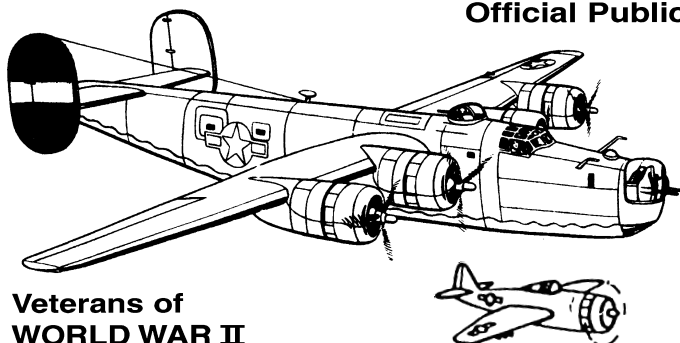


**SIGN UP FOR THE
2ADA CONVENTION
JUNE 5 - 6 - 7, 2003
OAK BROOK, ILLINOIS
— SEE PAGE 8 —
DON'T MISS IT!**

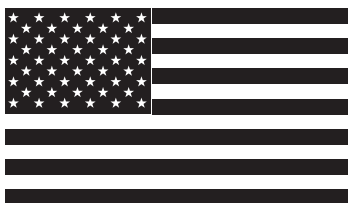
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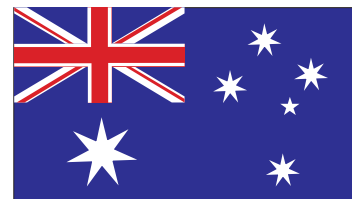


Volume 42 Number 1

Spring 2003



COMRADES IN GRIEF



SECOND AIR DIVISION ASSOCIATION 8TH AIR FORCE

30 October 2002

Honorable John Howard M.P.
Parliament House
Canberra A C T 2600

Dear Prime Minister:

The members of the Second Air Division Association wish to express their condolences to you and to all the people of Australia for the tragic loss of so many of your citizens this past October twelfth in that unthinkable act of terror, the bombing in Bali, Indonesia. We want you to know that our thoughts and prayers are with your people and in particular with the families and friends of the victims of that terrible bombing.

We are well aware that over the years Australia has been one of our country's strongest allies. We fought together in World War II and you supported our actions in Korea and Vietnam. We members of the Second Air Division Association feel a special bond with your people, as during World War II you had men flying the same type of aircraft that we flew, the B-24 Liberator. Your Royal Australian Air Force had four squadrons and some other units flying B-24s. Many of our members had the opportunity to meet some of your aircrew members and to socialize with them. We also were able to meet many of your personnel who were serving in other branches of your military when we were in England, and some great times were had together. A large number of us have had the pleasure of visiting Australia and meeting many of its citizens. All this means is that we feel we know you and have great respect for your Commonwealth and its citizens.

Again, we want you to know that we are particularly sensitive to your tragedy and the loss of so many of your young citizens and the injury to so many others. We would appreciate it very much if you would let your people know of our concern for them. May God bless you all.

Sincerely,

RICHARD D. BUTLER
President, Second Air Division Association



PRIME MINISTER

CANBERRA

10 January 2003

Mr. Richard D. Butler, President
Second Air Division Association, Eighth Air Force
16828 Mitchell Circle
Riverside, CA 92518 USA

Dear Mr. Butler:

Thank you very much for your message of condolence and words of support.

These have been very difficult months for the Australian people. We are deeply shocked to have been the target of such a barbaric and senseless act of violence. I know that the United States shares our grief as well as our outrage, as this brutal attack also resulted in the deaths of a number of your own citizens. I know that for many Americans it is also an all too poignant reminder of the atrocity of 11 September 2001, which claimed so many innocent lives.

The threat posed by international terrorism, not just to our peoples, but to the peace and stability of the world, has seen us once again join forces to protect our way of life — a way of life which values freedom, tolerance, and openness. I have drawn great comfort from the Second Air Division Association's expression of solidarity and support for Australia. The long and fond memories of comradeship held by both our ex-servicemen underpin the close relationship between our two nations.

Be assured I have used every opportunity to ensure that the Australian people understand the depth of your affection for our nation.

Yours sincerely,

JOHN HOWARD
Prime Minister

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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FROM THE PRESIDENT

BY DICK BUTLER (44TH)

At the time of this writing I have been President of the Second Air Division Association for four months. This has been a real learning experience for me. The main thing I have learned is that I have a better appreciation of the work done by the people who really make our Association the wonderful organization that it is. These people are (not in any order of priority): David Patterson, Secretary and Director of Administrative Services; Evelyn Cohen, Vice President Membership; E.W. "Bill" Nothstein, Treasurer; Jordan Uttal, Honorary President; Norma Beasley, Director of Correspondence Services; Ray Pytel, Journal Editor; and Charles Walker, 2ADA Representative to the Board of Governors. I want to say something about each of these people to refresh your memory as to their dedication and untiring service to our Association.

Our Secretary and Director of Administrative Services, David Patterson, does extensive preparation for our Executive Committee meetings, soliciting items for inclusion in a detailed agenda for each meeting. His agendas enable the meetings to proceed expeditiously. He manages to take accurate and copious minutes of each meeting and put them into a final, thorough record of what took place at a meeting. He has no equal in employing tact and conciliation in situations when things get a little terse as they may do in any active organization. He has a great ability to state matters without raising hostility. I have found David to be a trusted advisor to me. On several occasions he has offered sound suggestions to me, based on his personal experience and from information he has retained in extensive Association records.

I hardly have enough words to express the respect I have for the work Evelyn Cohen does, both as Vice President Membership and as the chairwoman for our conventions. Countless numbers of our members have enjoyed the outstanding conventions she has arranged and managed for so many years. It is difficult for us to comprehend the effort and personal interest she has put into each convention. We have read and heard the well deserved plaudits she has received for these events, but how often have we heard words of appreciation for all the work she puts into performing her duties as Vice President Membership? Can you imagine how big a job it is to keep track of the membership status of the over 5200 members we presently have? And in years past, the number was considerably more, so her workload was greater. Each year she sends out dues notices to all members and awaits their replies and payments. These she must record and then send out follow-ups to those she does not hear from. She records all the information she receives, including members' dues payments, any donations, folded wings, changes in membership status, and address changes. She does all of this without the use of a computer. Then she advises all group vice presidents with monthly reports of the 2ADA membership status of their individual group people. We are all familiar with her notices about upcoming conventions. Here again, she receives replies and payments. Evelyn has to maintain extensive financial records. These are audited annually and have always been found to be accurate. Her monetary efforts are greatly responsible for the sound financial situation our Association enjoys. On a personal note, she has been very generous with her advice to me and I appreciate it.

Our Treasurer, Bill Nothstein, goes about his job of keeping track of our Association's money in a quiet, most efficient manner. He receives and deposits literally hundreds of checks at times and promptly issues checks to pay all of our bills. He records all of these transactions and submits a report to the President each month. These reports reflect that he is one busy person. His annual reports at Executive Committee meetings are so complete they are virtually self-explanatory. He makes investments of treasury monies and takes care of obtaining Association liability insurance. All of the above necessitates that he devote an untold number of hours performing the treasurer's job. He does this with little recognition for all his efforts. We are indeed fortunate to have Bill Nothstein as our treasurer.

What more can be said about our Honorary President, Jordan Uttal? To me, he is Mr. Second Air Division Association. He lives and breathes for the well being of our organization and our Memorial Library. I do believe that he has not forgotten an action taken by the Association or an event wherein the Association was involved in the more than five decades since its founding. He not only serves as Honorary President but is actively engaged performing many duties. At the risk of omitting one or more, I will try to name

(continued on next page)

SECOND AIR DIVISION ASSOCIATION



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 Library 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.

New Members of the Second Air Division Association

93rd BG

Jerome K. Young

445th BG

Louis M. Gersten

448th BG

Theodore A. Singerman
(93rd, 389th)

PRESIDENT'S MESSAGE (continued)

the tasks he has agreed to perform. First of all, he serves on the President's Advisory Committee, and I am very pleased that he is there to answer my questions and make suggestions. He is Chairman of the Roll of Honor Oversight Committee. He takes a very personal interest in the ROH and is currently involved in adding a number of names to it. These are the names of some of our comrades who were lost in combat but whose names have only recently been discovered. Jordan is also our Liaison Officer to the Friends of the 2AD Memorial in England. He maintains a close personal relationship with the members of that organization. As a result of his efforts, we have people that are actively promoting our interests in the Norwich area. He encourages our members to become members of the Friends and collects dues for same which he forwards to the Friends. For more than twenty-five years this energetic fellow has promoted and administered the Special Contributions for Books program which provides many books for our Memorial Library. It also includes the establishment of Book Endowment Funds, the annual interest from which ensures that books go to the Library each year. This program enables donors with the opportunity to recognize someone or to honor the memory of one near and dear who has gone on. Jordan also serves as Association Historian. With his fantastic memory and ability to recall happenings, together with the extensive files he maintains, he can answer most any question about the Second Air Division or the Association. As I said, what more can I say?

Norma Beasley serves as Director of Correspondence Services and also as Parliamentarian for Executive and General Membership meetings. In the former capacity she is of great assistance to Evelyn Cohen in sending out notices to Association officers. She sends monthly listings of any membership changes to the group vice presidents. And she takes care of other correspondence matters that may arise. One of her most demanding tasks is the development and publication of the annual Second Air Division Association Directory of Officers and Members of Standing Committees. We cannot do without this vital document. Norma assists David Patterson in sending out the agendas for upcoming Executive Committee meetings and copies of the minutes of the most recent meeting. She also assists David in the maintenance of the Bylaws and the Policies and Procedures Handbook. She took it upon herself

to take the training to become a member of the National Association of Parliamentarians so that she can ensure that we use correct parliamentary procedure and act in accordance with the Roberts Rules of Order in our business meetings. She is a very busy lady doing work on our behalf.

I don't believe I have ever heard a complaint from our upbeat Journal Editor, Ray Pytel. He is really a positive thinker and as a result we have an outstanding quarterly publication. I believe and I have heard many comments that it is the *Journal* that enables us to keep many of our members. We all look forward to receiving each issue because the *Journal* does such a good job of telling what has been taking place within the Association and within the individual bomb group organizations. Not only do members get those happenings but Ray has a great ability to select and insert into each issue some very interesting and appropriate articles that are not necessarily connected to Association matters. Ray just seems to be a natural for the editor position.

