Final Details of Glenn Miller's Death?

BY THOMAS E. O'CONNEL (338TH BG) • REPRINTED FROM THE TORRETTA FLYER, SUMMER-FALL 1990

The mystery is solved. We now know quite certainly what happened to Glenn Miller. A Royal Air Force Lancaster bomber was responsible for his disappearance on a flight from England to Paris in December 1944. The jettisoning of the Lank's bombs after an aborted mission to Germany accidentally caused a small plane flying below to spin into the English Channel. The small plane was carrying Miller, everybody's favorite World War II band leader.

Why in the world did it take forty years for the truth to emerge? The answer lies in the word "aborted." If that RAF bomber squadron had completed its bombing mission to Germany, the crews would have been debriefed after the flight was over. At that debriefing they would have been carefully quizzed by trained intelligence officers to find out everything that occurred during the mission. The Lancaster pilot and navigator who have now come forward to tell of the previously forgotten incident of their 1944 flight, would surely have informed authorities of seeing the small plane going into the Channel if that had been the case.

The particular crew in question took off in England, got in formation and headed for their target, the railway yards at Siegen, Germany. Then the weather deteriorated, and before the planes crossed into Germany they were ordered back to base. Under such circumstances, the procedure in both air forces was to jettison the bombs into the Channel. It would have been dangerous to land back in England with those heavy, volatile bombs aboard.

There was apparently one key procedural difference between the RAF and the USAF: in aborted missions the RAF bombs exploded and ours were dropped unarmed. Ours didn't explode; they dropped to the bottom of the Channel. I don't know why the RAF didn't do it the same way.

I was a bombardier on the crew of a USAF bomber and flew missions from England similar to the one the "Lank" was on. I never armed our bombs until it was absolutely clear we were going to drop them on the target. In the event of jettisoning on an aborted mission, the impact on friendly craft below us would have been much less. Apparently, it was the shock waves from the exploding bombs which caused the little Norseman aircraft carrying Glenn Miller to fall into the sea. If the bombs had been from a USAF plane, Miller might be playing his lovely music even now.

Apparently, the weather was really terrible that day, December 15, 1944.

An early inquiry to the RAF about its possible inadvertent involvement in Miller's

disappearance elicited the reply that "not even the pigeons were flying that day." But recently the RAF crew's navigator, who now lives in South Africa, caused an article about his suspicion of his plane's involvement in Miller's disappearance to be published in a South African newspaper. He thus set in motion a sequence of events which resulted in a further investigation of the RAF records. It turned out that, true, no RAF bombing missions were officially recorded for that date, but yes, there was one flight of 150 Lancasters which had been sent out but then ordered back.

What prompted the navigator to remember now that his fellow crew members had seen a Norseman D-64 crash in the Channel that day after their jettisoned bombs had exploded? He saw a rerun of the movie *The Glenn Miller Story* in South Africa. As a further irony, he had first seen the movie in 1954, and had realized that his crew's bombs might have been responsible for Miller's death. but when he approached newspaper reporters on the matter, they didn't pay any attention.

Of course, there were lots of airplane accidents over England and the English Channel during that period. Thousands of bomber crews were zipping all over the sky,

going to continental Europe and coming back. Most of us had little training compared to today's airline crews, and air control systems were nothing like the sophisticated current ones. My crew got to England about six weeks after Glenn Miller's disappearance. By that time our planes were so numerous that there was more danger to young bomber crews in our chaotic daily pre-dawn rendezvous with planes from our own squadrons than there was from enemy action over Germany. Losing one small Norseman D-64 was no big deal.

What made it important, of course, was that Glenn Miller was on it, and he was everybody's darling. His sweet music stood for peace and for good times past and — if we all made it back — yet to come. I remember his death as a personal loss. It was so to millions of us, somewhat the way John Lennon's death was to my current students and their contemporaries.

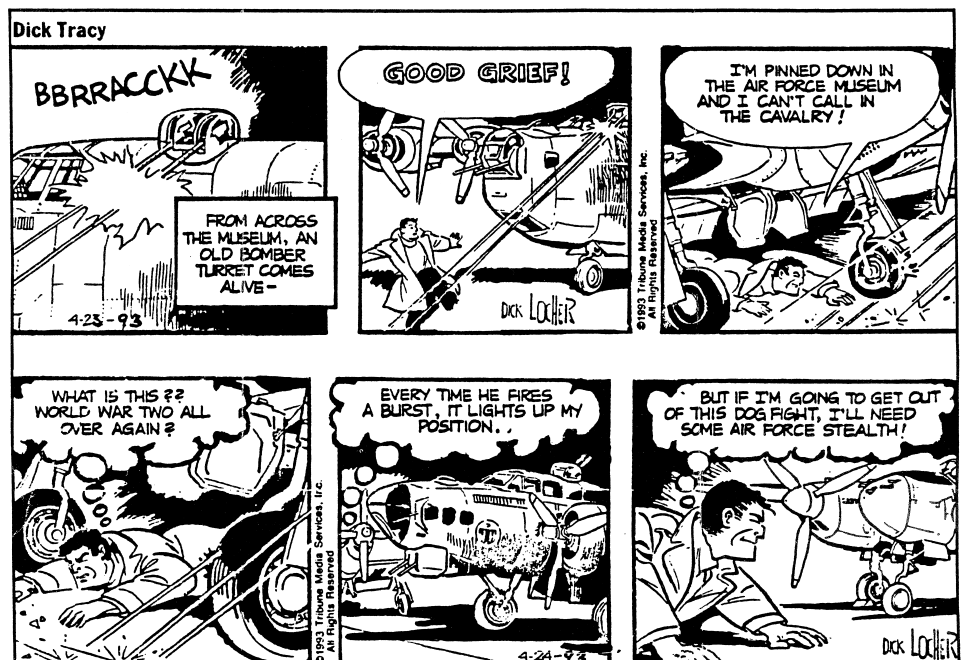
Historian Lillian de La Torre once advanced a theory that ran something like this: any historical mystery will eventually be solved if there is sufficient continuing interest in it and curious investigators are prompted to explore it for long enough. Glenn Miller's death was such a long-standing mystery. I'm glad it is solved after forty years. ■

## DICK TRACY VS. THE B-24: WHO WON?

Frank Schaeffer (44th BG) submitted this cartoon along with a question or two —

**WHY IS THE B-24 "MAD" AT TRACY, AND WHO WON?**

The cartoon is reprinted with permission from the Chicago Tribune, April 24, 1993.



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I want to greet you and hope that this New Year will be a very special one. It seems hard to imagine that time goes by so quickly as I sit here writing on this October afternoon.

In September I had the honor of accepting an invitation to attend the rededication of the American Air Museum at Duxford. My family encouraged me to attend and my daughter-in-law Diane Hurner accompanied me on my trip to England. While we were there I took time to visit the Memorial Library. I met with Derek Hills, Trust Librarian, and Tahitia Orr, 2ADA/Fulbright Librarian. Derek took time from his busy schedule to give me an in-depth tour of the library. My time while in Norwich for the rededication in November 2001 had been limited to a meeting of a room full of very interested 2ADA and Heritage League members. This visit was leisurely, and I could truly appreciate all of the wonderful improvements and amenities that have been incorporated into this new facility. There was a continuous stream of people who came in to use the computers, to browse through the books, and just to look. The staff was courteous and knowledgeable and was kept busy. Diane and I appreciate the time the staff took to answer our questions. As luck would have it, retired Chairman of the Board of Governors Paul King stopped by to say hello, and took the time to pose for a picture with Diane. It was nice to be able to see the library on a weekday with all of the activity. The library is truly a wonderful contribution to the people of Norwich.

The day at Duxford was very nice. David and Jean Hastings were kind enough to include Diane and me in their car for the ride from Norwich. We arrived around 11:00 AM on Friday, September 27. That allowed for time to visit the Land War building with its collection of tanks and stories of the ground war. We walked to the various exhibits and had a bite of lunch in a hangar prepared for those who were attending the rededication. Former President George Bush was gracious, visiting and signing his autograph for many people. After a fly-over and mini-airshow, President Bush and Prince Charles were the featured speakers. Both reminded the spectators of the bonds between the British and Americans. They stated that the museum is a living memorial. It gave me pause to hear those words used to describe a memorial other than the library. The weather was glorious and the entire day delightful. David and Jean gave us a small tour of the countryside on the way back to Norwich, stopping by the memorial to the 467th. They then treated Diane and me to a dinner of fish and chips, with delicious homemade apple pie for dessert. Jean had picked the apples at a neighbor's house. How she had

## YOUR HERITAGE LEAGUE

BY IRENE HURNER  
Heritage League President



**Above (L-R): David Neale (President, Friends of the 2AD Memorial), Penny Mendham, June Savill, and David Woodrow (Hardwick owner). Below (L-R): Derek Hills (Trust Librarian), Irene Hurner (HL President), Tahitia Orr (2ADA/Fulbright Librarian).**



time for that, I'll never know.

On Saturday, Pat Ramm picked Diane and me up at the hotel in Norwich. Pat escorted us to a village near Attleboro for tea at the church, then to pick up Aggie at their home before going on to lunch at the village hall. A lunch of shepard's pie, fresh vegetables, rolls, and apple dessert was delicious. After lunch Pat took us to visit the 453rd memorial and airport at Old Buck. A Stearman was being flown and people were using the day to parachute. My thanks are extended to Pat and Agnes for taking the time to be our guides.

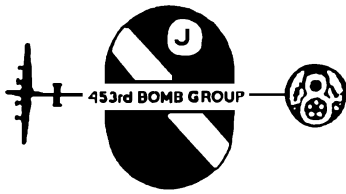
I was also fortunate to be in England for

a scheduled meeting of the base contacts of the Friends of the 2nd Air Division Memorial. David and Pearl Neale made arrangements for June Savill to pick me up at The Beeches Hotel and take me out to the meeting. We had lunch on the way at a very nice pub and then travelled on to the meeting. Some of the base contacts I had met in November 2001, but many I had not met. I appreciated the chance to visit and to meet those who do so much in the memory of the veterans. I really did not realize how dedicated they all are and how much they do. David Woodrow and his family have preserved many of the buildings at Hardwick, the air base that was used

by the 93rd Bomb Group. One building is now the Mess Hall and is available for group meetings. We had tea and treats while the base contacts gave reports on the happenings of the last few months. David showed me the memorial to the 93rd and then gave a quick tour of his farm and airplanes. On the way back to Norwich, June took time to take me to the control tower at Seething that is on land now owned by the family of Mrs. Pat Everson. It was used by the 448th Bomb Group and is kept as a memorial to those veterans. Tea is served on Sunday afternoons several times a month as a fundraiser to care for the tower.

As I returned to London Sunday evening on the train, I reflected on the many memorials to our veterans and the dedication of the British to preserving them. I had not ever had the experience of visiting the bases other than Old Buck where Dad was stationed. I do not know if we all can say thank you enough to our British friends, both those named in this article and the many I met who were not named, for all they do. This was a most enjoyable trip, as well as an enlightening one. It only made me want to begin planning for my next visit. ■





# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

In a previous article I mentioned the two “lucky pennies” I found during our trip to Norwich. At the time they didn’t seem all that lucky, since something not-so-great happened after I picked up each of them. Now, after reading a story that **Al Thomale** sent to me over the Internet (there’s that computer thing again), I have gained a different perspective. The story he sent was about a very wealthy man who always picked up a penny whenever he found one. The people who were with him one time when he did this asked why he’d bother to pick up a single penny that he just happened to come across. He explained that every penny is inscribed “In God We Trust,” and that this served to remind him of the trust he had in God. He also said, “There are millions of pennies in circulation, and God is very patient; but every once in a while he sends us this small message to remind us that he is here and can be trusted.” Thanks for the reminder, Al.