One of our most important positions is that of Second Air Division Association Representative to the Board of Governors of the Memorial Trust in Norwich. Charles (Chuck) Walker fills that vital position. It

is he who makes our desires pertaining to the Memorial Library known to the members of the Board. He does this through attending many of their meetings and by maintaining personal correspondence with some of the Board members. He gives detailed reports at Executive Committee meetings as to what took place at the most recent Board meeting he attended. He also puts his reports in the *Journal*. His attendance at Board meetings involves travel to Norwich and accommodations while he is there, resulting in some personal expense to him. Chuck also serves as Chairman of the Memorial Library Oversight Committee. In this position he maintains a personal relationship with the Trust Librarian, the Library staff, and our 2ADA/Fulbright American Librarian. His dedication to the Library has significantly contributed to its ever-growing success.

From all the foregoing I believe you can understand why I am so impressed with what all these key people do for our Association. I hope you will agree that we are truly blessed to have them. Please do me a favor. The next time you come in contact with any of those I have cited, please express your appreciation to them for what they do for us. ■

Executive Vice President's Message

BY BOB CASH (492ND)

By now you have received clarification from Evelyn Cohen of the program of our June convention in Oak Brook, Illinois. I must confess, I "misspoke" in the third paragraph of my Executive Committee bulletin dated 12-07-02, wherein I declared "Early Bird Parties" on June 4, 5, and 6. I sound like a "Party Animal" (no, just a poor typist), but those who have attended previously, realize there is only one Early Bird Party, and this year, it falls on June 4. Of course Executive Committee arrival will be on June 2nd with meetings on the 3rd and 4th. Group dinners fall on the 5th (note this has changed to the first night to accommodate some groups who wish to have a two-day meeting). Business meeting on the 7th, and departure on the 8th. "Nuff said."

The 18th Annual Southwest Regional Reunion Dinner of the Second Air Division Association is to be held at the Sheraton Grand Hotel, DFW Airport, on March 22, 2003. Though most attendees come from the five state area of Oklahoma, Arkansas, Louisiana, Texas, and New Mexico, all 2ADA members, families and friends are cordially invited. Mr. Chuck Walker, our 2ADA Representative to the Board of Governors, is serving as this year's chairman.

Word has been received from Andrea Bean Hough, our previous 2ADA/Fulbright Librarian. She is now stateside after her brilliant tour of duty in Norwich, and now resides in Indianapolis, Indiana. She reports that her husband Paul has completed his M.Sci., and graduated with "Distinction." They are happy new homeowners and are looking forward to a new life in Indianapolis. We wish them all the best and especially Andrea for her splendid work as our American presence during her term in Norwich. Andrea may be reached at 2435 McLeay Drive, Indianapolis, IN 46220-5811.

Andrea's successor, Tahitia Orr, is carrying on the excellent tradition in our Memorial Library and has been highly touted by our good friend and Chairman of the Board of Governors, David Hastings.

Til Oak Brook. Keep well. ■

Report of the 2ADA Representative to the Board of Governors of the Memorial Trust

BY CHUCK WALKER (445TH)

Chairman David Hastings reports all is going well with our 2nd Air Division Memorial Library. Patronage of the Library continues to increase, as verified by the automatic counter recently installed at the entrance. We are now getting a true measure of Library use. It appears our previous estimates were right on target.

David also informed me that the new brochure that he and Roger Freeman have been working on was going to the printers in early January. We are anxious to see it.

I will share with you a recent letter I received from David:

Over the years we have been moved by the 2nd Air Division Association Candle Lighting Ceremony; and last week, as the Honorary Squadron Commander of the 351st Squadron at Mildenhall (U.S. Air Base), Jean and I witnessed something that deeply moved us.

As we entered the dining room we noted a small table set for one person, which puzzled

us. After Grace had been said, a young pilot stood up and this is what he said:

"You may notice this small table here in a place of honor. It is set for one. This table is our way of symbolizing the fact that members of our profession of arms are missing from our midst. They are commonly called P.O.W.s or M.I.A.s; we call them brothers. They are unable to be with us this evening, and so we remember them.

"The table set for one is small . . . it symbolizes the frailty of one prisoner against the oppressors.

"The table cloth is white . . . it symbolizes the purity of their intentions to respond to their Country's call to arms.

"The single rose displayed in a vase reminds us of the families and loved ones of our comrades in arms who keep faith awaiting their return.

"The red ribbon tied so prominently on the vase is reminiscent of the red ribbon worn

on the lapel and breast of thousands who bear witness to their unyielding determination to demand a proper accounting for our missing.

"A slice of lemon is on the bread plate . . . symbolic of their bitter fate.

"There is salt upon the bread plate . . . symbolic of the family's tears as they wait.

"The glass is inverted . . . they cannot toast with us tonight.

"The chair is empty . . . they are not here.

"Remember . . . all of you who served with them and called them comrades, who depended on their might and aid, and relied on them . . . for surely . . . they have not forsaken you."

I too found this Remembrance Ceremony to be very moving and perhaps equal to our Candle Lighting Ceremony. I thought you might enjoy seeing how proudly the next generation (or is it two?) is continuing to honor those they have lost much as we have honored our fallen.

Cheers; stay well and happy. ■

The Flying Kiwis Ride High!

BY TAHITIA ORR, 2ADA/FULBRIGHT LIBRARIAN

I spent three lovely days this fall working with the Purple Class (4th & 5th grades) at Scarning Primary School outside of Dereham. Philip Brazier, the teacher of the class, invited me to share information on the history of the 2nd Air Division here in East Anglia and the entry of America into WWII. After spending several hours talking to the children, I had them use a "poetry machine" in order to create their own poems. You'll see some examples of their work included here in the *Journal*!

Mr. Brazier spent the term making the wartime come alive for the children. As Wendling, North Pickenham, and Shipdham air bases surround the school, he created a fictional bomb group using an amalgam of those bases' numbers: The 439th BG (H) or The Flying Kiwis. The class was then broken up into three flight crews and the children were assigned crew positions such as rear gunner, navigator, pilot, etc. Each of them wrote explaining their job during the fictional mission they were sent on to bomb the Krupp Steel-

works in Essen, Germany, and their personal experiences as a member of the flight crew. Also, they wrote poems and short stories based on the information I shared with them on the experiences of children going to Christmas parties on the air bases, meeting Americans, and generally experiencing life in wartime.

All of us toured the former airbase at Wendling, and it was amazing to trundle along the assembly lanes and then whiz down the old runway imagining ourselves high up in the carriage of a B-24. Also, Denis Duffield, base contact for Wendling airbase, was kind enough to bring in many of his wartime artifacts and share them with the class. He spoke of the lasting impression the Americans made on him as a young boy, and it was great to see the impact he had on the children. A small group of the class was also able to meet with several 2nd Air Division members in the fall and ask them questions regarding their experiences during the war. They had a great time doing this, and proudly showed

me pictures from that visit!

I must say the children did some amazing work. It was especially fun to watch the low-achieving kids find an interest and begin to work out how to describe it through writing. The depth of knowledge the children have regarding technical details of the planes, what it was like to be a member of an aircrew, and the strong friendships created between the Americans and the British is impressive. As a result of these visits, we've had up in the library examples of the work done by the students. These include nose art, paper assembly ships, poems, short stories, and the group mission reports. The entire class visited the library on the 29th of November when we opened the display, and the visit was even covered by Radio Norfolk.

The memory of the 2nd Air Division in East Anglia is being kept alive through projects like this. I will be continuing to bring creative writing workshops to primary schools across Norfolk over the next

(continued on next page)

The Editor's Contribution

BY RAY PYTEL (445TH)

"Why don't you have an article about how weather was used in planning a mission?" This was one of the letters received by the editor last month. O.K. you meteorologists, let's hear from you about all the weather considerations in how a target is to be hit, after it is decided that it is a target.

We did receive some technical information on gunnery techniques and caliber 50 machine gun limitations as used on WWII bombers. I hope to have an article similar to the flak 88 cannon story in the Winter *Journal*, in a future *Journal*.

Dave Heffernan has sent me a "sample" license plate frame that may interest you:

Jet Noise the Sound of Freedom

**Email me at:
Heffpilot@aol.com**

VETERAN COMBAT PILOT

Veteran Combat Pilot Vehicle License Frame
Only \$5 each, plus \$3 postage on first plate only!
Dave Heffernan, PO Box 361, Windermere, FL 34786

WINTER "MYSTERY PLANE" QUIZ

Answers to the questions are on page 18 in the article entitled "To B-29 or Not to B-29."

SPRING QUIZ

1. What was the significance and what planes were involved in the air battle of August 15, 1945?
2. What significant achievement are Mikhail Gurevich and Artem Mikoyan noted for?
3. What was the significant achievement of Ben Kuroki during WWII?
4. What significant achievement can you attribute to the "Mystery Plane" pictured above? ■

"MYSTERY PLANE"



PHOTO SUBMITTED BY PATRICK CARRY

THE FLYING KIWIS... (continued)

year and a half, so watch the *Journal* for further examples of prose and poetry!

B-24 at dawn

*The Liberator at Wendling
Scooters fierce and terrifying
Stopping in the jewelled grass
Like a deadly shark.*

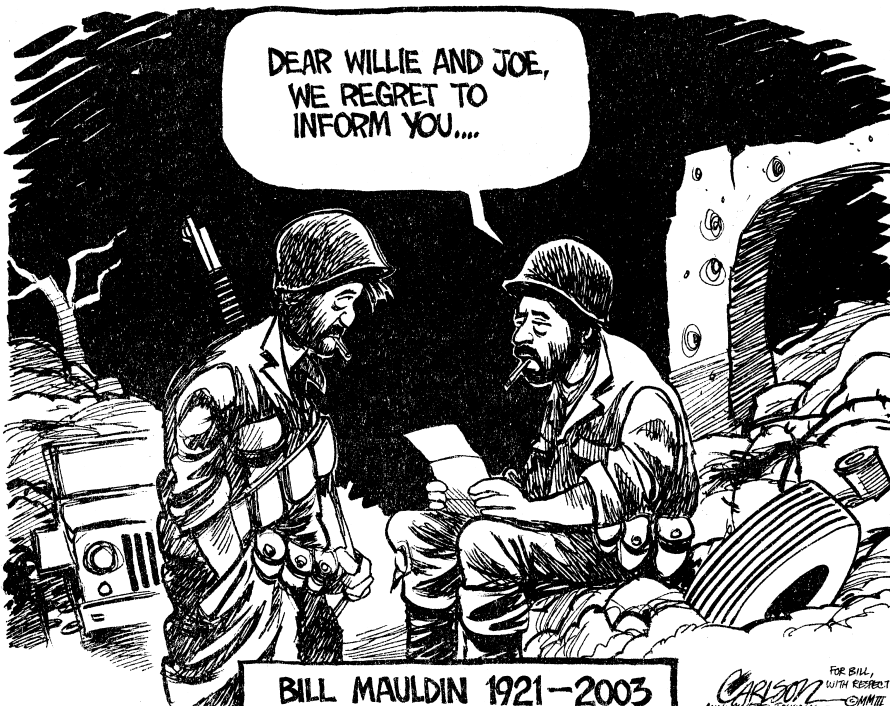
*It screeches with all its might
Inside my head it shivers my skin.
This shark meets my fear.*

— PAIGE McDONNELL

The B-24 plane

*Angry, fit and fast!!
Lies still on the Norfolk airfield
Like an owl going down for a mouse
when under attack
The engines buzzing like bees.
I feel glad for the people who made
the B-24 to help us win the war.
Deadly Germans will NOT come
hunting at my door!*

— PETER MATSELL



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KETTERINGHAM HALL DIVISION HQ

BY RAY STRONG

I have just received the quarterly reminder from the editor of the *Journal* that it is time for me to get my page in to him. I regret that I have very little to report from Headquarters. I did, however, receive a note from Milt Veynar enclosing two snapshots of Hathy that I thought you might like to see. One of them appears here, and the other is in the HQ Newsletter published in February. Milt also said, "Maybe you and Ray Pytel would like to publish the two clippings that Hathy attached to a letter and sent to her parents in 1944 from Norwich." Since I have put both of those into the HQ Newsletter, Ray will have more room for one of the articles he is trying to squeeze into this *Journal*.

My very best wishes to all. I trust that all of you have, by now, gotten your reservations in to Evelyn Cohen for our June convention in Oak Brook, Illinois (just south of O'Hare Airport). See you there. ■



It can't be done. WAC Sgt. Hathaway and Sgt. Harold Destler of Brooklyn don't seem at all upset because they've been caught where Riverside Drive crosses the Bowery.

Random (But Happy) Thoughts from the Honorary President

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

Well, here we are again, thank the Lord, and at this very moment in mid-January, I am still glowing from the great memories stimulated by cards from many of my friends in our 2nd Air Division Association family. I do so wish that I had been able to spread similar good will, but, be assured that my thoughts went out to you.

I really did "have a life" before and after World War II. As I have said before, no matter how full my corporate life was, and its various benefits, my four years in the service, and especially the twenty-seven months with you all, and our subsequent joint efforts to perpetuate the memories of our departed comrades and loved ones, remain one of the most important parts of my life.

Just last night I thought I would take a few minutes to check through my collection of *Journals* to make sure I wasn't missing any issues. I have a collection of extra copies that I am about to send to Ray Pytel, and as I went through them, some article would catch my eye and demand attention. Be-

fore I knew it, four hours went by. It was well after midnight, but I was as pleased as Punch with all the reminders of old friends; many of them, alas, no longer with us.

That reminds me of the receipt, two days ago, of the 389th BG Newsletter, and how I smiled at the several statements throughout the issue, by various writers, that they were getting "older and slower." How I identified with that! Most of the time it aggravates me to be so aware of my condition. On the other hand I know that I have good company, and I end up grinning and remembering my blessings. Wishing that it were otherwise would be a waste of time and energy.

Also in the last few days I received a copy of *The Heritage Herald*, which I have missed for the last year or so. I read it with great pleasure; so much so, that I picked up the phone and called the editor, Brian Mahoney (son of the late James Mahoney 492/467) to congratulate him on a great issue.

And in the same happy vein, in the last

few days I received a copy of the "Tower Bulletin" from Pat Everson, who lives in Seething and who, along with others, has created a "must" port of call for 448th visitors to England. Pat and Ron and their colleagues really extend themselves for visiting 2AD veterans and their families. I am all too aware that the same courtesies are extended by our Norfolk and Suffolk Friends in whose midst the groups of our Division operated. Over the holidays I was pleased to hear from Friends identified with five others of our bomb groups. Bless them all.

Finally, all this leads me to remind you that 2003 dues are now payable for the "Friends of the 2nd Air Division Memorial." If you haven't already done so, you may mail them, made out to me — \$6.00 single and \$10.00 family — and I will send them on to David Neale in pounds to save them the conversion fees.

Until soon again I send warmest good wishes to you all. ■

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.

**DEPOSIT OF \$50.00 PER PERSON REQUIRED
WITH RESERVATION FORM BELOW.**

• BALANCE DUE BY APRIL 15, 2003 •

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.

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

– 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 _____

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Songs Were Made Out of This . . .



BY BALDWIN C. AVERY (445TH)

Let me introduce myself, Baldwin (Baldy) C. Avery, one of the three authors of the song to which Albert Malone referred in his letter in the Fall 2002 *Journal*. It all started when Lt. Stan Neal, Lt. Johnny Constable, and I were in the original cadre of the 445th Bomb Group in England. We were all pilots in the 701st Squadron. Neal was from Marion, Ohio; Constable was from Stamford, CT; and I was from Aurora, NY; and we were all good friends. Our song-writing career began after returning from a raid on Christmas Eve in 1943 to Bonnières, France. I won't go into any particulars on the raid, but the whole mission was a disaster. It may not have been Christmas Eve but it was one of those No-Ball jobs. Our leader put us into too tight a turn for controlled formation flying and many of us dropped our bombs in the Channel. Our C.O., Colonel Terrill, immediately called a meeting of all participating crews and gave us a royal chewing-out and declared the raid would be considered a "sortie." (At the time it took two sorties to equal one raid.) Neal, Constable, and I thought the situation called for a drink, and took off for the club. By the time we got there we had composed the following, to the tune of "Pony Boy."

*Sortie Boy, Sortie Boy, won't you join our sortie, boys,
We can't fly high, we fly too loose, far across the sea.
We stop the flak, we don't come back, we do it all for joy.
For we're the 445th Sortie Boys.*

Soon after we reached the club, we had everybody singing the song. It evidently swept through the base, because the next night I just happened to be in the club again, when Colonel Terrill confronted me and said he understood I had a song to sing for him. I hemmed and hawed and said it was really nothing at all, all the time looking madly around for Neal and Constable. The colonel just looked at me and said, "Sing it." Naturally, I sang it, much to the enjoyment of all my grinning buddies standing around behind the colonel. The colonel thanked me and walked off. I figured the Group owed me something since the next day an order came out changing the mission in question to a "raid."

We evidently thought we were pretty good, because soon after that, we made up this song:

"HARD ASS LUCK"

(To the tune of "Bell Bottom Trousers")

By Lt. Neal, Lt. Constable, Lt. Avery

*Early in the morning, before the break of day,
Along comes the sergeant and pulls us from the hay,
"Briefing in an hour, boys — at school room number one,
Now don't get excited, it is an easy one."*

Chorus:

*Singing hard-ass luck boys, nothing I can do,
Give me your card and I'll punch a hole for you.*

*We stumble to the mess hall to see what we can beg
And what do you think we get, boys, good old powdered eggs.
Next comes the briefing, to answer to roll call.
Will it be Berlin or is it a No-Ball?*

(Chorus)

*We wander to the locker room to gather all our stuff,
They don't have our sizes, I tell you boys it's tough.
Finally we're ready, but then we have to wait
A half hour or more for the men who navigate.*

(Chorus)

*We go out to our planes to see if things are fit,
We have three turrets out and all the engines spit.
But that doesn't faze us, we want to do our bit
We'd rather have to ditch than quit on taxi strip.*

(Chorus)

*Then comes the takeoff with all the Libs in line,
The zebra goes down the way exactly on time.
We make a propwash takeoff, the turbos run away,
Our RPMs fluctuate, then we hear the tower say —*

(Chorus)

*Then we assemble around splasher six,
Boy, what a rat race, it nearly makes us sick.
We start out on our course and everything is fine
Until we reach Beachy Head a half an hour behind.*

(Chorus)

*We reach the other coast and run into some flak
There should be a hole there but there's no turning back.
Then we hit the IP, we never know we're there
Because the squadron leader forgot to fire a flare.*

(Chorus)

*The tail gunner calls and says there's something wrong,
Both guns are jammed and his oxygen is gone,
The bombardier is fast asleep, the glass is all frost.
The radio man has fallen out, the navigator's lost.*

(Chorus)

*We turn into the target, the sky is really black —
We think it is a thunderhead, but it is only flak.
We swing down the target and start our journey home,
We hear the Jerries singing o'er the interphone.*

(Chorus)

*When we get back to the base, the sky is really dense,
They briefed us for CAVU but now it is ten-tenths.
We come in for a landing — they fire a red-red flare,
But nobody goes around because he doesn't dare.*

(Chorus)

*The moral of the story is plain as you can see
It's never bring your bombs back from old Germany.
S-2 doesn't like it, nor does Colonel T.,
You can't go home with twenty-five sorties.*

(Chorus)

Our song-writing career did not last very long. Stan Neal went down on February 20, 1944 on a Brunswick raid (no chutes), and four days later on a raid to Gotha, Johnny Constable got it (twelve Group planes lost). I looked up one of his gunners, Sgt. Nichols, back in 1947 — he was the only survivor. I guess I was the lucky one since I lasted until May 12 before ending up in one of Hitler's summer camps, Stalag Luft III. When I returned to the States in June 1945, I looked up Constable's father in NYC and had a couple of drinks with him at the Commodore Bar. Johnny was 21 years old. Yes, I know, there were a lot of guys younger than he that didn't come back. I flew 15 raids with the 445th before being transferred to a Pathfinder Squadron in the 389th. ■



HETHEL

389th Bomb Group Green Dragon Flares

BY FIELDER NEWTON

I am late in writing this article for the Spring *Journal* due to a broken shoulder. My advice is to not let this happen to you, as the recovery is a slow one. I am progressing well now and able to resume most activities.