The article regarding **Julie** and **Bob Randall** in the Summer issue of the *Journal* rang a bell for **George McKown**. George was a gunner on the **Americo Marini** crew. George recalled that after one mission they had to land at a British base. While there he bought some British Navy socks. Much later, after they had returned to Old Buck, he gave his laundry to Julie to take to her mother. As Julie and her brother departed the 732nd area, George noticed his socks had fallen out of the cart as the children walked back to their home. He picked them up one at a time, all along the route, and gave them back to Julie. He said that as the years went by he often wondered what happened to Julie. He asked for her address and is looking forward to hearing from her. By the way, if anyone knows the whereabouts of the rest of the Marini crew, George would like to hear from you. His address is 209 Market St. #506, Warren, PA 16365. This makes one more round of applause for the trip to Norwich — and the great dinner we had at the Stag Pub, where we met Julie and Bob Randall.

This is unrelated to the 453rd, but I thought you might be interested. Leigh

Anne Bierstine of the AF Test Center Office of Public Affairs says in an article dated 08/16/02 that **Chuck Yeager** would be giving up military flying after the October Open House and Airshow at Edwards AFB, California on October 26, 2002, after flying military aircraft for more than sixty years. Yeager said there was no better way to mark this achievement than by kicking off this year’s open house in an F-15 Eagle along with his long-time friend and colleague, retired Maj. Gen. **Joe Engle**.

“It’s very unusual that we can still do the opening together,” said Yeager. “But the Air Force and the Test Center have given us the opportunity, and we’re taking advantage of it. I have decided that during the open house and airshow I’ll make a sonic boom in the F-15, but sixty years is long enough for me to be flying military airplanes.” Yeager said he is not giving up flying altogether; he plans to continue flying P-51 Mustangs and various light aircraft.

The 2ADA convention in Baltimore was successful in drawing fifty-six 453rd people. Of the fifty-six, not all stayed for the entire three days. Five people attended only the 453rd group dinner on Sunday night. From the comments that were heard, everyone had a good time. It was good to see **Lucille & Milt Stokes** again. They managed to get there thanks to Ken and Carolyn Stokes, who did the driving. Baltimore is only about eighty miles from their home, so the trip wasn’t too long.

**Walt Morris** had originally agreed to handle the arrangements in the hospital room, but when it became clear that the room wasn’t going to be as large as we expected and would not have a wet bar to keep things cold, I told him to forget about bringing “stuff.” Later, **Jim Kotapish**, the former manager of the officers’ club at Old Buck, insisted on bringing his coolers and the accompanying “stuff.” **Linda Wittig** noticed that we had no snacks, so she went out and found a Wal-Mart store somewhere and we were “in business.” Once more, American ingenuity and resourcefulness saved the day. Thanks, Linda and Jim.

**Joe Dorsey**, a gunner on the **Jack Moore**

crew, “found” us via the efforts of his nephew, Larry Neff, who “found” the 453rd via the 453rd Web site. (That’s a lot of “finding.”) Anyway, judging by Joe’s remarks and the smiles on his face during the 453rd group dinner, he’ll be attending other reunions in the future.

**Julian Ertz**’s daughter put the final touch on the reunion after the final banquet by playing the piano, which was located in the ballroom of the hotel. She knew all of the old sing-along songs that a lot of us guys sang in bars all over this country and the U.K. The last song was the “Wiffenpoof Song,” and when **David Hastings** heard her start that one, he rushed over to add his voice to the rest of the songsters. This was a very pleasant ending to the reunion.

There’s more to report about the convention in Baltimore, but since space is at a premium in the *Journal*, I’ll save my additional remarks for the 453rd Newsletter. ■

## New Members of the 2ADA

### 44th BG

Carl C. Hvambal  
Mark Morris

### 355th FG

William Lyons

### 389th BG

Arthur R. Suppona

### 445th BG

Robert L. Espigh

### 448th BG

Donald L. Reedy

### 458th BG

Rudolph F. Stodola

### 466th BG

Bruno Fondriest  
Thomas J. Hoffman  
John R. Mack

### 491st BG

William T. Maddock



# AN EVENING WITH THE HEROES OF WWII

A chilly February evening was the setting for the 2002 Pleasanton, Texas Chamber of Commerce banquet. The speaker for the event was local aviation historian Chris Mann, who invited a few of his WWII friends to be guests of honor.

The lineup started out with a P-38 fighter pilot ace, Jack Ilfrey, who flew out of Kingscliffe, England during the war and was credited with 8+ aerial victories in many encounters with enemy German aircraft. He was shot down and evaded capture to be returned to Allied forces by the French underground.

Next was retired Lt. Colonel Harry C. McCool, who says his fifteen minutes of fame as navigator of plane #4 on Doolittle's Tokyo raid was nothing compared to his experiences as a navigator on B-26s with the 9th Air Force in England. He states that his time with the 9th was much more exciting, particularly when he participated in the D-Day bombing operations.

Next was a local "hero" to those who know him, Hearol Veteto of the 2nd Air Division's 93rd Bomb Group, a bombardier on B-24s. He was shot down in February 1945 and spent the rest of the war evading capture. He had the distinction of being the guest of the Russian army for a while as he and a few other Allied airmen and soldiers made their way to Allied lines.

Jay Summers of Pleasanton, TX also attended. He was a prisoner of the Japanese army when he was captured on the island of Java after the Dutch commander capitulated in March of 1942, and spent the rest of the war working on the infamous Burma railway and helped build the "Bridge over the River Kwai." He was repatriated along with his brother Mark just before Japanese machine gunners carried out orders to kill all prisoners.

Retired Brigadier General David Lee "Tex" Hill, of San Antonio, was another of the guests of honor. He flew with Chennault's AVG Flying Tigers in China, and amassed a score of 18.5 kills over Japanese planes during his time in WWII. He later returned to the States and commanded the first all-jet fighter group in 1946 with such pilots as Rex Barber, Robin Olds, and Bruce Holloway under his command.

Rounding out the heroes was Clayton "Cotton" Mann, an aviation repair specialist who worked at Burtonwood Air Depot in Warrington, England. He worked on al-



**L-R: Jack Ilfrey, Harry McCool, Hearol Veteto, Jay Summers, "Tex" Hill, Clayton Mann and Chris Mann at the Pleasanton, TX Chamber of Commerce banquet, February 2002.**

most every type of aircraft used in the European Theater of Operations.

The banquet speaker, Chris Mann, who lives in Pleasanton, was brought up by his dad Clayton and heard the stories of WWII first through him. As Chris' interest grew, so did his personal library and his curiosity in contacting and talking to the veterans from the "Greatest Generation." Chris

now gives talks and speeches on WWII aviation subjects as requested, to inform and educate younger folks on the sacrifices and courage of his WWII heroes, lest the lessons learned be forgot.

All in all, it was a wonderful evening, and the crowd of over 265 people enjoyed meeting these wonderful gentlemen and hearing of their exploits and adventures. ■

## New Center Honors Ace of Aces

**RICHARD I. BONG WWII HERITAGE CENTER  
Superior, Wisconsin**



The Richard I. Bong WWII Heritage Center celebrated its grand opening with a WWII Heritage Festival September 21-24, 2002 in Superior, Wisconsin.

Named after the United States ace of aces, a P-38 pilot and Wisconsin native who shot down 40 enemy aircraft during World War II, the center features a restored P-38 Lightning painted to look like Bong's aircraft, which he named *Marge* after his girlfriend, Marjorie Vattendahl. Bong died on August 6, 1945 when he was testing the Lockheed P-80 Shooting Star, the United States' first combat jet.

Visitors to the Bong Heritage Center also have the opportunity to try a P-38 simulator and other interactive exhibits that examine all aspects of World War II. For more information, call (888) 816-9944 or visit [www.bongheritagecenter.org](http://www.bongheritagecenter.org). ■

## 466TH BOMB GROUP ANNUAL MEETING

Our annual meeting was held on Sunday evening, September 1, 2002, at our 466th BG dinner at the Hyatt Hotel, Baltimore, MD, in the ballroom "Chesapeake B." We had fifteen veterans and spouses as well as twenty-one of Jean Saltarelli's extended family of her children, their spouses, and grandchildren. Her son Joe introduced their clan — almost forgetting his own wife, Mary. It was great talking to the younger grandchildren and seeing their interest in history. I received a note from Jean after we were back home, stating, "All 21 had a fun time at the 466th BG dinner and raffle." Jim and Eleanor Russell had their daughter, Lindy, attend our dinner.



The Saltarelli Family at the 466th BG dinner in Baltimore.

PHOTO BY MARY LORENZ

I noted that we have 249 members and 27 associate members. Our numbers have been slowly declining at the rate of about 10% per year.

In the absence of our treasurer, Stanley Mohr, who had some medical problems, I gave his report. As of July 5, 2002, we had \$790.80 in our account in short-term CDs. We have no dues. Our money has been raised by the raffle, donations, interest on the CDs, and sales of our 466th caps.

Fortunately, we do not have many expenses. Last year we did share with our 466th BGA the expense of inviting our base guides and All Saints Church personnel to our Norwich banquet. We also sent about \$60 to have our guides place the Veteran's Day wreath at our Attlebridge memorial at the end of the base's main runway. The 466th BGA buys the Memorial Day wreath. Our guides, the church rector, and Digby Horner (British Legion), lay a wreath at a small ceremony even if we cannot be present.

All thought our money was in good hands, and accepted Stanley's report. Some even said that Stanley gives a more lively report — and I agreed.

We mentioned the new bylaws which the 2ADA would be voting on in the general meeting. Copies of these were handed

out in our suite on Saturday night. There were no questions.

We proceeded to the election of officers, for a one-year term. I noted that the current officers — Jim Lorenz, VP; John Horan, assistant VP; and Stanley Mohr, treasurer; would accept another term. It was moved and seconded that the current slate be nominated. Discussion was called for, and I noted that any nominations from the floor would be in order. There being none, it was moved that the nominations be closed, and the current slate was elected for the year 2002-2003 by acclamation.

I noted that there were some rumors that the 2ADA was to be out of business in 2005; this has NOT been accepted by the 2ADA Executive Committee.

At this point I invited the Heritage League president, Irene Hurner (whose bomb group was meeting next door), to say a few words about the League. She pointed out the primary purpose of the League — to carry on business with the Memorial Library Board of Governors when the 2ADA does disband. To that end, the 2ADA Executive Committee did vote to request that two new members be appointed as full members of the Board of Governors and that these preferably be

## ATTLEBRIDGE TALES



BY JIM LORENZ

younger members from the Heritage League. As the Board appoints their members, Chairman David Hastings stated that the Board would consider this request at their next meeting. There was interest from five of our guests in joining the League — membership data was provided.

We then recessed for the Bostwicks to set up our annual raffle. The raffle was a great success — \$320 worth of tickets were sold. I added \$10 — the profit from two 466th caps sold — and sent Stanley Mohr a check for \$330.

Many of the attendees then met in our hospitality suite for further conversation.

## KUDOS

To Paul King, who sent me an e-mail about the Queen's visit to open the new Norfolk & Norwich Millennium Library in July. Paul noted that he and Hester would be at the opening, and I quote: "That evening Hester and I have been asked to a Reception by the Queen at Sandringham in my role as Deputy to the Lord-Lieutenant of Norfolk, Sir Timothy Colman." Congratulations to Paul and Hester.

## INVOCATION

At the 2ADA business meeting in Baltimore on September 2, 2002, I was asked by 2ADA President Mundy to give the invocation; I said I'd be honored to do so. When I was introduced, I stated that I would be using an invocation written by James Reeves (Headquarters) some time ago. Jim had a knee replacement, had some complications, and has not yet been able to travel. The invocation was well-received, and it was suggested that I print it for all to enjoy. Thanks, Jim, for these words. Have a speedy recovery.