It has been a concern to me the movement of a segment of our citizens who want to take God out of everything American from the Pledge of Allegiance to the Ten Commandments in our court-houses. We all were educated in schools that honored God and taught right from wrong. It seems now that often this part of education is sadly missing in our educational system. What can we do to restore positive American patriotism as we know it?

At the October luncheon of the Western Wing of the Pennsyl-

vania Chapter of the 8th Air Force Historical Society, I met and learned the story of Byron Schlag and how he credited God for saving him from death when his B-17 was struck by another falling B-17 which broke off the tail section where Schlag was the tail gunner. His only answer as to how he got out of the tail section as it fell was that God had saved him. Byron had no idea how he got out of the turret or how he opened his parachute. Also, his best friend, the ball turret gunner, couldn't get out of the turret and rode it down, praying that God would somehow save him. His back was broken and he was captured by the Germans and left to die. He was later picked up by American troops when they overran the German position and was taken to a hospital. Both men survived and have lived a full life. It was this kind of faith that sustained us as we flew our missions, landed at Normandy, or fought in the Pacific. We ask for that same faith to be with our young men and women serving in today's military as they protect us from terrorism.

Please remember to give us your input on having the 389th reunion starting June 3 prior to the 2ADA convention at the Hyatt Regency in the Chicago area.

God bless you all for your part in preserving freedom in the world, and God Bless America. ■



446TH BOMB GROUP

FLIXTON - BUNGAY UPDATE

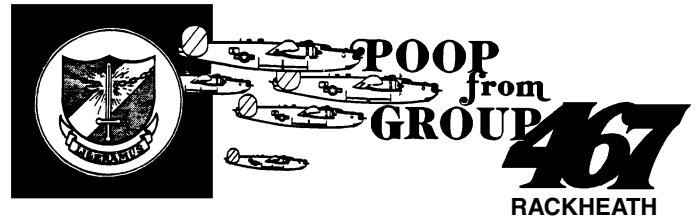
BY LINK VEAZEY

The 446th Bomb Group Association remains alive and well, with approximately 900 enrolled members. The Association assembles at least two times each year. The national reunion is usually scheduled in May. The 2003 reunion will be in San Diego, California, May 15-18, 2003. The Florida chapter of the Association usually meets in an acceptable location in November each year. For details on attendance at the national reunion, please mail queries to: Historian, 446th Bomb Group Association, P.O. Box 10361, Santa Ana, CA 92795.

The 446th Bomb Group Association maintains an active Web site at www.446bg.com. Included on the Web site are rosters of the personnel assigned to the 446th during World War II, pictures of crew members, stories submitted by individuals recounting experiences during the war, and many interesting photos of aircraft and other memorabilia. Try it, you might like it.

A memorial marker is under construction near the old Flixton-Bungay airfield, home of the 446th during the war years. We are in the planning stage for a dedication service to be conducted at the old airfield, probably in late September or October, 2003. If you would like to accompany other 446th members on this proposed trip, you may send your queries to Alan Senior, at his e-mail address: alansenior@worldnet.att.net, or at 610 Salerno Street, Sugar Land, TX 77478.

Several current members of the 446th Bomb Group Association advise all previous members of all World War II Air Force units to "Keep On Keeping On." ■



BY GEOFF GREGORY

No meetings, no action, no news! Being the resourceful person that I am, I will do my best to ad lib and be brief.

The next 2ADA convention will be in the Chicago area, the first week in June. Notice that we have "leap-frogged" the Memorial Day holiday weekend. This time the festivities will be centered in the Hyatt Hotel in Oak Brook, a suburb of Chicago. At the request of several groups who have expressed interest in attending with this particular format, time has been provided for individual group meetings and activities. The more the merrier!

Further down the road, we Texans are looking forward with great anticipation to our 467th group convention. Our "On-the-ball Prez" has us at the Radisson Hotel in San Antonio!!! The last week in September is the time to mark on your calendar. San Antonio is a great convention city, with much to do and see, and a very lovely, different culture from that which we normally encounter. In fact, if you can arrange to do so, I know you would enjoy spending a few extra days for additional sightseeing. I will include a few suggestions on things to do and see, and of course places to eat, in the next Poop.

Kudos to "whomever" of The Heritage League, for the new format of its newsletter — a job well done and most interesting.

And thank you, Fred Holdredge, for developing a CD-ROM on the history of "Witchcraft," including all missions, pilots and crews which flew "The Witch." This is a wonderful keepsake, Fred, and I will cherish it.

That's it from the Home of the Cowboys! God bless us all. See you in Chicago and San Antonio, "if the creek don't rise." ■



**BY DAVID J. HASTINGS, CHAIRMAN OF THE
MEMORIAL TRUST OF THE 2ND AIR DIVISION USAAF**

Greetings to the members and families of the 2nd Air Division Association from all of us who are involved in looking after your unique Memorial. As always, the 2nd Air Division Memorial Library is extremely busy, with The Forum proving to be an outstanding asset and a success in our City.

The Annual General Meeting of the Trust was held in the Council Chamber at County Hall at the end of October, and it was good to have Chuck Walker and Vicki Brooks Warning with us from the United States. Our new auditors, Lovewell Blake, produced a well laid-out report showing there was a deficit in the year due to the opening costs of the new Library in 2001, but by 2003 we should be looking at a break-even figure in the running costs. The second half of the Appeal will begin in 2003 to guarantee the long term efficient operation of your Memorial.

In December we strengthened our links with the USAF at Mildenhall still further by meeting the new commander of the 3rd Air Force, Major General Michael Wooley, and then attending the 351st Air Refueling Squadron Christmas Dinner to which Tahitia Orr was also invited. This week the press officer from Mildenhall is meeting me at the Library, as I have suggested that their Station Magazine should carry an article on your outstanding Memorial so that the U.S. airmen of today understand how the unique friendship with the people of East Anglia really began with you in the Forties.

The production of the new 2nd Air Division Memorial brochure is now well advanced and Roger Freeman has made an outstanding job of bringing the text right up to date. We have a local printer on the old base at Rackheath doing the work and they are giving us full colour on both the outside and inside of the cover as well as growing from 36 to 40 pages. The superb B-24 painting you gave us at Baltimore is now proudly hanging in the Memorial Library, and the plaque in memory of Colonel Shower is housed in the 2nd Air Division Association Room. Planning is now going ahead for the UK premiere of the new Dzenowagis film "Roll of Honor" which we know will attract huge audiences over here.

God Bless. We will never forget you. ■

FEW BRITISH PUBS EXPECTED TO STAY OPEN 24 HOURS

**REPRINTED FROM THE MILWAUKEE JOURNAL
SENTINEL, NOVEMBER 16, 2002**

ASSOCIATED PRESS — LONDON — Only one British pub in 50 is expected to take full advantage of legislation that will allow them to stay open around the clock, a government minister said Friday.

"The number of licensees that will be open 24 hours will be very small, about 2 percent," Culture Secretary Tessa Jowell said, as the government gave Parliament its promised bill allowing landlords and local residents the flexibility to decide pub hours.

The government hopes the proposed change — part of its crack-down on petty crime and anti-social behavior — will lead some pubs, bars and clubs to stay open later, curbing last-minute binge drinking and noise and brawls that now spill onto many streets at 11 p.m., the current closing time every day but Sunday. Last call on Sunday is 10:30 p.m.

"The experience from other European countries is that you don't get that peak in anti-social and disgusting behavior that can destroy the quality of people's lives," Jowell said.

While many welcome the Licensing Bill, some question whether services, particularly public transport, would be able to cope with an increased late-night crowd if many pubs do decide to stay open through the night.

"If we are going to have a 24-hour culture, it will affect all parts of government, not just licensing," said Licensing Minister Kim Howells.

Restrictions on pub hours were introduced in the 1870s and tightened during World War I to keep factory workers sober. The 11 p.m. closing time dates back to 1964. ■

Familiar Weather Forecast?

REPRINTED FROM "THIS ENGLAND," WINTER 2002

While sorting through old family papers, I came across a cutting from a Hampshire local paper of a poem written in 1779 describing the English weather.

— MRS. J.V. INSTONE, PLAISTOW, WEST SUSSEX

*Dirty days hath September,
April, June and November.
From January up to May,
The rain it raineth every day.*

*From May again until July,
There's not a dry cloud in the sky.
All the rest have thirty-one
Without a blessed ray of sun.*

*And if any of 'em had two and thirty
They'd be quite as wet and just as dirty.*



WENDLING 392nd

BY JOHN B. CONRAD

In 1988, during my first tour as 392nd group vice president, I was contacted by Larry Kimbrough, a pilot who had flown 32 missions in 1944 with the 489th Bomb Group, seeking information on B-24 #42-94898. He had flown most of his 32 missions on "898" and wanted to know what happened to the plane after he and the 489th BG returned to the States in December 1944. The 489th was to receive B-29 training and eventually be sent to the Pacific.

Most of the 489th planes, including "898," were transferred to the 392nd, with "898" assigned to the 577th BS. Quinton Wedgeworth, who served as a navigator with the 392nd, will be remembered by some as the collector of data on 392nd aircraft. He passed on the information he had on "898," which included the name "Marion," letter code "N".

Now, fourteen years later, Larry Kimbrough, 618 Kissel Hill Road, Lititz, PA 17543-2708 (lbk@paonline.com) has forwarded a brief history and a number of pictures, asking anyone in the 392nd who has flown in or has information about this plane to please contact him. Set forth below is his history:

HISTORY OF "898"

BY LAURENCE B. KIMBROUGH

I joined the crew as pilot in Wendover, Utah when the group was in the middle of phase II of the 489th Group wartime training. Shortly after this, many new B-24s were flown in and we were assigned "898." In my research after the war, I found that the plane was manufactured by Ford Motor Company at Willow Run, Michigan. The full number was 42-94898, B-24H. "898" was delivered to the Air Force on 2/16/44. After our training was complete, the group was sent to the 8th Air Force in England. Our crew and all other flight crews flew their own planes over to England using the southern route, and we arrived at Prestwick, Scotland, on May 3, 1944.