*O Lord, we know the world is burdened and yet still beautiful. In spite of the horrors we have so recently witnessed, may we become experts in the art of discovering beauty in our world and in each other.*

*We are grateful to be together again. Accept our thanks for warm friendships renewed and fond memories relived.*

*And we thank you for the rare and radiant friends who are no longer with us in person but whose spirits are near at hand. May we resist the temptation of self-pity and embrace our lives with gratitude, remaining tender and loving and loyal to each other as a testimony to the lives we once shared.*

*As we go forth into the rest of our lives, let us remember that we have stood together toe to toe, shoulder to shoulder, hand in hand, and heart to heart. We have experienced the gift of love and friendship. Let us draw deeply from the wellsprings of our memories and recollect that God's grace has crept up into our lives in the most extraordinary ways. May the memories of our shared lives and the goodness and grace of God support us all of our days. Amen. ■*



**491st BOMB GROUP**  
POSTREMUM ET OPTIMUM

## the RINGMASTER REPORTS

BY F.C. "HAP" CHANDLER

### WHAT DID THE 8TH AIR FORCE DO IN WORLD WAR TWO?

Prior to World War II, the leaders of the old Air Corps were hampered by negative attitudes on the part of the Army General Staff and the intense protectiveness of the U.S. Navy toward its mission. The result was that the old Air Corps' responsibility was restricted to 100 miles offshore and "close support" of ground forces.

An Air Corps Tactical School was established at Maxwell Field in Alabama. There, Army Air Corps bombing advocates reduced to doctrine the theory of "daylight precision bombing." This theory, to attack the industrial targets of an enemy, we put into practice over the unfriendly skies of the Third Reich. There were, however, some serious omissions in the concept which led to unsustainable losses and deepening morale problems with later Air Force crews.

The most costly mistake was the failure to recognize the necessity of fighter escort. The bomber enthusiasts, who dominated the old Air Corps doctrine and planning, did not believe that fighter aircraft had progressed to the point that they could effectively attack the heavily armed bombers. It proved to be a costly error, as was demonstrated in the fall of 1943.

The "Flying Fortress" fields of fire had a weakness to head-on attacks. This defect led to concentrated Luftwaffe tactics aimed at lead ships and the leading formations. In one month, October 1943, the 8th Air Force was nearly decimated. Less than 20% of the air crews finished the 25 missions that guaranteed a ticket home.

Fortunately, our British cousins had improved and then encouraged a fighter design disregarded by U.S. brass: the P-51 Mustang. When the P-51 became available in large numbers, early in 1944, the tide of battle turned and Germany lay open to sustained attack from the air.

### THE U.S. STRATEGIC BOMBING SURVEY

After the surrender of Germany, USAAF commanders were anxious to examine the results of the bombing campaign. For this

purpose, a group of Washington "intelligentsia" was dispatched to England and later to Germany. Their conclusions that "production of military equipment was not hampered by the bombing, but rather accelerated," was true when only the statistical tables were consulted by statisticians and economists.

These displaced bureaucrats had no concept of the original combat objectives and the significant part that strategic and tactical aircraft had in the defeat of a hardened and experienced foe. For instance, no credit was given the air forces for the successful landings on D-Day, despite the fact that both General Marshall and General Arnold expected that the Luftwaffe would be defeated and that German air opposition would be negligible by the time France was invaded. At tremendous cost in men and equipment, the Luftwaffe was defeated in the deadly air battles from January 1944 until the Normandy landings. The record clearly shows that the air crews and fighter pilots sustained the highest casualties of 1944 from January through August, despite the heavy losses of the ground troops. Their sacrifices were not in vain!

### A GERMAN ASSESSMENT

Albert Speer, the German production czar who mobilized the production capacity of Germany and directed the repair of bombed-out plants, adheres to the fact that resources of men and materiel desperately needed on the Russian front were diverted to defend the "homeland." For instance, twenty thousand 88mm cannon and upwards of a million men were assigned to anti-aircraft defense — what a difference they could have made if used against the Russians or on the Normandy beaches. Speer goes on to say that the synthetic petroleum industry was the "Achilles heel" of the German war effort. One has only to remember the intense flak over Merseburg, Misburg, Ruhland, and Politz, centers of synthetic fuel production, to realize how desperately the enemy attempted to defend these vital installations. After the Ploesti oil fields were finally decimated by sustained attacks from Italy, the synthetic oil plants were the sole source of fuel for the German war machine.

At the same time, civilian morale was eroding in Germany. Hitler never understood what the bomber offensive was doing to German cities and the morale of his troops on the Eastern front. Many resources inside Germany were diverted to repair of bomb damage. So extensive had this repair effort become that "at the end of the

plateau there was an abyss" (reduction of the industrial base of Germany, particularly synthetic oil production). "Hitler refused to visit the bombed cities, instead hiding his activity and staff in underground bunkers."

"In 1944 the Allied heavy bombers had dropped a hundred times more bombs on Germany than Goring's Luftwaffe had on Britain in 1940." The defense of the Reich was conducted by ten thousand lethal 88mm flak guns. The 8th Air Force lost almost five thousand heavy bombers. Hitler's Luftwaffe, highly trained and lethal, deteriorated into an ineffective adversary; but not until they had destroyed the five thousand heavy bombers (Willow Run had to produce a B-24 every hour to equal bomber casualties at one stage of the air war). "In January 1945, 145 ME262s were produced. They were parked 'permanently' along the Autobahns as there was no jet fuel."

In January 1945 the 8th AF together with the RAF destroyed Politz, Germany's last synthetic oil refinery. Merseburg, the center of oil production, was one of the deadliest targets attacked by the 8th. On one raid, sixty-two B-17s were lost to flak alone, exceeding the number lost on the Schweinfurt/Regensburg disasters of 1943. There was a significant statistical difference: the loss rate was under 6% as compared with 25% in 1943. (Little consolation to those who became POWs or were killed on these deadly missions.)

### GALBRAITH'S EVALUATION

The USAAF, and particularly General Arnold, were anxious to have the effects of the bombing campaign against Germany assessed. Kenneth Galbraith, an economics professor who spent World War II attempting to control prices from a desk in Washington, was the leader of the survey team.

Galbraith achieved fame as an economist and academician. An exasperated Harry Truman once said, "I want a one-armed economist; they always say 'and on the other hand.'" Galbraith deplored the destruction of Germany, and on the other hand seemed to be overly solicitous of the destructive effects of the bombing of Germany. Immersed in charts and tables, as was a subsequent ineffective Secretary of Defense in another war, he never really understood what the air forces accomplished. He regarded the expenditures of life and treasure as unwarranted and the claims of Air Force officials as overstated. What his prescription for Allied victory would have been, he has never explained in his numerous

*(continued on next page)*

# HALESWORTH 489TH NOTES

BY  
NEAL SORENSEN

Since the 489th Bomb Group (H) is blessed with the talent of Charlie Freudenthal, president of the 2nd Air Division Association in 1983/84, vice president of the 489th Bomb Group for seventeen years, publisher of the 489th Bomb Group (H) history, and editor of the 489th Bomb Group newsletter (which is printed six times per year!) for the past twenty-one years; there is precious little that this poor soul can write that is not old news by the time the *Journal* is printed and in your mailbox.

It has been this writer's good fortune to have been appointed chairman of the Fulbright Oversight Committee, a committee which functions as both investment advisor and monitor of the performance of the investments held in trust by the Fulbright Foundation in England. The corpus of the fund is held inviolate, with only the interest to be used to support a 2ADA/Fulbright Scholar at the Memorial Library in The Forum, Millennium Plain at Norwich.

As the latest American representative in the Memorial Library, our current Scholar, Tahitia Lynn Orr, will continue the succession of splendid Americans who serve as our goodwill ambassadors, not only in the Memorial Library, but also in meetings of the various "Friends of the Second Air Division" spread throughout East Anglia.

At our recent 2nd Air Division Association convention in Baltimore, the Executive Committee voted favorably on a motion to send an additional \$25,000 to Fulbright to be added to the corpus. With that money, plus accumulated interest, we will have close to \$800,000; the interest from which will comfortably fund our American librarians in the foreseeable future.

Prior to 1996 we did not have any official voice in how our money was invested. In 1996, three of us flew to England and negotiated the current agreement. We discovered that prior to that time, Fulbright

personnel, being unfamiliar with investments, relied upon the expertise of their banker. They, being unfamiliar with our aims, invested the money mostly in CDs. Bud Chamberlain did yeoman duty in starting the process which culminated in our new agreement signed in 1996 in Milwaukee by Geoff Gregory, our 2ADA president at that time.

## A REMINISCENCE . . .

Sixty years ago, my buddy Harold Biltgen and I were based in Big Spring, Texas. A Texan in our barracks opined that he had heard that a nearby ranch would welcome any GIs for the weekend. Not only would we be welcomed (despite no invitation), but we would be fed sumptuous steaks with all the trimmings.

When we mourned our lack of wheels, he volunteered to make his available if we would pay for the gas. Since our base was on field rations until Thanksgiving, the thought of a thick, juicy steak set our salivary glands in motion even before we had driven fifteen miles.

"I know this old hill country as good as I know the back of my hand!" our driver boasted.

Then it started to snow!

With a reluctant windshield wiper, we were soon driving with our heads out of the windows, looking for the magic signpost that would direct us to Shangri-La.

Then we got stuck!

With a couple of fence posts to give us leverage, we managed to get "unstuck" and proceeded on our way. Apparently our driver never looked at the back of his hand, because he surely didn't know where we were, or how to get back. After a tortuous hour and a half, we got off the trails we had been following and reached a hard-surfaced road. Not knowing where we were, our driver turned the wrong way.

Finally, at about nine-thirty we reached a small village with a restaurant and a gas station. The tank took most of our meager funds, so we settled on hamburgers and coffee. Our driver was now sure that he could find the ranch, but Harold and I looked at the snow and opted to take the hard-surfaced road back over the forty miles we were distant from Big Spring.

Sometimes the Sack you know is preferable to the Sack you don't know! ■

**RINGMASTER REPORTS (continued)**  
articles and books.

He continued his survey in Japan, and concluded that Japan would have surrendered by early 1946 and that the atomic bombs were unnecessary, as was the fire bombing of Japanese cities. I hazard the guess that this simple approach would have resulted in a horrendous loss of life for both sides in the scheduled invasion of Honshu in November 1944. Yet there are those who continue to quote Galbraith as an authority on the effects of daylight precision bombing.

We all know that mistakes were made, that there was a substantial "learning curve" for our comrades in the bloody missions of 1943 and later; but it appears that the academicians involved in the survey never fully comprehended what the air war was all about. While rational analysis has its place in any large-scale undertaking, be it military or industrial, it still can yield wrong-headed and incomplete findings.

## TRIBUTE TO THOSE WHO PAID THE PRICE

There were over 26,000 of our 8th AF comrades who never returned from their wartime assignments. They lost their lives in service of a cause we believed in sincerely. They were not concerned with academics or disputation. Galbraith went to Japan to "evaluate" the effects of the B-29 campaign against Japanese cities. Conclusion: "At the most, the atomic bombs only advanced the decision (to surrender)."

The atomic bombing of Japan may not have won the war, but it put an end to it!

With due deference to Dr. Galbraith's academic credentials and "scholarly" works, I submit that he was far afield from any correct assessment of the effects of bombing on a warrior nation.

Today's 8th Air Force, with weapons of accuracy and lethality undreamed of in our war, continues to validate the basic theory that victory can be achieved through air power — a theory that wrecked careers and included court martials and demeaning assignments for exceptional officers, but was proven in the European Theater by the 8th Air Force. ■



## BANQUET NOTES

By D.J. Hastings • Trust Chairman  
2ADA Convention, Baltimore 2002

### Mr. President and Members of the 2nd Air Division, Friends:

As this is the last time I will have the privilege of addressing you as Chairman of your Memorial Trust, my theme this evening must be just two words, “**THANK YOU**,” for we owe you so much and words can never completely express our gratitude.

**THANK YOU** for coming in 1942 — our darkest hour, after the fall of France, Dunkirk, the Battle of Britain, and the Blitz. Your arrival to join us in the fight for freedom was the light at the end of a very dark tunnel.

**THANK YOU** for your bravery, sacrifice, and friendship; for visiting our homes and having us on your bases and in the B-24s. Despite fighting such a hard war, you still found time to be such friends, and we will never forget you.