Our first mission was on May 31, 1944. We always flew "898" when it was available (about 24 of our 32 missions), although other crews shared the plane when we were not on a mission (usually every other day). We last flew "898" on the low-level supply

mission to Groesbeck, Holland on September 18, our 31st mission. We were shot up pretty bad, lost one engine, most of the hydraulics, and had several severed control cables. We overcame the control cable problem and landed on the emergency field at Woodbridge, England. The plane was repaired there and returned to the 489th. When it was returned, we had finished our missions and never saw "898" in England again.

The 489th group flew its last mission on November 10, 1944, and was sent back to the States to take B-29 training and eventually be sent to the Pacific. Most of the 489th planes were then sent to the 392nd Bomb Group, including "898." Records show it was in the 577th Squadron.

When we flew "898" it did not have any nose art. Sometime between our landing at Woodbridge and the time I next saw the plane (at Scott Field), an excellent job of nose art was added on the left side depicting a beautiful girl. At one time the girl was named "Marion," and when I next saw it, at Scott Field, it had been renamed "Terry Ann."

In mid-August 1945, after the war in Europe was over, I was taking a maintenance engineering course at Chanute Field, Belleville, Illinois. We were permitted to fly Chanute's training planes to get in our required flight time on weekends and after school hours. One weekend, purely by chance, I chose to fly an AT6 to Scott Field, Illinois. When I was preparing to return to Chanute, a G.I. was taking me out to the plane in a Jeep when we passed by a B-24. Just by chance, out of the corner of my eye, I noticed the number "898." What a surprise! And what a stroke of luck! I then went all through the plane, verified that it indeed was our plane, and sat in the pilot's seat once again. I was lucky enough to have a camera with me, and the G.I. with me kindly took three pictures.

The plane had flown 116 missions, as verified by the number of bombs painted on the left side of the nose. When we first started flying missions the average life of a plane was six missions, although the life later increased to 147 days. How many pilots or crew members were able to see their war planes after they were returned to the States?

My research found that the plane was flown back to the States on June 1, 1945 and that the pilot was Lt. Myers of the 392nd Bomb Group, 577th Squadron. According to statistics of the 8th Air Force Historical Society, "898" was flown to Willow Run

(Ypsilanti AAF, Michigan) and there was declared excess. Its last flight was to Altus, Oklahoma on 9/12/45, and on 10/24/45 it was scrapped. I have a copy of the 42-94898 "Individual Aircraft Record Card" that the 8th AFHS keeps for each numbered AF aircraft including 42-94898.

Miscellaneous Facts About "898"

1. I estimate that the plane had about 75 missions on it when flown with the 489th BG and the rest were with the 392nd BG. There probably were at least six other crews regularly assigned to the plane during the war.

2. The plane had at least two major repairs for battle damage.

3. While we were flying the plane, it had twelve new engines installed, partly due to the fact that we flew two missions where we were able to fly back to England with only three engines, and were able to remain in formation. This procedure greatly reduces the life of the three running engines.

4. "898" has received some recognition as follows: (a) During the late 1980s, the Smithsonian Air Museum, at that time, had very little recognition about B-24s. It did have an 18" model of a B-24 hanging up, near the entrance, that had the nose art of "Marion" with the number "868" on it (the 9 had been turned into a 6 somehow). The last time I was at the museum, the model was gone. In the book *The Air War in Europe – World War II* (a Time-Life book, found in most public libraries), on page 196 is a picture of "898" with the girl named "Marion." This is either a picture of a model or a painting, not a real photograph. I was very pleased that the authors chose this plane to represent all the B-24s that flew in Europe. (c) Also one of Roger A. Freeman's books shows a B-24 for each 8th Air Force bomb group, and there is a picture of "898" representing the 392nd Bomb Group.

5. I have some evidence, but not positive proof, that the plane may have been named "Bewildered Babe" for a short period, after it was returned to the 489th and before it was sent to the 392nd Bomb Group.

6. When we were flying the plane on missions, no crew member was injured and also no crew member ever had a good opportunity to fire their guns at an enemy plane. During the 32 missions we flew, enemy planes attacked our plane only one time. Flak was very accurate and caused all the damage to "898." The most accurate shot that hit us went behind the right

(continued on next page)

MAIL CALL

Barbara Sessa, an associate member, sent me a newspaper clipping about a 466th BG veteran revisiting Attlebridge base. The article, "Sentimental Journey," was written by Si Liberman, a 466th BG radioman/gunner on pilot Richard Lester's crew in the 787th Squadron. The article appeared on the front Travel page of the November 10, 2002 issue of the *New York Daily News*. Here are some excerpts:

"On an earlier attempted visit in 1963 . . . my family and I were denied entry to the turkey farm, formerly our Attlebridge Base, when I attempted to get permission to go on the base . . . this visit was a different story . . . my wife and I drove the reported 4 hour trip from London to Norwich in 6 hours . . . due to the lack of directions, 'roundabouts,' etc. Ted Clarke, a retired British computer programmer, and his wife, Joyce, served as our volunteer base guides . . . after a tour of the downtown . . . showed some flashy new stores lined Wensum Road . . . Nearby was the 'Samson Hercules,' the old dance hall we called 'Muscles Palace' – it still lures young couples but now it's a disco called Ritz's . . . Aside from the towering 12th century Norwich Cathedral, Maid's Head, and Muscles Palace, nothing seemed familiar . . . almost all the entire city has been rebuilt . . . Suddenly there it was — Attlebridge, site of our airfield . . . not a sound, no planes, just a field of weeds, concrete rubble and turkey sheds . . . Shuttered turkey houses sit next to the broken runways . . . The most interesting part of the journey was meeting Cathy Thomson, an outgoing young mother who, with her late husband, had bought 3 acres that included base headquarters and some crew briefing rooms; the headquarters building was their five-bedroom home for more than 10 years . . . 'we used to keep our pigs in the briefing room building,' Cathy said . . . 'Former 466th men will always be welcome,' she added. 'It's a historic site and you're a part of it' . . . With gracious allies like the Clarkes and Thomsons, our mission was accomplished."

The headquarters area is now owned by Stephanie Collard, who lives there with her family of four and operates a company called Simple Solutions, Ltd. They use "Old USAF HQ" in their mail address.

My thanks to Si for the publicity and to Barbara for sending this article to me. And thanks to Ted, Joyce, and Cathy for making Si's visit memorable. Any of you or your relatives who visit England, don't

ATTLEBRIDGE TALES



BY JIM LORENZ

forget to notify our Memorial Library — they can set you up for a "base tour."

ARE WE APPRECIATED BY THE CURRENT U.S. AIR FORCE?

We certainly are!

In the September 2002 issue of *Air Force Magazine*, General John P. Jumper, Air Force Chief of Staff, released a new reading list for the force. "The single list for the 14 recommended books is intended for all members, whether officer, enlisted or civilian, unlike the previous rank-tiered list." He listed fourteen books in five categories. I was intrigued by the books in his first category — History of the Air Force from its beginning through its major transformations as an institution:

1. *The Wild Blue: The Men and Boys Who Flew the B-24s Over Germany*, by Stephen Ambrose (Yes, I know it's about the 15th AF, but it's still good publicity for the B-24).
2. *Beyond the Wild Blue: A History of the United States Air Force 1947-1997*, by Walter J. Boyne.
3. *The Transformation of American Air Power*, by Benjamin S. Lambeth.
4. *Winged Victory: The Army Air Forces in World War II*, by Geoffrey Perret.
5. *George C. Marshall: Organizer of Victory, 1943-1945*, by Forrest C. Pogue.

Not bad that three of his selections refer to WWII! You can view all five of his categories at: www.af.mil/lib/csafbook/index.shtml.

THE UNEMPLOYMENT LINE

Did you every wonder what the airlines do with their surplus airplanes when they announce a cutback in service? Howard Stansfield did an article on this in the September 2002 issue of *Air & Space*, a Smithsonian publication. They note that there are four private storage areas —

Evergreen Air Center, fifty miles northeast of Tucson, plus similar operations in Mojave and Victorville, California and Roswell, New Mexico — who essentially "mothball" the planes. But, most of these also offer a service which keeps the airplanes in serviceable condition with regular engine run-ups, taxi checks, and cycling of all hydraulic systems. "It costs \$5,000 per month to keep a 747 in flyable condition," state Evergreen officials. Worse yet, at Victorville, they accept brand new planes which the airlines had either ordered but could not afford to take possession, or cancelled their orders. Airclaims, a London firm that keeps tabs on worldwide jet storage, noted 1,986 as of September 2002. Mr. Stansfield noted that he was allowed to see all the planes at Evergreen — on the condition that he would not identify them as to which airlines they belonged to.

Just thought you'd like to know these facts — if you own any airline stock!

OUR NEXT MEETING

The 466th BGA will meet at the Radisson in New Orleans, April 9-13, 2003. Contact Lou Loevsky, (973) 226-4624. ■

392ND BG (continued from page 12)

wing spar, missed a fuel cell, went completely through the wing, and apparently failed to explode.

7. During August 1944, we flew "898" on a food supply mission to France. On the way back, we flew off course a little to Paris where we thoroughly inspected the city for twenty minutes, never going above the height of the Eiffel Tower. Many planes later did that, although I think we were one of the first.

8. I have a record that Lt. Myers of the 392nd BG, 577th Squadron, flew the plane back to the States, in June 1945.

→ → → →

I have compiled this history, starting in earnest in 1982 when I retired. Obviously, it is not complete, in that I have only very little information on the various crews that routinely flew "898" on missions. Also, the information I accumulated came only in bits and pieces, and I am hoping that this limited history will generate more information. If anybody has more knowledge that could be added to this history, please let me know: LARRY KIMBROUGH, 618 Kissel Hill Road, Lititz, PA 17543-2708; e-mail: lbk@paonline.com. ■

The 448th Speaks



SEETHING

BY KING SCHULTZ

For any of you who live in or visit the Los Angeles area, this is pertinent. There has existed here for some years an organization which calls itself "The Debriefers." We meet at noon on the third Wednesday of each month in a Palos Verdes, California restaurant. There are no dues, just B-24

types from WWII. B-17 types who occasionally come as guests must put up with a bit of friendly ribbing about the B-17 deficiencies compared to the good old "24." This group was organized by Bud Chamberlain, who happily continues to chair it. After a buffet lunch, we pledge allegiance, recognize birthdays and anniversaries, and receive a report on any of our members who are in physical difficulty. After a bit of humor, a speaker is introduced. Lunch is by reservation only. Currently we number approximately 80, which does not seem to change. The luncheon attendance usually numbers approximately 45. I have the pleasure of flying up there from the San Diego area in my Cessna T-210k, with Jack Stevens and Jim Kiernan. Recently Eric Jackson (who flew Beaufighter and Mosquito nightfighters) of the RAF has been joining us. Any 448th types who are interested, please contact this writer.