**THANK YOU** for your vision in 1945 when you returned home to fund a living memorial. Little did we know then what a tremendous thing your Second Air Division Memorial would become, a living memorial to not only those 7,000 friends of yours who died for the freedom that we all enjoy today, but also to you the survivors.

**THANK YOU** for all the USA conventions. What memories and what friendship. San Antonio, Las Vegas, McAfee, Colorado Springs, Norwich, etc.: the list is endless and this is now my 18th.

**THANK YOU** for all the Norwich conventions. Again, what memories. The Cathedral, The 2nd Air Division Fanfare, The Private Trains, The Tent, The Base Days, that amazing RAF Coltishall private air display that cost over 800,000 pounds, Madingley, Duxford, etc. Working with Evelyn Cohen is such fun and we can never thank her enough.

**THANK YOU** for all your kindness to Jean and I — visits to your homes, tours around the USA, and visiting us in our home. And to one special family, for giving me over 28,000 miles of flying in your great country and for teaching me more about flying than any other instructor. A British pilot’s dream.

**THANK YOU** for the visit in 1992 of Diamond Lil. To have a B-24 back in Norfolk once more was truly wonderful, and for me to fly her as one of the pilots across the Atlantic was a real dream

come true. If you had said in 1943 that I would ever be a pilot or fly a B-24 from Fort Worth to Norwich, I would have laughed at you.

**THANK YOU** for all your support after the terrible fire in 1994. You inspired us to rebuild the finest American memorial library in the world.

**THANK YOU** for the wonderful gift of a 2nd Air Division Association / Fulbright Scholar Librarian — what a cache; the only one in Europe.

**THANK YOU** for the VE Day parade. You gave Norwich the finest parade in Great Britain. What a service in our cathedral, and what a night at the Theatre Royal. Memories that will last forever.

**THANK YOU** for your gifts to Wymondham College, so deeply appreciated by the youngsters of today.

**THANK YOU** for the Norwich convention last year when we opened your new Memorial. You came in your full numbers despite the terrible events of 9/11 — you were not deterred. Again what memories; and to see you receive the Freedom of Norwich was such a joy to us all. That stunning Dzenowagis film that we have seen this week captures the true spirit and meaning of your Memorial, and it is eagerly awaited back in Norwich.

Finally, **THANK YOU FOR BEING YOU**. A truly great family. There is nothing else like you. Your friendship is unique. We will never forget you.

God bless you; and God bless America.

**THANK YOU.** ■

## Americans back library

FROM THE EASTERN DAILY PRESS,  
SEPTEMBER 19, 2002

Cheques for about \$54,000 were recently presented to the Memorial Trust of the 2nd Air Division USAAF, which is based at The Forum in Norwich.

David Hastings, Chairman of the Trust, was invited to the Second Air Division Association’s 55th annual convention in Baltimore in the United States earlier this month.

“This is the 18th convention I have been to and usually they do support us with funds, but we didn’t expect it this time because they gave us a cheque for \$200,000 in November — so to get more from them was a big surprise,” said Mr. Hastings. The latest money will be put towards an appeal, to be launched in 2003, to provide for the long-term future of the Trust, which lost all of its books in the fire at Norwich Central Library in 1994. The new Second Air Division Memorial Library is twice as large as its predecessor.

A world premiere of the Dzenowagis film *Roll of Honor*, which features the Memorial Opening in Norwich in November 2001, was also seen at the convention and will be shown in Norfolk this winter. ■

# 12TH AF MOONLIGHT REQUISITION

BY FRED E. BAMBERGER • REPRINTED FROM THE TORRETTA FLYER

Victorious Allied operations had finally forced the tenacious Teutonic forces out of North Africa and up into the boot of Italy, and in this rapid northward sweep the commander of the 12th Air Force advanced his headquarters to the city of Foggia. Due to the constantly changing pattern of operations, along with shortages of personnel and equipment, 12th AF HQ was being supported by elements of the 90th Photo Recon Wing based in San Severo, a nearby town about seventeen miles to the north. This arrangement worked fairly well, but required continual communication and courier services. Another prime headache was the erratic Italian electric current that constantly fluctuated in voltage output, and played havoc with the sensitive photo equipment. This galling situation had the HQ supply officer climbing the wall and had him constantly on the prowl for mobile electric generators, which, of course, were in critical shortage throughout the entire combat zone.

The Luftwaffe wasn't very cooperative either, and managed to sneak a few aircraft over at night, which caused the area to be blacked out.

The Germans were most persistent in these efforts, and after the third nightly foray that had shut off his lights, the commander of the 12th Air Force gnashed his teeth in the inky blackness and vowed:

"THIS has got to stop right now."

Early the next morning he summoned his supply officer and roared, "Culpepper, if you don't come up with a generator like right now, you've had it!"

The harried A-4 nodded and mumbled grimly, "We had one but it was moonlight requisitioned."

The General waved him angrily out of the office, and then pressed PHOTO on his intercom and spoke softly and quickly.

"Captain, I'm tapping into your generator until A-4 gets his thumb out of his ear and gets one."

Photo came right back, "Yes Sir, is there anything else?"

"That's enough," snapped the General. "Just be damned sure I got lights, you understand?"

Again Photo came back, "Yes Sir!"

But now the General's tone grew silky. "Captain, I get the word that you are a gentleman who knows how to get things done. You think you might find a generator for me?"

The Photo man sighed audibly. "We'll give it a try, Sir."

The voice in the intercom suddenly became tinged with a steel edge. "Don't just try. FIND IT, and that's an order!"

Checking the regular supply channels was wasted effort. Later in the afternoon, the 90th Photo Recon people called to advise that a batch of prints was ready. The photo officer glanced at his watch and then spoke to his chief non-com.

"Andy, I'll take the run up to San Severo tonight and make the pick-up." The sergeant grinned condescendingly.

"Corporal De Feo won't be too thrilled about that, Sir. He's got a 'thing' going up there."

"I bleed for him," growled the photo officer in mock sorrow. "But if I don't scrounge up a generator for the Old Man, I'm in deep trouble."

"Yeah," echoed Sgt. Anderson, "the word's out that he's really 'brownd off' cause the 'Eyeties' blacked him out three nights running."

The captain grinned, "Boy, it sure gets around fast, but maybe I can con those jokers up there in the 90th out of one."

"No way, José," retorted the sergeant, "They're running them bowlegged now."

"Yah," agreed the captain, "but I got to give it a shot anyway. Tell Eddie I'm sorry to louse up his love life, but I'll take the run."

The sunset over the verdant Italian countryside was truly magnificent as "Fuzzy Focus," the photo Jeep, sped northward toward San Severo. How rich and productive the land appeared in such a serene setting, and so far removed from the terrible turmoil of war.

This illusion was swiftly shattered as the vehicle swept past an Army anti-aircraft battery neatly arranged in close proximity to a heavy searchlight battalion set up in a field alongside the road.

Arriving in San Severo without further incident, he picked up the prints and then strode toward the Mediterranean Allied Officers Club.

Glancing about, he spotted the Operations Officer at the bar. Easing over, he greeted him casually, "Hi."

The Ops Officer gazed at him quizzically. "Something must be really hot when you come out to the boonies."

"What's my problem?" The captain grinned. "Have I ever got the Old Man on my case. I need a generator."

"Can we work something out?"

The Ops Officer set his drink down very carefully. "Impossible," he snapped tartly. "We're running close to two million prints a month, and we can't run on the 'Eyeties' current either, as you know goddamn well yourself. My boss would really break my nuggets if he even thought I'd let loose of one of his generators."

The captain shrugged expansively. "So don't tell him."

Now the Ops Officer grinned toothily, "Captain, your reputation as an 'operator' is not altogether unknown in these parts. After all, you did work for us too. And your boss in HQ needs you because he knows of your 'taking ways.' We are doing most of your photo work, and he knows that too. So why don't you let me buy you another drink before we send you home?"

The captain was feeling quite relaxed when they helped him into "Fuzzy Focus." He thanked his companions as he chided them at the same time:

"You aren't as chintzy with your liquor as you are with your generators, but thanks anyway for your liquid hospitality."

Steadying himself in the fresh air, he unlocked the chain from the steering wheel, slid onto the seat, and gently coaxed the engine into life. The little vehicle snaked through the winding streets easily, and he was already well away from the town when his ears picked up the tortured wailing of the air raid alarms. Having gone through this exercise many times, he quickly doused his headlights, and as his eyes became accustomed to the dark he continued rolling slowly along the road.

High overhead, an airplane engine moaned and the captain speedily swung over to the side of the road, killed the engine, and leaped out. Breaking into a sprint, he raced down the road for about a hundred feet, crossed over to the other side, and slid down the shoulder into the drainage ditch that ran alongside. It wasn't a second too soon, as the sky suddenly became alive with long probing fingers of high-intensity lights seeking to pinpoint the intruders.

The anti-aircraft batteries, starting to zero in, began firing and as the cacophonous clamor of combat intensified, the captain swore softly. "Why did I have to louse up Eddie De Feo's love life? Now we both got problems."

The airplane engines rose in screaming  
*(continued on next page)*

# FAMOUS WWII CARTOONIST BILL MAULDIN NEEDS YOUR HELP

BY BOB GREENE

Bill Mauldin, who is now 80 years old, was the finest and most beloved editorial cartoonist of World War II.

He suffered terrible burns in a household accident a while back; his health has deteriorated grievously, and his cognitive functions are barely working. He lives in a room in a nursing home in Orange County, California, and sometimes days at a time go by without him saying a word. He was married three times, but the last one ended in divorce, and now at 80 he is in the nursing home.

Members of his family have said that even though Bill hardly communicates, the one thing that cheers him up is hearing from World War II guys — the men for whom he drew those magnificent cartoons.

Which is not what you might expect.

Mauldin was not one to hold on to the past — he did not want to be categorized by the work he did on the battlefields when he was in his 20s. He went on to have a stellar career in journalism after the war, winning another Pulitzer in 1959. Many Americans, and I'm one of them, consider the drawing he did on deadline on the afternoon John F. Kennedy was assassinated — the drawing of the Lincoln Memorial, head in hands, weeping — to be the single greatest editorial cartoon in the history of newspapers.

But it's his World War II contemporaries he seems to need now. The guys for whom — in the words of Mauldin's son David — Mauldin's cartoons "were like water for men dying of thirst." David Mauldin said his dad needs to hear that he meant something to those men.

Bill needs visitors, and he needs cards of encouragement. I'm not going to print the name of the nursing home, so that this can be done in a disciplined and scheduled way. A newspaper colleague in southern California, Gordon Dillow, has done a wonderful job organizing this, and he will take your cards to the nursing home. You may send them to Bill Mauldin in care of Gordon Dillow at the Orange County Register, 625 N. Grand Ave., Santa Ana, CA 92701.

What would be even better, for those of you World War II veterans who are reading these words in California, or who plan on travelling there soon, would be if you could pay a visit to Mauldin just to sit with him a while.

If you can do this, please contact Gordon Dillow: [gldillow@aol.com](mailto:gldillow@aol.com). ■

## 12TH AF MOONLIGHT REQUISITION (continued from page 30)

crescendo to a high snarling whine, intermittently interspersed with the angry chatter of machine guns. The aircraft proved to be Ju 88s, well-known workhorses of the Luftwaffe, who were now attempting to work over the searchlight battalion on the road. The markings on the wings reflected eerily in the weird patchwork of light and darkness, and as it flashed past overhead, the telltale shrill whistling scream of falling bombs grew ominously louder. The captain braced himself as a sharp, crackling explosion, accompanied by a spreading luminescent sheet of intense flame, arose when one of the bombs scored a direct hit on the nearby searchlight. With an angry hissing roar, the long beam of brilliant light suddenly went black. The engine noises slackened, and the captain raised his head cautiously and glanced about.

It was a scene of surprising disorder. Vehicles had been crazily tossed about like toys, the searchlight had been demolished, and its crew was nowhere to be seen. Staring at the various components strewn haphazardly about, he was startled to see, standing not fifty feet away, the power source for the unit, a big heavy-duty generator mounted on wheels that had been chocked to hold it in position. And more impossible to believe, it wasn't even scratched.

The Luftwaffe decided to make another bomb run, and as they swung around, the captain scrambled up the embankment like a man possessed. He ran back to the Jeep, started it up and carefully inched it off the road, over the ditch, and out onto the field next to the generator.

While the night raiders were busy lining up on the lights for another bomb run, the captain jumped out of the Jeep and moved swiftly to undo the tow bar of the generator and connect it to his towing hook. Throwing a hasty glance towards the sky, he continued to disconnect the power cables and flung them into the back of his vehicle. Now starting to clamp the metal side covers into position, he again heard the agonized whine of the engines and the screaming whistle of the bombs, but did not even turn his head and continued feverishly to button up the generator. Sweating profusely, he finally grunted with sheer joy as the last snap lock clicked into place. Vaulting into the Jeep, he started feeling his way toward the road. The flak was intense as the bombs struck again with thunderous bursts; now they were wide of their mark, but their flashes helped him find his way back to the road.

Cautiously following his earlier track, so as not to get mired in the drainage ditch, he inched out slowly while silently exhorting Fuzzy Focus not to fail him. He breathed a long sigh of elation as the wheels of the generator barely cleared the rise of the embankment and rolled onto the road.

Suddenly, just as it had begun, the air attack was over. The intruders of the night were quickly lost to view, and the steady insistent drone of their engines gradually faded away to the north. One by one, the big searchlights slowly flickered out until the whole area was again immersed in silent darkness and peace.

The captain sat immobile for a time, his ears tuned for any sound or cries of wounded for assistance, but there were none. The

unit began to resume its activities, and some guarded lights became visible as crews began moving about, inspecting the damage. Now easing the Jeep further down the road, the captain could still hear their voices in the night quite distinctly.

"Jeez, they really clobbered this light!"

Then another voice chimed in, "Not only the light, Lieutenant, but the damn generator's gone. Completely disappeared. There ain't even a hunk of scrap metal left!"

"OH NO!" came the lieutenant's voice. "The Major will blow his mind. That's the third one creamed this month, and that's not counting the one we scrounged from the Air Force."

"Okay, okay," sang out another voice. "Let's stop all the jawing and get this mess cleaned up. Anybody get hurt?"

"No, Sir, the crew crawled into the slit trench, and took off when the light got pranged."

Now the captain had heard enough. He stepped lightly on the gas pedal and rolled quietly down the road and out of sight. It had all happened so quickly. Riding down the road slowly for a few minutes, he braked to a very careful halt, got out, and took a long appraising look at the big mobile powerhouse he had just acquired. Then straightening up, he snapped to attention and smartly tossed a crisp salute in the direction of the recently departed Ju 88s.

"My compliments to your Luftwaffe, sirs," he sang out. "Your supply system beats the 90th's cold, and there's no paperwork." He was laughing uproariously as he slid back into the seat of Fuzzy Focus and asked himself: "But what do I REALLY tell the Old Man?" ■



## FRANK DiMOLA DIES

Frank DiMola, former 2ADA president (1989-1990) and 445th BG group vice president (1979-1988), died at his home in Sun City West, Arizona on October 9, 2002.

Frank had indicated to me how wonderful it was to visit the old 445th base and to see the new 2AD Memorial Library at The Forum during our November 2001 convention in Norwich. Most of his family accompanied him on this very satisfying trip.

Frank originally came from New Milford, New Jersey, just across the Hudson or a "stone's throw" from the "Big Apple" where he worked for the phone company until he retired in 1984. One of the memorable items from his 445th column (June 1984 issue) was that he retired on March 9, 1948. While this was a typo, the 445th membership never let him forget that he "retired" with only three years on the job, and that he wasn't going to get away that easy in the 2ADA. Frank was very active in both 445th and 2ADA affairs until illness prevented him from attending the 2ADA conventions regularly.

### "IN RETROSPECT"

In dedication to all the "ground" personnel: mechanics, medics, supply keepers, truck drivers, mission planners, record keepers, and all the other working slobs, including the various administrators to keep us all in line while the "flyers" were up there, we wish to repeat here the lead story on the front page of the September 1984 *Journal*.

### "D-DAY" AT TIBENHAM: ORDNANCE MEN PLAYED AN IMPORTANT ROLE

by John W. Archer (445th)

For days and weeks the men at the 445th had been working in the stucco olive-drab ordnance shop, the men who prowled around the bomb dumps at night, the men who hoisted high-explosives into the yawning bomb bays of the B-24s — for days and weeks they had been waiting. The ordnance men in the 702nd Bomb Squadron were keyed up and ready for action.

Each man waited for his own particular conception of the Starting Gun, some imagining the General from Kansas with his eye glued to his wristwatch and his hand poised in mid-air.



BY FRED A. DALE

On June 5th the word came at 1800 hours from Headquarters that they were to load eleven bombers each with fifty-two 120-pound fragmentation clusters.

Psychological high-tension wires, already overloaded, generated sparks when the additional information filtered through that takeoff would be before dawn, that there would be four squadrons of nine ships each, and that there might be bomb-loading for another mission almost before the first one took off.

"Do you suppose this is it, sir?" the ordnance men kept asking their officer. He was Lt. Basil C. Ashcroft, once a Montana schoolteacher, and he knew more than he could tell his men. But they all had a pre-science of approaching a climax. "Because if this is really it," they said, "we don't need any sleep." No, and they were not going to get any sleep. From 1800 hours on June 5th to almost 1800 hours the following afternoon, every man in the ordnance section, plus a few extras from outside, loaded bombs onto trailers, pushed bombs into bomb bays, watched squadrons take off in bright moonlight, lit cigarettes, discarded them, and loaded more bombs.

Directing their activities was T/Sgt. William J. Tierney, wiry and alert and emphatic. Once he designed textiles for an automobile upholstery company which supplied Ford and Lincoln; once he commuted between Hartford and New York City. On the night of June 5th he was the 702nd's Ordnance Section Chief. One of his two assistants was S/Sgt. Robert L. Brown, who used to run a still and drive a truck in the Blue Ridge Mountains of Virginia. The other assistant Section Chief was S/Sgt. Nick Maslonik, a rugged Pennsylvania coal miner. In normal times, the

Ordnance Section was divided into five crews, three of which worked at night, one during the day, and one was on pass. But on the night of June 5th, all were on hand to render maximum effort to the mission.

There were five crews of five ordnance men each, and there were cooks and orderly-room clerks who straddled bombs in the dump and lent an eager hand.

Active on the line that particular night was Cpl. Glen F. Arnoldus. He was Tibenham's best barber and had once run his own shop in Salt Lake City, and he kept the 702nd's heads cropped in a very gentlemanly manner. On the night in question, however, he was not cutting hair.

At midnight, an overcast still hung menacingly above the airfield. Behind headquarters, in the War Room, lead crews were studying photographs of their small tactical targets — gun emplacements, bridges, and crossroads. An operations officer read from the endless Field Order: "Under no conditions will there be any premature releases, because landing craft will be standing from 400 yards to one mile off shore."

A hushed hum filled the War Room. "Under no conditions," said the Intelligence officer, "will you attack your primary target after H-hour minus two minutes. Troops will be landing at H-hour."

Down on the flightline, ordnance men apprehensively watched first the sky, and then the perimeter track around which the B-24s were being marshalled for their pre-dawn takeoff. And they continued to load fifty-two 120-pound fragmentation clusters in each bomb bay, painfully triple-slinging the bombs, a task which was always onerous with these frags, the small demos, and the incendiary clusters.

By 0130 hours the overcast had lifted, and by 0200 hours a gentle breeze scattered the few remaining wisps of cloud which were draped over the face of a high yellow moon. At 0205 hours, almost 150 engines suddenly shattered the night air as they began to warm up.

Propellers churned wind that flattened stiff tufts of grass. Red and green lights bobbed all around the perimeter track. The Liberators lined up in a tight file. They had warmed their engines and were now silent, waiting.

It was 0220 hours. This is it! "D-Day" had come.

(continued on next page)





NORTH PICKENHAM

# 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY WILLIS H. BEASLEY

## 2ADA 55TH ANNUAL CONVENTION, BALTIMORE, MARYLAND

It rained during most of our stay in Baltimore, but that was a welcome relief, because the temperatures in Colorado had been 90+ for weeks.

The 492nd's group dinner in Baltimore was a smashing success. It was great to have so many members and their families join us. Those attending from the 492nd BG were: Bill, Norma, Craig Beasley and Dorothy Wayman; Warren and Lee Branch with daughter Karen, husband Floyd, and son Eric Cline; Carl Brown; Robert & Dorothy Cash; Tom & Margaret Floyd with daughters Edie Floyd and Julia Kirby and husband Grant; Howard Heckmann with his brother Will and daughters Margaret Heckmann & Frances Gramberg; Brian Mahoney; Sam & Edith Miceli; Bernie & Rae Murtaugh with their five daughters, Katie, Margaret, Frances, Kathryn & Betsy; Rudie Bartel with sons Richard and Michael. Chris Dracopoulos and Billy Johnson had to cancel due to illness.

Before dinner Eric Cline led the Pledge of Allegiance to the Flag of the United States of America, and Tom Floyd gave the invocation. Tom and Margaret brought their famous pralines and praline mix. After dinner Sam Miceli gave a moving memorial service, which was followed by the prize drawing. Howard & Margaret Heckmann and Frances Gramberg were in charge of the drawing.

Evelyn Cohen joined us for the prize drawing. However, she was told she had to become a member of the 492nd before we could allow her to participate.

Brian Mahoney made arrangements to show a video he produced about the 492nd Bomb Group from footage never before seen that his father took. A copy can be purchased from Brian for \$20 — contact him at 1817 "T" Street NW #2, Washington, DC 20009, phone (202) 232-1423 or e-mail [bricamera@mindspring.com](mailto:bricamera@mindspring.com). It will be a great addition to your collection.

A short business meeting was held before the dinner, at which time Bill Beasley was reelected as group vice president. Howard Heckmann and Tom Floyd were chosen as back-ups. Sam Miceli does an exceptional memorial hour, and it seemed only fitting to elect him as the Group Chaplain. Rev. Harold Gietz is the Chaplain Emeritus.

Congratulations to Bob Cash, who was elected to be the Executive Vice President of the Second Air Division Association for the year 2002/2003. We were all happy that a member of the 492nd holds that position.

In the last issue of the *Journal*, "Happy Warrior Happenings" had a story about Royden Clarke, historian for Hyde County, North Carolina. He was in search of information about Charlie Lupton, who came from that county. Charles Rouse Lupton was the brother of Dr. Rhodes Lupton, who was looking for additional information on Charlie. If you recall the article, Charles Lupton was a member of the Fleming crew and was killed on 6 August 1944. Roy Clarke wrote saying how much he appreciated the write-up, and that Dr. Rhodes Lupton had passed away but would have been pleased to know the story had been published.

## NEW CONTACTS

We had lunch and an afternoon visit with Robert C. Liggett, Jr. and his daughter, Dionne Liggett. Their father and grandfather respectively was Robert C. Liggett, pilot in the 857th BS.

Luanne Rice wrote that her father, Thomas F. Rice, Jr., navigator on the Simon crew, died in 1978. She and her cousin, Tom Briemann, a pilot for Delta Airlines, are gathering information about her father. Luanne is a writer whose books have been on the bestseller list several times. Her latest, *True Blue*, is out in paperback. Her book *Cloud Nine* is about flying. Tom was a consultant to her on this book. She has two other books scheduled for publication early in 2003.

Matthias Schillen, crew chief in the 857th BS, sent an e-mail looking for informa-

tion about anyone in the Grettum crew, #714. We were happy to put him in touch with Dick Bastien.

Reed Hamanns, great-nephew of Paul W. Perry, a pilot in the 492nd, sent a great diary of Paul Perry and with the help of super-sleuth Michael Anderson came up with the complete list of names and addresses of the crew. Reed drove 300 miles to meet with Robert Traeger, assistant engineer, the only remaining crew member.