I regret to report that Pat Everson is suffering from eye problems. Please pray that the medical procedures she has been undergoing will restore her to comfortable vision. Pat is spending more and more time on the Internet helping families learn more about their loved ones who were 448th types. She also reports that more and more of the USA visitors to Seething Tower are families of 448th vets. Paul Dwyer suggests that we of the 448th find some way to establish this wealth of history and memorabilia on the Internet. He refers particularly to Seething Tower and Pat Everson's collection. We cannot ask her to do this, so any and all input to Cater Lee or this writer is welcome.

The following have folded their wings: Bob Voight (who was shot down in "Baby Shoes" along with squadron commander Maj. R. Campbell); Liborio Papilia; Margaret Elkins; and Elizabeth Albright. ■

METFIELD / NORTH PICKENHAM



**491st BOMB GROUP
POSTREMUM ET OPTIMUM**

**the
RINGMASTER
REPORTS**

BY F.C. "HAP" CHANDLER

Andy Rooney's recently published *My War* is his account of life as a *Stars and Stripes* reporter in World War II. First based in London, he was intimately involved with the 8th AF in 1943/44 before going to France after the invasion. In fact, Andy flew missions with the 306th Bomb Group, an experience which gave him an insight into the air war. In his latest book he comments at length on the mistakes, foul-ups, and stupidity of war in general and some of the individuals involved from slick sleeve privates to four stars.

He admires the 44th Bomb Group, particularly its commander, General Leon Johnson. Another star is Hub Zemke, commander of the 56th Fighter Group, another Second Air Division organization. Rooney is unsparing in his criticism of some who achieved fame during the war and high rank in the postwar Air Force. He tells it as it is, or was — I would like to emulate his approach with another look at the way the air war was fought.

The horrendous losses encountered in

1943 when the 8th attacked German targets and the Rumanian oil fields convinced our British allies that daylight bombing was not feasible and that the USAAF should join with the RAF in night bombing. At the Casablanca conference, General Ira Eaker convinced Winston Churchill that he should give the Americans another chance. "By bombing in daylight we can go at the enemy around the clock." And that is what we did.

After a slow start, the RAF developed a bomber force that could, with their refined and deadly tactics, obliterate a city. Their first attack of this sort was on Hamburg, July 23, 1943. A firestorm was created which burned out the center of Hamburg and left over 30,000 dead. However, they were unable to achieve the same results in the "Battle of Berlin" during the winter of 1943/44, losing 600 bombers in the process.

But, given the right weather conditions and accurate "marking" of targets, a number of German cities were razed. This technique reached its zenith when Dresden was effectively destroyed and over 100,000 people died.

The last of these raids occurred February 23, 1944, Target: Pforzheim. I happened to be on a mission in the vicinity after the raid, and recall that from 22,000 feet the city had the appearance of a bald head surrounded by a fringe of hair around the edges. The raid lasted 19 minutes. 369 Lancasters participated, releasing 1,825 tons of bombs. 304 acres of 369 were devastated. 20,000 people died, burned alive in their

homes. This was air war at its deadliest in the ETO.

The 20th Air Force in the Pacific was attacking Japan from high altitude and encountering the jet stream — a new meteorological phenomenon — which inhibited the effectiveness of the bombing campaign. A command decision was made to adopt the British model and burn out the Japanese cities. The firestorms created in Tokyo, Osaka, and other Japanese cities were devastating in the extreme. When I arrived in Tokyo in February 1953 you could still see acres of devastation; not a building standing, eight years after the end of hostilities. The resulting casualties were horrendous.

The atomic bomb introduced a new era of warfare and escalated casualties almost beyond belief.

Conclusion: We are now again under attack and challenged by an "axis of evil." They are capable of inflicting death, pain, and suffering on a scale unimaginable in earlier times. As I write, my Atlanta paper is headlining the "peacenik" demonstrations here and elsewhere.

Have we forgotten Chamberlain and his "peace for our time" which enabled Hitler to introduce a reign of terror which took six long years to overcome?

"Those who forget history are fated to repeat it."

Ed. Note: The opinions herein expressed are those of the author and not necessarily the editor — who is never right, because he is left-handed, that is! ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

93RD BG REUNION

At this writing in mid-January, we continue to receive high marks from our members about the 93rd reunion held at Colorado Springs last October when we placed a memorial plaque in the Honor Court of the Air Force Academy. The memorial plaque has now been installed on the wall close to where the bronze model B-24 now stands. Significant in the notes, particularly from our younger generation, are statements wanting 93rd group reunions to continue and a profound desire by the younger generation to keep the history of the 93rd alive after the veterans have joined the ranks of folded wings.

We have started the actions necessary to effect an orderly transitioning. Cal Davidson has changed the term "associate member" to "voting member" in our membership records for the offspring of the veterans. I have developed an organization to reflect the participation of the next generation in the affairs of the 93rd. I am in the process of describing position responsibilities and hope to have this completed before the 2ADA's Chicago convention, June 5-8. By the time you receive this, we will have acted on the work at the reunion, resulting in a *modus operandi* and a more formal organizational arrangement. I expect a set of bylaws to result.

ROLL OF HONOR

I was appointed a member to the 2ADA Roll of Honor Oversight Committee. This caused me to become more active in the further development of the Roll of Honor which resides in our Memorial Library at Norwich. My initial check showed that more than 100 names are missing from the 2ADA history book, *Second Air Division, 8th Air Force, USAAF* published by Turner Publishing in 1994 which included a Roll of Honor for each bomb group. Somehow, the Rolls of the 44th and 93rd got mixed in that the heading for the 93rd was heading names of the 44th and vice versa. Jordan Uttal, who has worked very hard at developing the 2ADA Roll of Honor, used his busy time to check the 740 names I sent him, and he reports that all are on the Memorial Library Roll of Honor except two. I know we can resolve these. I make

a point that the Roll of Honor included in the 1994 2ADA history book by Turner is most lacking. The Roll of Honor in our 93rd BG history book by Cal Stewart is quite accurate and seems to be all inclusive. I believe the final Roll of Honor for the Memorial Library will be quite accurate and inclusive. We all want to have the names of all those who lost their lives and to get a complete and accurate listing to give to Dave Woodrow, who is heading an effort for a Roll of Honor Memorial for the 93rd BG at the 800-year-old church at Topcroft, England.

THE HERITAGE MUSEUM

The 93rd donated \$1,000 to the Mighty Eighth Air Force Heritage Museum late last year. C.J. Roberts, museum CEO, in his letter of thanks said the gift qualifies the 93rd for the Wing Commander's Circle and that we will be receiving a Wing Commander card and letter from their membership committee.



The Academy Color Guard stands at attention with our B-24 bronze model in the background.

93RD OPERATIONAL DATA

Jordan Uttal sent me WWII operational statistics of the 93rd. (Thank you, Jordan.) I will publish some of these from time to time in the 93rd newsletter, *The Ball of Fire*, as I digest the information.

Best wishes. ■



The B-24 bronze model stands in the Academy Honor Court with the unique Cadet Chapel in the background.



NORTH PICKENHAM

492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY WILLIS H. BEASLEY

CREW #802, 858TH BS, 492ND BG

The following story is about Crew #802 of Lt. Lloyd Herbert, pilot in the 858th Bomb Squadron of the 492nd Bomb Group. Excerpts from Allan G. Blue's *Fortunes of War*, a history of the 492nd Bomb Group on daylight operations, is background information for the reader. The crew: Lloyd H. Herbert, pilot; William L. Covington, co-pilot; Harold M. Bachman, bombardier; Timothy N. Tarpey, navigator; Joseph C. Powell Jr., engineer; Laurence H. Nursall, radio operator; Marshal W. Johnson, gunner; Vincent J. Kalata, gunner; George F. Guy Jr., gunner; Louis W. Brooks, gunner.

On Friday, May 19, 1944, the 492nd Bomb Group flew their fifth mission, Target: Brunswick, Germany.

"At 1245 hours, the neophyte 492nd Bomb Group had not yet lost a plane in combat — a statistic that will remain valid for exactly three more minutes. The fighters — mostly FW 190s with a few Me 109s — have broken through to the bomber stream near the 14th Wing. They make one head-on pass at the second squadron of the 392nd Group without effect and then spot the 492nd, low left and lonely. The first 492nd Liberator to reap this harvest of circumstance is the lead aircraft of the 858th Squadron, piloted by Capt. James L. Lewis. The 109s reduced the flight deck to carnage on their first pass. Only three gunners escape the uncontrolled airplane as it goes down carrying the squadron navigator and operations officer, as well as the six remaining regular crew members, to their deaths."

The plane on Lewis' right wing, flown by 2nd Lt. Lloyd H. Herbert, is hit heavily on the same pass. It drops out of formation and into a deck of clouds. What happens after that is forever unknown — none of its crew of ten is ever seen alive again. "Eight planes and eighty (80) men of the 492nd Bomb Group were lost due to attacks by 50+ German fighters on this mission."

Five names of crew #802 are inscribed on the Wall of the Missing in the Netherlands ABMC Cemetery, two members of the crew are buried in the Ardennes ABMC

Cemetery, and three members of the crew were repatriated to the United States in 1945.

In 1998, Enrico Schwartz and Svetlana Reimer, a young German couple, formed the Missing Allied Air Crew Research Team (MAACRT). The crash site of crew #802 was located and excavated near Erichschagen, Germany, with the aid of an archaeologist. Near the skeletal remains, they found airplane fragments, two incendiary bombs, a machine gun, ammunition, a parachute, and personal effects of the dead airmen. After their final dig, the operation was turned over to the American Division of Mortuary Affairs from the U.S. Hospital in Landstuhl, Germany. Ultimately all findings were sent to the Central Identification Laboratory in Hawaii.