This issue of the *Journal* will be the last for the year 2002 and the readers will not receive it until January 2003. Norma and I wish everyone a belated Happy Holiday Season and a very Happy, Healthy New Year in 2003. ■

## 445TH BOMB GROUP REPORT (continued from page 32)

Four engines flared up, the first plane lumbered — slowly, it seemed, down the runway. Others followed at regular intervals until the sky was alive with continuous activity. Thirty-six ships were airborne.

The mechanics and communications personnel were catching a few minutes sleep, if they could. Some ordnance men curled up behind a cold stove in the shop, preparing for the next load.

The sun rose, and brought with it a cool wind that whipped across the runway and swirled around the B-24s, squatting on their hardstands, being readied for the next mission.

All morning and all afternoon the men from ordnance loaded bombs, many of which were dropped through a 10/10 cloud base and some of which were brought back to base. Bomb service trucks were towing 500-pounders, and then 1,000-pounders. Ordnance men loaded with a will, because they had been waiting for this day. Returning combat crews told of seeing vast numbers of boats crowding the Channel whenever there was a break in the clouds. The 702nd's men who loaded the explosives hardly slept or ate for 24 hours.

The Tibenham-based group, and indeed the ordnance men, had played their part in one of the most important operations in World War II. ■



## WENDLING 392nd

BY JOHN B. CONRAD

It has been some years now since I last wrote the articles for the *2ADA Journal* as group vice president for the 392nd Bomb Group. I was reelected to the post at the annual convention held this past fall in Baltimore, following the resignation of Jim Goar. Jim served as group vice president for just over a year, succeeding Charlie Dye. The following has been received from Jim:

*"I think that the 392nd specifically and the 2ADA in general should know the reason*

*for my short tenure as the 392nd vice president for the 2ADA. Very simple: I simply could not find the time to do the job justice. I produce a quarterly newsletter for the 392nd of considerable size and complexity. Attached to that, along with Treasurer Charley Dye, is keeping the mailing list and dues payments current, no small chore in itself. I also still maintain an active role in my real estate company, which again limits time available to me. The 392nd and the 2ADA will be well served to have you as vice president, with your ability and your past experience in leadership in the 2ADA. Sincerely, Jim Goar."*



In a display of sympathy and support, our English friends at our old base at Wendling flew the flags at our memorial there at half-mast on 9/11/2002, the first anniver-

sary of the terrorist attacks on New York and Washington, DC. This continuing support reminds me of the strong backing and encouragement we found in 2001 at our 2ADA convention in England for the purpose of dedicating the newly rebuilt 2AD Memorial Library in Norwich.

Not only did we find sympathy and support throughout England, our 392nd contingent found additional welcome and encouragement from our friends and neighbors around Wendling Airfield. A part of the day at the base was spent at Beeston Primary School, visiting with the children and answering questions in support of their project on WWII. Our group was presented with a beautiful embroidery, skillfully crafted by one of the parents. It was brought home for display. ■

## Despite Terrorists, Belgians Go Ahead with Honors to WWII Airmen

BY FORREST S. CLARK (44TH)

The September 11, 2001 terrorist attacks on the United States reached all the way across 4,000 miles to a tiny town in the Ardennes of Belgium. There, amid the forests and hills of southern Belgium, a memorial was to be dedicated to WWII airmen.

A group of some forty Americans and others was to be there, when quite unexpectedly, airlines shut down and airports closed all over the United States. No one could travel for four days; flights overseas were delayed and mostly discontinued. The American delegation could not go.

The Belgians had to make do with a much scaled-down dedication largely without the main U.S. representatives present. The mood in both the U.S. and in Europe was solemn and low-keyed because of the attacks. One of my contacts in Belgium, Peter Loncke, said the world had changed as a result and he had to revise the dedication ceremonies accordingly. The Belgians expressed sorrow for the Americans.

The memorial is in honor and remembrance of the crew of an American B-24 bomber shot down in January 1944. The crew members were either captured as prisoners of war or killed in action. The crash site, near the small farm village of Wibrin about twenty miles west of Houffalize in southern Belgium, was selected as the location for the memorial.

My best friend, Sgt. Abe Sofferman, was on that bomber and was later killed in action by the Germans.

Loncke said the memorial program was carried on but with a different tone. The airport in Brussels also experienced confusion and a bomb threat.

Loncke said he would be willing to help any Americans who come to Belgium in the future to find the memorial, to visit it and to leave their remembrances. A member of the Belgian Air Force, Loncke is one of the leading crash site researchers in Europe who locates downed WWII aircraft. He is noted in the U.S. for this work and has been called on to find crash sites of several WWII bombers and fighters.

The Belgians carried on to honor the Americans who could not be there. Loncke said our memorial wreaths were placed, an American Embassy officer was present, and Belgian schoolchildren sang songs in French. ■



THE MEMORIAL AT WIBRIN

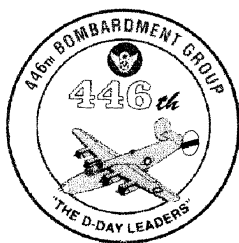
### LAST MINUTE POSTSCRIPT (continued from page 11)

the word "sortie" is used in the article. Just for your information, in the very important Form 10 Mission Report made by each group after each mission, the word is used three different ways with very clear meanings as follows:

- 1 Sorties – the actual number of aircraft taking off on a mission
- 2 Credit Sorties – the number of aircraft reaching enemy territory
- 3 Effective Sorties – the actual number of aircraft bombing a target

In the report on page 20 of this issue, the number used is "Credit Sorties." Our 1945 report uses all three, clearly identified. Each number gives rise to different facts which can and did lead to effective operational improvements by the commanding officers. As noted on page 11, the final numbers indicated very clearly that the 2nd Air Division did its job with distinction.

Warmest Greetings to all. ■



## 446TH BOMB GROUP

# FLIXTON - BUNGAY UPDATE

BY LINK VEAZEY

In this, my first contribution to the 2ADA *Journal*, it is my sad duty to report to you that one of the past presidents of the 446th Bomb Group Association and vice president to the Second Air Division Association, Marvin Speidel, folded his wings in September, 2002. Marv will be missed, and our prayers and thoughts will be with his surviving wife, Marge, and family. This brings to my mind that NOW IS THE TIME for each of we veterans of World War II to put pen to paper to ensure that those we leave behind have a record of our exploits when we served our country in a time of its greatest need. You may say, "Nobody cares," — but they do, as evidenced in the many requests we receive from family members, after the fact. Questions usually concern what their dad or uncle or granddad did during the war. My recommendation is that you sit down with a friend or relative and a videocamera, and record your entire life for your loved ones.

Time is rapidly speeding along. We annually have more than thirty of our friends and comrades who served in the 446th Bomb Group fold their wings. Do not delay. Record your history today.

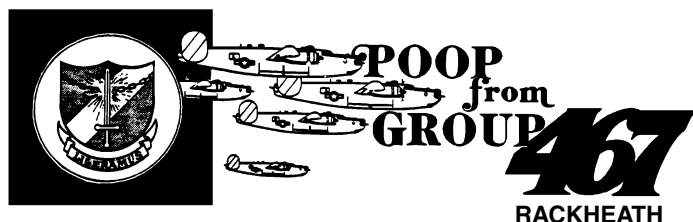
A memorial marker has been approved for erection at the Flixton Airfield where the 446th Bomb Group was stationed in England during WWII. We will keep you informed as to when the dedication service of the memorial will be conducted. ■

## 446th Bomb Group ANNUAL REUNION May 15-18, 2003

To be held at the Red Lion Hanalei Hotel,  
San Diego, California.

RESERVATIONS: (800) 882-0858

For further information, contact:  
Bill Davenport  
13382 Wheeler Place  
Santa Ana, CA 92705-1934



BY GEOFF GREGORY

Well, we made it! A little of August, all of September, a little of October and 5250 miles later, we are finally back in good ole Texas.

At the 2ADA convention in Baltimore, we had a fine hotel, fairly decent weather, and uniformly good food, even if the service in the "Bistro" was a bit slow. Since you will hear details from others, I will confine myself to the activities of the Executive Committee meetings. These were all very productive, and we were pleased to welcome David Hastings, Chairman of the Board of Governors. This was the first time the Chairman of the Board of Governors of the Memorial Trust was invited to sit in on the Executive Committee meetings in their entirety. We had a spirited discussion concerning possible financial support of venues other than our Memorial Library. The majority of the committee agreed that the support of the Library would be our first priority until long-term funding of the Library is secure.

It was great to welcome Charlotte Shower to the 2ADA. A most gracious lady, Charlotte is continuing to carry out the Colonel's loyal attendance at both the 2ADA and the 467th conventions. It was a pleasure to see her represent the 467th in the candle lighting ceremony.

The decision has been made to hold our 2003 2ADA convention at the Hyatt Regency in Oak Brook, Illinois. Chicago is a great convention town, and Terry & I are looking forward to seeing all of you again at that time — if the "creek don't rise." ■

## 4th Grader's Logic?

FROM THE 490TH BG'S "BOMBS AWAY"

- ☺ A ROLLING STONE PLAYS THE GUITAR.
- ☺ A BIRD IN THE HAND IS A REAL MESS.
- ☺ NO NEWS IS A NEWSPAPER.
- ☺ IT'S BETTER TO LIGHT ONE CANDLE THAT TO WASTE ELECTRICITY.
- ☺ A PENNY SAVED IS NOTHING IN THE REAL WORLD.
- ☺ THE SQUEAKING WHEEL GETS ANNOYING.
- ☺ TO ERR IS HUMAN, TO EAT A MUSKRAT IS NOT.
- ☺ LAUGH AND THE WORLD LAUGHS WITH YOU. CRY AND SOMEONE YELLS "SHUT UP."
- ☺ IT'S ALWAYS THE DARKEST BEFORE 9:30 PM.
- ☺ EARLY TO BED AND EARLY TO RISE IS FIRST IN THE BATHROOM.
- ☺ THE GRASS IS ALWAYS GREENER WHEN YOU PUT MANURE ON IT.
- ☺ DON'T COUNT YOUR CHICKENS — IT TAKES TOO LONG.
- ☺ THE GRASS IS ALWAYS GREENER WHEN YOU REMEMBER TO WATER IT.

## THE WELCOME WAGON IT WAS NOT (continued from page 1)

gun crews were alerted and then could concentrate their fire on the aircraft. To protect cities or vital military targets, guns were positioned along the lines of approach. As navigational devices were quite crude, WWI pilots often followed roads, rivers, and rail lines leading to the cities and vital targets so gun batteries were sited along these same natural barriers and man-made features.

### The Bofors Connection

According to the strict terms of the Versailles Treaty (which Hitler blamed as the cause of World War II), Krupps was forbidden to manufacture the 88 in Germany after World War I. To overcome this restriction, Krupps came to an agreement with Bofors of Sweden, whereby Bofors acquired the foreign rights for all Krupps designs in exchange for granting design and research rights to the Krupps team working at Bofors. In 1928 Bofors developed a new design for a high velocity 88mm gun with a semi-automatic breech which re-cocked the striker on ejection of the cartridge case. A Krupps representative took the design back to Essen in 1931 where manufacture began in 1933, when the Versailles Treaty provisions were being openly violated by the Nazi government which took power when Hitler became chancellor.