Four years later, the Mortuary and Casualty Division located all next of kin matching their DNA. At government expense, three members from each crew member's family were provided with plane tickets, including per diem and lodging at the Doubletree Hotel, Crystal City, VA. The 492nd BG was represented by Bill Beasley, VP 492nd BG; Norma Beasley; Brian Mahoney; and Nicholas Kehoe III. Al Asch, VP 93rd BG, Second Air Division Association, also attended. Jack, Marlan, and Mark Templeton from Iowa, and Bob Barlett and John Litzenberger from Washington D.C., friends of Enrico who have long been interested in this case, were also there.

Plane tickets for Enrico, Svetlana, and daughter Aline to come from Germany were arranged and paid for by the families of the crew. They stayed with the Barletts while in Washington, D.C.

On November 17, 2002, fifty-eight years and six months later, the families gathered to pay their final respects to their loved ones at the Murphy Funeral Home in Washington, D.C. It was a time for the families to get acquainted: none of them had met before, and they bonded immediately. The Mortuary and Casualty Division personnel gave an orientation presentation for the funeral to be held the next day.

Ten guest books to sign, one for each crew member, were laid on tables inside the

front door. Two flag-draped coffins containing the remains of the crew were placed at the front of the chapel. Behind the coffins stood three wreaths; one from the Sgt. Major of the Army, one from the Secretary of the Army, and one from the Army Chief of Staff. An easel was placed in front between the coffins, holding a placard with the names of the crew, and to the side was a wreath from the 492nd Bomb Group.

It had been raining for two days, but on Monday morning, November 18 (the day of the funeral), the sun came out in all of its glory. We were told to be at the front door of the hotel promptly at 11:30 a.m. for travel to the 1:00 p.m. service at the Old Post Chapel, Fort Meyer, Virginia. Each family was provided with a separate limousine.

The group funeral service that lasted forty-five minutes was led by United States Army Chaplain, Major Claude Crist, Chaplain (LTC) Aloysius Rodriguez, Catholic Priest and Chaplain, Col. Richard Hum, Senior Air Force Chaplain.

Following the service, one of the two coffins was placed on a horse-drawn caisson. The procession was led by an honor guard, a band, and the chaplains as it made its way to the burial site in Arlington National Cemetery, four miles distant. The other coffin was already in place at the gravesite. A short service, complete with a 21-gun salute and Taps, followed. Flags from the coffins were folded with precision and each family was given a flag and a case. Each flag case contained the crew member's wings, medals, battle ribbons, and a few artifacts. A marker in the group burial section will have each crew member's name inscribed thereon.

In retrospect, we have attended many military funerals; but none that can compare to this one. The United States Government did an outstanding job of rendering honors to those gallant airmen who made the ultimate sacrifice for freedom. It was a very emotionally charged and unforgettable weekend.

Enrico and Svetlana have located and excavated yet another crash site of a 492nd Bomb Group crew, #801 of the 858th BS. On a mission to Bernburg, Germany on July 7, 1944, this crew, piloted by David P. McMurray, was lost due to heavy German fighter attack. All remains and artifacts have been turned over to the American Division of Mortuary Affairs and sent to the Central Identification Laboratory in Hawaii. ■

Just “One More Time” After 57 Years

BY ALEXANDER B. TAYLOR

FOR FLYING 31 missions, Paul Lanning (389th BG) received an Air Medal with five clusters. But he was a decorated flyer even before he got to Europe.

In 1943, he was on a cargo flight from his base in Memphis, Tennessee, to Pittsburgh. On the return trip, Lanning’s plane ran into a thunderstorm and was struck by lightning.

The plane also lost radio contact. With fuel running low, Lanning’s pilot handed him the microphone and told him to make contact with an airfield.

“I heard, in a real quiet voice, ‘Come in,’” he says.

Lanning was able to establish contact with an airfield in Illinois — well off the flight’s intended course. He was credited with saving the lives of all 23 people on board and awarded the Bronze Star, the Army Air Forces fourth-highest military honor.

“By me catching those two words, it made the difference whether we were going to make it or get killed that night.”

In October, 1944, Lanning’s plane was shot down while returning to base in England. Unable to reach friendly territory, the pilot opted to crash-land near the battle lines.

Parachuting out over German territory might have been a safer option, but it was never really considered.

At that time, American bombers were hitting German cities by day and the British were bombing at night. Although much of the attack was focused on military targets — factories, bridges and the like — civilians also were killed.

Lanning’s pilot crash-landed his bomber at a one-time German airfield near Merville in northern France. All nine crew members survived, but Lanning was injured in the landing, earning the first of his three Purple Heart medals.

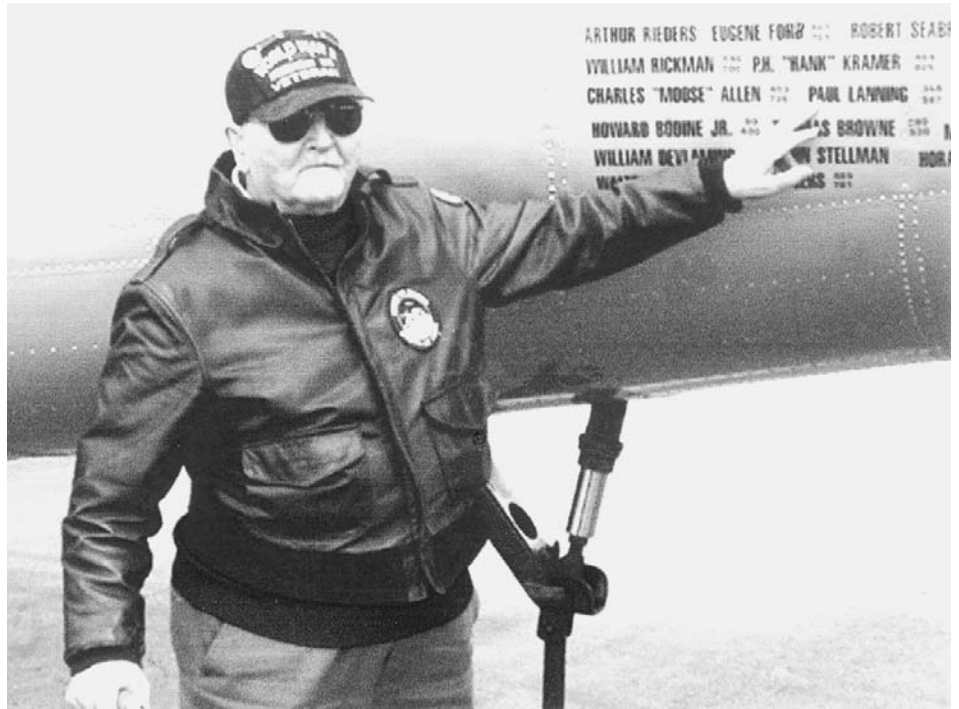
And they weren’t out of danger, because the landing field was near the front lines.

“German stragglers were all over the place,” Lanning says.

However, the French underground got to the crew first and helped them get back to their base near Norwich, England.

Later on, another mission turned out to be just another adventure for Lanning when his flight suit malfunctioned. The temperature was dropping to 60 below

Not many of us have the chance to go back in time and relive a previous event in our lives. But that’s what Paul Lanning, a decorated Army Air Force veteran, had the opportunity to do when he flew on a B-24J Liberator bomber from the WWII era.



At Arnold Palmer Airport in Latrobe, PA on 15 October 2002, Paul Lanning points to his name on the B-24J from the Collings Foundation “Wings of Freedom Tour.”

PHOTO BY ALEX B. TAYLOR, ALLISON PARK, PA

zero — and Lanning’s suit didn’t work.

“I didn’t tell the pilot about the bad shape I was in because I didn’t want the pilot to abort the mission,” he says. “To this day, I have very little feeling in my feet.”

After his discharge in 1945 with the rank of technical sergeant, Lanning rejoined the U.S. Air Force during the Korean War.

This time, Lanning was a crew chief on transport planes. He sustained a broken back on another crash landing, which earned him his third Purple Heart.

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On October 15, 2002, Alexander B. Taylor, a volunteer for the Collings Foundation, transported Lanning to the Arnold Palmer Regional Airport near Latrobe, Pennsylvania. Aided by crew members of the Collings Foundation, Paul was helped

on to the bomb bay catwalk and into the radio compartment of the B-24 Liberator. Following a preflight check and engine run-up, pilot Rob Collings began the flight from Arnold Palmer Airport to the Allegheny County Airport in West Mifflin, Pennsylvania.

Paul Lanning was a happy man when he departed the B-24 at the Allegheny County Airport. Upon deplaning, Paul was interviewed by a television camera/newsmen. “It is a thrill for me to hang out with the crew members and fly in the B-24,” Mr. Lanning exclaimed. “The last time I flew in a B-24 was 57 years ago when we returned one to the United States.”

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Alexander B. Taylor is a volunteer for the Collings Foundation. ■

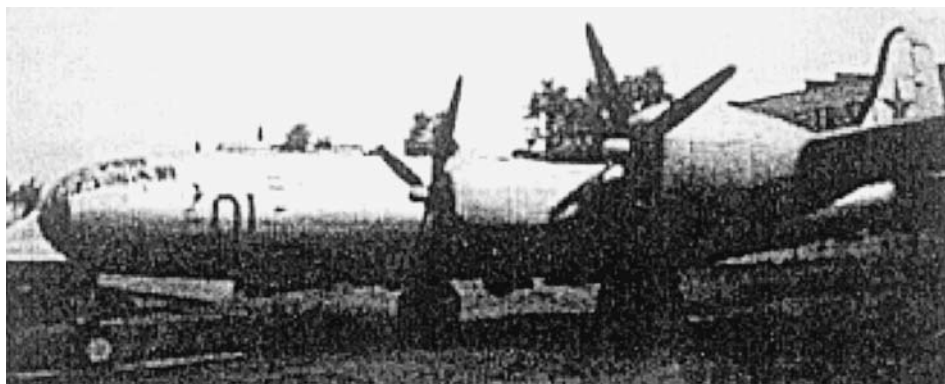
TO B-29 OR NOT TO B-29... When It's a "SUPERFORTSKY" Tu-4!