The new gun, the 88 Flak 18, was mounted on a cross shaped carriage with dual wheeled bogies that could be turned in pairs for positioning on the ground. The fore and aft legs of the cross were mounted over the wheels with the side legs swiveling up for storage. This was a great improvement over the 1916 model. This design proved rather clumsy from the experience the German Condor Legion gained during the Spanish Civil War, as it was found that the gun platform was somewhat unstable. To overcome this restriction, before firing, the gun had to be lowered from the bogies to the ground. When the gun barrel was elevated to fire at aircraft, the strain on the center of the star-shaped cruciform carriage was greatest after the projectile was fired. Battle experience in Spain dictated a need for a reduction in time to bring the gun into a battle-ready state. It was evident also that provision had to be made to facilitate quick changing of the gun barrel in the field if the weapon was to reach its full potential. This necessitated that the manufacture of the barrel would have to be accomplished in sections so that worn parts could be replaced individually instead of a whole barrel assembly. The butt end of the outer barrel where the rifling began was threaded so a new barrel section could be easily screwed on. This extended the gun's service life and allowed assembly line manufacture without the need for specialized machinery. In 1936-37 the gun platform was improved by the installation of winches to the bogies which allowed the platform to be lowered to the ground, eliminating the bending force on the carriage support. The bogies/limbers could then be wheeled away and the side arms were lowered. The mounting was then levelled by screw jacks at the end of each arm.

For quick firing when used on ground targets or as an anti-tank weapon, the gun could be used from the wheeling position by applying hand brakes and chocking the wheels. With the barrel set almost parallel to the ground, the recoil forces would be to the rear and the need to lower the weapon was not as great. The side arms were then dropped and secured, readying the gun for action. From 1940 onwards the Flak 18 and Flak 36 were mounted on a Sonderonhaenger type trailer. Later improvements included the installation of twin wheeled bogies and protective shielding for the gun crew. The gun was designed to be towed by a half track vehicle, the Sd. Kfz7 tractor built by Krauss-Maffei. It had seating for the gun crew, and ammunition lockers, making the tractor-gun trailer self-contained. When equipped for battle, the gun and trailer

weighed seven tons.

The earlier models of the Flak 18 used a data transmission system whereby information on bearing, elevation, and fuse setting was sent from the gun computer (predictor) via electric signals that illuminated three rings of colored lamps. The gunner merely turned his hand controls until all of the lights were put out. This system was replaced by a dual pointer system in the Flak 37 model so that the gunners then just turned the control wheels until both pointers matched up. Later improvement of the basic 88mm design consisted of the use of a turntable instead of the usual pedestal mount, allowing a lower profile. But with the advent of high altitude bombing during World War II, higher muzzle velocities were required to lift the shells to the higher operating altitudes. This was obtained partly by increasing the length of the barrel. This led to the model 41, a new design that led to a host of teething problems that were not completely solved, one being that the spent cartridges could not be cleared quickly from the platform. Further refinements were abandoned in favor of weapons of larger caliber.

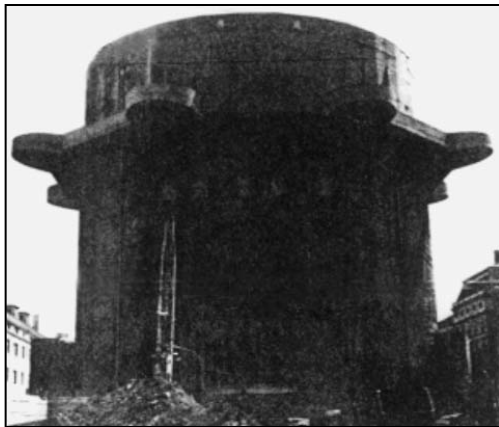
The gun was capable of firing 25 rounds per minute. Normal rates of fire for the 88mm gun were reduced to 15-20 rounds per minute. The longer barrel tended to vibrate under high rates of fire, reducing the accuracy of the weapon, so that the gun would have to lay silent for short periods to allow the barrel to cool.

There were two methods of fire control in the AA role: (1) Radar, (2) Predictor through a data transmission system. The gun crew consisted of eleven artillery men, a gun layer, a trainer, a breech-worker, a fuse setter, five ammunition workers, a detachment commander, and the tractor driver. Each round weighed about 22 pounds. Muzzle velocity was 2690 feet per second.

Much of the fame of the 88mm gun rests not on its performance as a flak gun but as an anti-tank weapon. During its baptism of fire in Spain it was called upon for use as a defense weapon when tanks broke through front line positions and were threatening the anti-aircraft batteries. In the battle for France and in later campaigns it became common practice to attach motorized Luftwaffe flak companies to army field units when German air superiority was uncontested. Again in North Africa, when a German commander was faced with an attack of heavy British tanks at Halfaya, Libya during the Battle of Solum in June 1941, he used his 88s very effectively, destroying 123 tanks of the total force of 238 tanks. Badly mauled, the British tanks withdrew. The Germans claimed one British tank for every twenty rounds. When the Germans first confronted the new Russian T-34 and KV tanks, their standard 5 cm anti-tank guns had little or no effect, so once again the trusty 88 was called upon to stop the Russian heavies. There is an account during the Russian fighting where one 88 gun destroyed six T-34 tanks at a range of two miles. The 88 had earned its reputation.

Because the gun could be mounted on a mobile carriage, it was often towed from place to place, creating problems for the Allied intelligence officer whose duties were to estimate the number of guns defending targets that were likely to be attacked by his bomb group. Bomber crews often cursed the pre-mission briefing on the expected defenses of their target because the information was often old and inaccurate. Generally the number of guns were underestimated or not placed accurately. Bomber crews often had to interpolate the intelligence estimates using a sixth sense that developed over the experience of many missions. As the war progressed, the formations began to loosen up as enemy fighter activity lessened, but mainly to allow the bombers more elbow room to take evasive action. When enemy fighters would appear suddenly the loose formations often suffered greatly as the defensive firepower was spread over a large area, making it less effective.

The defense of the Reich was given to the Luftwaffe, the German air force. It employed in excess of a million men and auxiliaries to defend the country. The flak arm had two responsibilities: one was to protect military targets, cities, factories, and rail lines, and the other was to offer support to ground objectives of the field armies. As casualties in the field armies increased with the advancement of the war, able-bodied men were drawn from the flak defenses to serve in the army. They were replaced by Home Guard personnel (Luftwaffehelfer), as young as 12 but usually 15- and 16-year-old schoolboys who were called away from their classes or out of their beds at night, and youths from the labor service (Reichs Arbeit Dienst), which all young men were taken into after leaving high school. Excepted were boys who went directly into the armed forces, female auxiliaries (Kampfhelferinnen) used in non-combatant roles at the gun sites, Russian prisoners who volunteered for the labor battalions, and Italians and Hungarians who acquiesced to work in the flak arm. The flak division responsible for



**Flak tower called the *Stifnbunker* was equipped with double mount 128mm cannons on top of the main platform and 27mm and 37mm cannons mounted on the outer ring of the tower.**

defense of the synthetic oil refinery at Leuna in southern Germany employed a total of about 62,000. Of this total the greater portion were of the auxiliaries shown above.

As this report is confined mostly to the 88, discussion of the larger caliber flak guns such as the 105mm cannon and 128mm cannon will be brief. They were used to obtain greater hitting power. The larger weapons were often mounted on top of the huge flak towers that were springing up in the larger cities during the latter half of the war. These larger caliber guns shot mostly time fused rounds, eliminating the manually set fusing where a ring had to be rotated at the base of the projectile.

One method used by the Luftwaffe to increase the hitting power of the larger caliber flak ammunition projectiles by grooving the inside of the shells that exploded into larger pieces of about 3 1/2 inches long by 3/4 of an inch long. Towards the end of the war, incendiary shells (Brandschrapnel) that burst into 51 small incendiary pellets (88mm shell) and 99 pellets in the 128mm round. When the shell reached its set altitude, a charge exploded sending the pellets up and away, igniting either in the air or when they hit the bomber. After testing, the Luftwaffe judged the controlled bursting shell more effective than its predecessor of small fragmentation, and the incendiary shell the most effective of all.

The standard fire control predictor was the Kommondogeret 36, a long tube range-finder of about four meters (13 feet) in length. As long as the operator of the predictor could keep his sight on the target, a continual stream of information was sent to the gun crews consisting of gun bearing, elevation, and time fuse setting. The instrument was effective on the slow-moving bomber formations

that maintained straight and level flight. The later model Kommondogeret 40 could cope with a formation in a steady turn and also receive information sent from nearby radars. From the foregoing it can be seen that evasive action on the part of the bomber pilots could reduce the chances of being shot down.

Flak towers were often constructed in pairs in the large cities such as Vienna, Berlin, and Hamburg, one serving as an elevated gun platform, the other as mounting for the radar and range-finding equipment. Generally the gun tower supported four large caliber guns either in single or dual mounts. 2mm light flak weapons were mounted in half round abutments situated at the corners of the tower for defense of low-flying aircraft. These towers served also as bomb shelters, for ammunition storage, and for use by civil defense authorities. Flak guns of light and heavy caliber mounted on railway flat cars (Eisenbahnflak) were used to move guns to defend expected targets. They carried their own fire control predictors and could be fired directly from the flat cars where they were placed at sidings or marshalling yards. Because the bombers of the 8th and 15th Air Forces timed attacks around the noon hour or earlier, depending on weather, it was easy to hide the railway guns inside tunnels to avoid detection by reconnaissance aircraft during the hours when air attacks were not anticipated.

As enemy aircraft could approach the target from any compass point, the flak batteries were laid out so that engagement could take place just as the formation reached the bomb release point. Assuming the maximum speed of the bomber formation would be about 265 miles per hour at a height of 20,000 feet, the bombs would carry forward from the release point for two and a half miles. Flak positions were laid out so that the bombers could be attacked for most or all of the time until the aircraft reached the bomb release line. In less than a minute a bomber flying at a ground speed of 265 miles per hour can cover a distance of about 3 3/4 miles. Within this circle of 3 3/4 miles from the center of the target, was the most effective zone for anti-aircraft engagement. Beyond this circle was the tracking area where the predictors and connecting radars prepared the datum that was sent by wire to the gun locations ideally placed within this defending circle. The predictors would sight on the leading aircraft of the bomber stream unless another battery was already sighting this same formation. In this case a second aircraft in the lead group would be sighted on. As the bombers crossed the bomb release line, the battery commander could order sighting on the following aircraft as they approached the flak engagement circle. The fire control command center consisted of a command post, twin predictors, twin radars, and supporting equipment. This allowed orders for two separate engagements to be issued. It allowed smooth transition when more than one bomb group was in the attack force. All of the guns controlled by the battery commander were fired in salvo for the first round. Additional rounds were fired as fast as they could be loaded.

The Luftwaffe employed other flak defenses using smaller caliber guns against bombers and fighters flying at low altitudes.

The Allied bombing attacks on the Axis powers during WWII, in addition to its primary role of reducing the enemy's ability to wage war, tied down by the end of the war over 1,250,000 flak troops that were sorely needed on both the eastern and western fronts. The war was shortened considerably by the loss of these troops.

The 88mm flak cannon was a formidable weapon which inflicted heavy losses on the Allied bomber formations. But as good as the weapon was, it could not prevent the bombers from coming through.

**Bibliography** (1) *Illustrated Encyclopedia of Artillery*, by Ivan Hogg, (2) *Artillery, Big Guns Go to War*, by Curt Johnson, (3) *The Luftwaffe Handbook*, by Alfred Price, (4) *Kit MM117A Tamiya Model Rectifier Corp, 88mm Flak 36/37*. ■



To the Editor:

A recent *New York Times* article reported that Viagra is manufactured in Brooklyn, one of New York City's five boroughs.

I am a life-long resident of the "Big Apple." If the Second Air Division Association, or any of its groups, votes to have a future meeting here in New York, I will try to arrange for those veterans in attendance:

- (1) a tour of the factory;
- (2) free samples for members with valid prescriptions.

Ira Wells (448th)  
653 Pelton Avenue  
Staten Island, NY 10310

*Ed. Note: Now you tell us!*

✈ ✈ ✈ ✈

To the Editor:

The "HELLO DARKY" story in the Fall issue of the *Journal* revived the memory of my one experience with that excellent navigating tool.

As I recall, the "Darky" transmitters were located five miles from each other and could not transmit beyond five miles. That was the key to their success.

On December 31, 1943, our target was in southern France near the Spanish border. The hours of daylight were about 9 AM to 3 PM. By the time of our return to England, it was dark and there was no moonlight. We had let down to about 2,000 feet (why, I don't recall) and had the barrage balloon frequency on our radio. We veered around the hazards and this got us lost.

Then I remembered the "Call Darky" aid for lost flyers. I gave my destination (code name) and he gave me the proper heading from his location. Because I wasn't likely to be directly over the transmitter, and possible wind drift, I repeated this procedure two more times, getting small changes in heading each time.

The system put me right over my base. I called the tower and they had me blink my running lights to identify and locate

me. They then talked me onto the base leg and the turn onto the landing leg. Everything was still all black, but as I got down to 250 feet, the hooded runway lights appeared like two long rows of Christmas lane lights. Hallelujah! We were home.

Eric Sherman (446th)

✈ ✈ ✈ ✈

To the Editor:

Does anyone remember the Pundit system of night navigation aids? Most people think I am crazy. Here is my recollection of its operation.

Pundit existed in the event of radio failure aboard aircraft, which precluded use of "Hello Darky." Various ground locations would flash two letters in Morse code with a white light. Air crews would be issued a daily Pundit code list prior to takeoff. Thus, if a white light was flashing HW, for example, the Pundit list might show the location as Cambridge.

I witnessed this very thing occur one night when I was positioned between pilot and copilot. Inasmuch as England had many Pundit locations, it was not unusual for one to be observed off the left wing and to still be able to see another farther ahead off the right wing.

Will someone please tell me I haven't had too much scotch?

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

*Ed. Note: Yes to both questions! You did, but, let's see what the mail brings!*

✈ ✈ ✈ ✈

To the Editor:

Seeking Air Force veterans who were at Lake Lure, NC rest camp in 1945. Contact:  
Forrest S. Clark (44th)  
E-mail: b24vet@aol.com  
Phone: (863) 427-0371

✈ ✈ ✈ ✈

To the Editor:

Didn't Colonel Jimmy return to acting after WWII? I seem to remember a series where he rode a bicycle everywhere.

Lucian R. Smith, Jr. (466th)  
P.O. Box 35445  
Houston, TX 77235

*Ed. Note: I don't know about a bicycle, but he rode his guardian angel pretty heavy in his ubiquitous "Wonderful Life," repeated on many TV channels every Christmas season.*

✈ ✈ ✈ ✈

To Evelyn Cohen:

I am writing, on behalf of the City of Norwich, to send our thanks to the 2nd Air Division Association for the superb limited edition print of the End Game.

I cannot help thinking that the City of Norwich is uniquely privileged to have such a print given to us. I would be so grateful if you could pass on our sincere thanks to the 2nd Air Division Association for this wonderful gift.

As you know, we have the three Sgt. Lund pictures which were presented to my predecessor as Lord Mayor last November, and we are planning to display these pictures together with this print you have now presented us with, on a wall near the Lord Mayor's Parlour. I am sure that when we have visitors to the Lord Mayor's Parlour all of these pictures will prove to be very interesting and attractive items for people to view.

Many thanks from all of us in Norwich.

With best wishes to the 2nd Air Division Association and especially to yourself for all that you do with the organisation and planning of the annual conventions.

Councillor Derek Wood  
Lord Mayor of Norwich  
The Lord Mayor's Parlour  
City Hall, Norwich

✈ ✈ ✈ ✈

To Evelyn Cohen:

I felt I must write to send you my sincere thanks, and also the thanks of our Governing Body, for your wonderful gift of the superb painting.

I do hope that if you find yourself in our area in the future you will contact me so that we can get together.

Victoria Musgrave, Principal  
Wymondham College  
Wymondham  
Norfolk NR18 9SZ  
ENGLAND

✈ ✈ ✈ ✈

To the Editor:

I was a bombardier in the 702nd Squadron, 445th Bomb Group. On my 29th mission I was shot down on the Kassel raid of September 27, 1944. I resided in Stalag I, North 2, 202 barracks after capture. I'd love to hear from Big Spring Class 43-18 mates, 445th buddies, and old Kriegies. Contact me at my son's e-mail address: dcjazz@bright.net.

George M. Collar (445th)  
Tiffin, Ohio

✈ ✈ ✈ ✈

To the Editor:

It was common knowledge to us that there was a Chemical Warfare Detachment at Rackheath and a significant supply of chemical warfare bombs stored in the revetment. The Chemical Warfare people had nothing to do, so they were assigned to work with us (the ordnance people) to load the missions under blackout conditions at night. In the event that orders had come to load the chemical bombs, they could have been loaded as readily as general purpose, fragmentation, incendiary or propaganda bombs, and dropped just as readily.

Incidentally, the only ground personnel person killed at Rackheath was a Chemical Warfare person. He went to the end of the runway to see the returning mission on the night Rackheath was bombed.

Frederick R. Porter (467th)  
698 Greengate Drive  
St Johns, MI 48879-2100

✈ ✈ ✈ ✈

To the Editor:

Attention, all B-24 lovers!

Published in 2002 was *The Great Book of Bombers*, by Jon Lake.

On the first page of his introduction, Lake states: "The superb Consolidated B-24 Liberator was built in large numbers but has been overshadowed by the largely inferior Boeing B-17."

A top view of the "All American" fills the next page.

And there is more.

This is a must-have! Rush to your nearest bookstore.

Ernest Warren Bruce (446th)  
168 Miramonte Drive  
Moraga, CA 94556-1004

*Ed. Note: We suspected it all along – but were afraid to say it – for the closet B-17 lovers!*

✈ ✈ ✈ ✈

To the Editor:

The "mystery plane" in the Fall *Journal* was a B-19 built by Douglas Aircraft.

With a wingspan of 212 feet and maximum weight of 81 tons, the XB-19 was conceived in 1935 and was, in its day, the largest American aircraft ever built.

First flown as the B-19 on June 27, 1941, it was tested by the USAAF at Wright Field in the late fall of 1941. This plane had four 2,000 hp Wright R-3350-5 Cyclone radial engines and was extremely underpowered. In 1943, it was revamped with 2,600 hp Allison V-3420-11 liquid-cooled engines and redesignated B-19A. The Allison boosted top speed to 265 mph, some 40 mph

better than the original B-19 could achieve. The service ceiling was 39,000 feet.

The plane was so heavy that its main wheels cracked concrete runways, and its control surfaces were so large they were given power assists — the first bomber to use them. Having a tri-cycle landing gear, its main wheels were eight feet in diameter. In 1949 it was scrapped at Davis-Monthan.

This information is taken from the June 1990 issue of *Wings* magazine.

I did see this plane on the ground at Lockbourne AFB, Columbus, OH, in August 1945.

Stanley J. Mohr, Jr. (466th)  
52 Gaddis Drive  
Fort Thomas, KY 41075

*Ed. Note: Until you mentioned Wings, I thought you had a phenomenal memory! Now tell us about this Journal's "mystery plane."*

✈ ✈ ✈ ✈

To the Editor:

In July 2002 my wife and I visited four memorial sites in Europe that had been erected by and dedicated by the local community in the memory of crews from our group. These sites are in: Eemnes, The Netherlands, and in France at Schoeneck, Barembach, and Marcillac.

We felt that someone from the group honored should say "Thanks." This was done with a plaque to each community. The welcome and response was outstanding in each case, even though we arrived during a normal work day.

It was a humbling experience, as in most cases someone present had been a witness of the crash or had helped a member to hide and escape capture.

We were taken to another memorial some distance from Marcillac, where we were asked about a memorial to a crew that crashed the same day, December 31, 1943, as our crew. We have since been able to identify the crew as 392nd BG, through the names on the memorial and the help of Alan Hague of the Norfolk-Suffolk Aviation Museum and J. Fred Thomas of the 392nd.

I wonder how many such memorials to 2nd Air Division crews and other groups exist? I would like to hear about any others.

Bill Davenport (446th)  
13382 Wheeler Place  
Santa Ana, CA 92705-1934

✈ ✈ ✈ ✈

To the Editor:

I am looking for information for an historical account about U.S. raids on Bourges air base, SNCAC factory, and Avord air base.

I would like to get in touch with people who participated in the following missions:

5 February 44 – Avord; 10 April 44 – Bourges; 28 April 44 – Avord; 23 May 44 – Bourges-Avord; 4 June 44 – Bourges-Avord; 25 June 44 – Bourges-Avord.

Jean-Pierre Tron  
4 Rue des Voliges  
95500 Gonesse  
FRANCE

✈ ✈ ✈ ✈

To the Editor:

This story involves my experiences as a copilot, refueling at BW-3, an exotic stop-over on the northern route (*Ed. Note: See page 7 of the Summer 2002 Journal*).

Our departure for England was delayed for a few weeks when we were ordered to Nashville. The first computerized gunsights were to be installed in our B-24, one of three planes to receive this innovation.

We eventually departed for Goose Bay, Labrador and then to BW-3, a "secret" refueling base on the southwest coast of Greenland.

BW-3 was located inside an inverted L-shaped fjord and was carved into the base of a mountain, just above sea level. Needless to say, flying into a fjord with jagged cliffs seemingly reaching to tear off each wingtip, was an unforgettable thrill.

The single, comparatively short runway ran uphill from the water's edge. Special sentries were assigned to guard our plane during our stay, which lasted three days because of high winds that reached seventy miles per hour.

The invasion of Normandy was launched while we were temporarily grounded in Greenland. We finally took off for Scotland, a flight which was painfully long, cold, and boring.

As we approached our destination, I imagined I could see the sky aflame along the French coastline from the massive firepower being unleashed upon it. I guess I was dead tired from our long flight.

We were separated from our plane in Scotland and sent to Northern Ireland to await assignment. About a week later we were sent to the 389th at Hethel, England, where we were to remain for the completion of our tour.

We never did learn if the computerized gunsights that we delivered were ever used in combat.

John J. Jendricks (389th)  
738 Cornell Place  
Johnstown, PA 15905

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# *Royalty at The Forum Part 2*

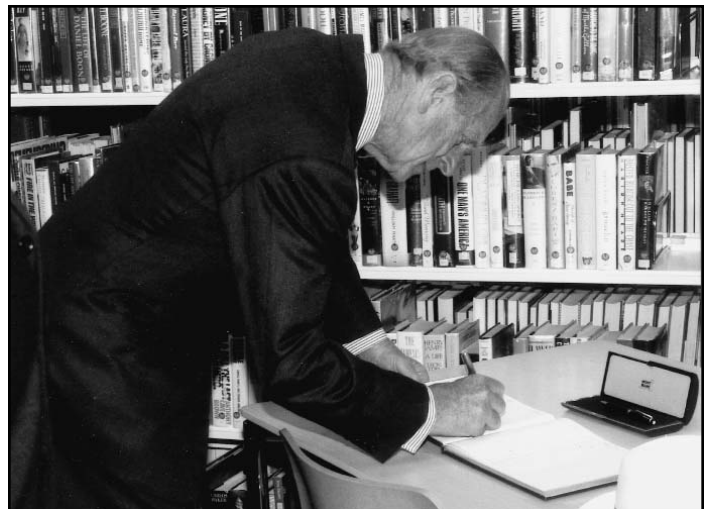
PART ONE APPEARED IN THE FALL 2002 ISSUE OF THE 2ADA JOURNAL.



His Royal Highness The Duke of Edinburgh (right) is welcomed to the Second Air Division Memorial Library by the Chairman of the Board of Governors of the Memorial Trust, David J. Hastings. OFFICIAL PHOTOGRAPH © MIKE HARRINGTON PHOTOGRAPHY



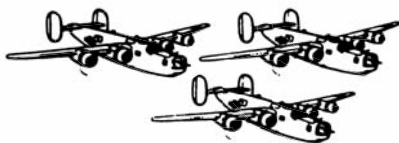
His Royal Highness views our mural with David Hastings. OFFICIAL PHOTOGRAPH © MIKE HARRINGTON PHOTOGRAPHY



His Royal Highness signs the Memorial Library Visitors Book. OFFICIAL PHOTOGRAPH © MIKE HARRINGTON PHOTOGRAPHY

## SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

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