CONDENSED FROM AN ARTICLE BY JOSEPH BAUGHER

During the August 3, 1947 Aviation Day parade over Tushino Airport, Moscow, three four-engined aircraft which were obviously B-29s appeared during a low-altitude flyover. It was at first thought that these three aircraft might have been the same three intact B-29s known to have landed in Vladivostok after being shot up over Japan in 1944, but a *fourth* aircraft appeared which was obviously a transport conversion of the B-29, leaving no doubt that the earlier report in a German newspaper of B-29 manufacture in the Soviet Union was completely accurate. The transport version was designated **Tu-70**, but it was only revealed later that the designation of the bomber was **Tu-4**.

During the Great Patriotic War, "Uncle Joe" Stalin had allocated the highest priority to the development of a strategic bombing capability, and the emergency landings in the Soviet Union of three intact B-29s was extremely fortuitous, since the Soviet aircraft industry could now overcome the immense technological problems involved in the development of a strategic bomber in a fraction of the time it would have taken to develop an indigenous design from scratch. It is not that the USSR had not had experience with large bombers. Sikorski's Ilya Muromets was the first four-engined bomber ever built. Tupolev pre-war designs (early '30s) such as the TB bomber series were revolutionary at the time of introduction. The rest of the world was using biplane bombers when a sleek TB was delivered to the Red Army air force. ANT-20 Maksim Gorkii was the largest aircraft when it was built and Petlyakov's Pe-8 was on par with the B-17, although only a few were built during WWII. Stalin ordered that the Soviet Union develop a copy of the B-29 for immediate manufacture. The design bureau of Andrie N. Tupolev was given responsibility for the airframe, while the engine bureau headed by Arkadii B. Shvetsov was assigned the responsibility of copying the Wright R-3350 Duplex Cyclone engine. The Soviet version of the B-29 was assigned the designation **Tu-4**. The Shvetsov version of the Wright Duplex Cyclone was known as the ASh-73TK.

Two of the USAAF B-29s were disassembled for detailed evaluation, with the third being kept intact for flight testing. This remaining B-29 was used for flight tests of DSF-346 rocket plane captured



"Superfortsky" at Monino Museum near Moscow.

PHOTO BY JOHN SLOAN

SPECIFICATIONS OF Tu-4

Powerplant:	Four Shvetsov ASH-73TK eighteen-cylinder air-cooled supercharged radials, rated at 2200 hp for takeoff, 2400 hp war emergency.
Performance:	Maximum speed 261 mph at sea level, 354 mph at 32,808 feet, 224 mph cruising speed. Range 1927 miles at average cruising speed of 310 mph at maximum continuous power at 25,590 feet with 11,023 pound bomb load, 3107 miles at long-range cruise power at 9845 feet with 11,023 pound bomb load. Range 4100 miles with 6614 pound bomb load and weapons-bay auxiliary tank.
Weights:	135,584 pounds maximum takeoff weight.

from Germany. DSF was hung under the wing of B-29 and released at high altitude. The go-ahead for the program was given before the end of 1944, and the Tu-4 project was well under way by the first quarter of 1945. A factory on the Volga was given the task of building twenty test and evaluation aircraft, and two factories behind the Urals were given the responsibility for full-scale production.

In spite of the end of the war, the Soviet Tu-4 program went forward with all deliberate speed. The first Tu-4 test aircraft was ready by the late summer of 1946. Early test flights turned up problems with the electrically-actuated undercarriage which forced several wheels-up landings. In addition, there were frequent runaway propellers. Lots of test pilots complained about the distortion of vision caused by the extensively-glazed nose. Thus the "greenhouse" cockpit was modified in the production models.

Following the public debut of the Tu-4 in the Aviation Day parade on August 3, 1947, initial long-range trials began. Many teething problems with both the Tu-4 systems and the Shvetsov ASH-73TK engines still remained to be resolved. The Tu-4 began to enter service with the Soviet strategic bombing arm in 1948, providing the

Air Forces of the USSR with true strategic bombing capability. The series production Tu-4s suffered continuously from malfunctions in the remotely-controlled defensive armament system and in the crew cabin pressurization system. The reliability of the ASH-73TK turbosupercharged engines still left a lot to be desired. Quality control at the manufacturing plants had to be tightened up, and by early 1949, most of the more serious defects had been corrected. It was not until mid-1949 that the Tu-4s had achieved full operational capability. By the end of 1949, some 300 Tu-4s had entered service.

The Soviets had to re-engineer the aircraft to use metric machining, metric fasteners and bolts, their own sized guns and other armaments. They then had to figure out how to manufacture this slightly different B-29 with no reference to how the original was constructed, and make sure that any changes they made were still within reasonable weight and balance and aerodynamic regimes.

The Soviets have proven themselves to be absolute geniuses in reverse engineering, both in aircraft and computers. They weren't so bad at doing their own designs either, so they had the expertise to tell the

(continued on page 20)

After All This, They Went Into Combat

SUBMITTED BY MARY LOUISE (AYREST) ZUBIALDE (448TH)

Editor's Note: The following S-2 Intelligence Report is submitted by the widow of Lt. Ayrest to honor her husband, who was subsequently KIA along with most of his crew on 10 February 1944.

HEADQUARTERS
STATION NO. 4, EW, ATC
APO 641

14 DECEMBER 1943

RE: INTERVIEW WITH 2ND LT.
ROBERT AYREST, 0-680984, B-24
PILOT OF NO. 7733, BY S-2
OFFICE, STATION NO. 4, EW, ATC.
(Verbatim Report)

LT. AYREST'S STORY WAS AS FOLLOWS:
"We took off from Marrakech 0130 GCT; clear weather; no trouble; moonlight. First ran into bad weather as we turned off Portugal. There was a complete overcast and undercast. A half hour later we ran into storm and icing. Flew in this on instruments until 0900 GCT. A-5 was inoperable. On instruments until eleven o'clock. We broke through at 6,500 ft. Switched on emergency IFF (Identify-Friend-or-Foe). Calling field since 0845 hours — no contact with them. Just before switching on IFF, we realized that ETA was up, so we attempted to go through. Went down to an altitude of 1,000 ft. Overcast — complete fog, so we went back up to 6,500 ft. Then we switched on IFF. Attempted to contact field again in the clear. This failed.

"The radio operator removed transmitter and set it up to contact base by voice. Unable to reach base. We received one position report. This gave our position approximately 29° — the rest was cut out. We started circling, using the Darky System, i.e., 'Hello, darky, etc.' They send fighters up to escort you back. We did that for an hour.

"We had been told before taking off that we would have strong winds from the south, but this was erroneous. We had heavy wind blowing from the north. Since the navigator had not seen ground for several hours, we could not figure out wind drift or ground speed; we had not seen any stars for celestial navigation. We took a course of 40° and broke through overcast at 600 ft., and sighted land. Crossed over a large island which we later learned was off the coast of occupied France. Also crossed over a harbour and city. We circled a large airport to the left, and discovered a field occupied by JU-88's, FW 200's and other enemy fighters. At this time, we were at 800 ft. Gave full power and started evasive action. Immediately climbed for



Standing (L-R): Joseph Chioda (radio), KIA; Lenswell (gunner); Harold Aucker (gunner), KIA; Ed Schroeder (2nd engineer, gunner); Frank Boula (engineer), KIA; Edward Odiorne (gunner), KIA. Kneeling (L-R): Robert Ayrest (pilot), KIA; William Berquist (copilot); Robert Boberg (navigator); Robert Bass (bombardier), KIA.



B-24 "LAKI-NUKI" (Ayrest crew) crash landing, Marrakech to England, December 1943 on the final leg of the southern route. Note flak damage.

clouds. We were heavily bracketed by enemy antiaircraft fire. Machine gun fire riddled the entire length of the ship. Seeing we could not make the base of the clouds we started losing altitude, and with evasive action headed toward the sea.

"A semi-direct hit was registered on our ship forward of the copilot's rudder pedals. It completely destroyed the nose wheel, hydraulic system, radio, and all instruments. This same burst wounded the copilot in the right leg. He put the fire out and was removed to the radio compartment, meanwhile bleeding profusely. The 1st engineer applied first aid, and gave him a dose of morphine. Just about this time, machine gun fire and ack-ack blew both sides off the nose turret in which the bombardier was

sitting. An anti-aircraft shell tore through the waist of the ship without exploding, and passed between the 2nd engineer and a passenger.

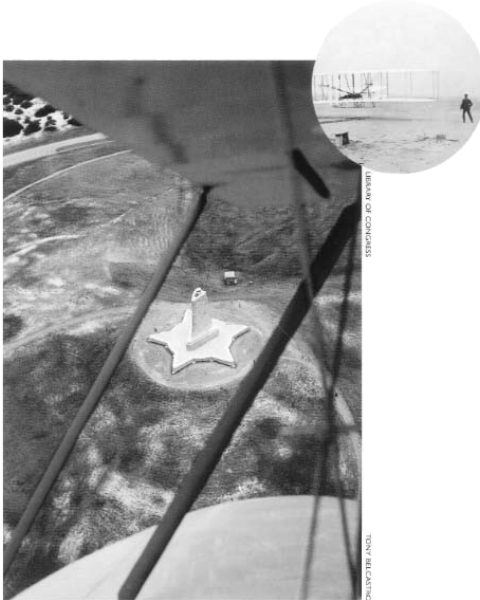
"Entered the clouds and started across the sea (just off the island) where a break appeared in the clouds. As we came out in the open, we passed over six flak ships. The ships seemed to light up from stem to stern with flame. The terrifically heavy concussions threw us several hundred feet into the air. We were forced to turn back over the island, cross the outer corner of the city of L'orient, and entered the sea from that side. We received heavy anti-aircraft while on this course, but reached clouds without further incident.

(continued on page 20)

Up, Up, and Away!

THE WRIGHT BROTHERS NATIONAL MEMORIAL

KILL DEVIL HILLS, NORTH CAROLINA



2003 marks the 100th anniversary of the Wright Brothers' first successful powered flight, and what better way to view this memorial to their achievement than from an airplane; in this case a 1941 Waco bi-plane. The Wright Brothers National Memorial, administered by the National Park Service, commemorates the three seasons Wilbur and Orville Wright worked on flight at North Carolina's Outer Banks, beginning with unmanned gliders and working up to their 1903 *Flyer*. A 60-foot-tall gray granite pylon, erected by order of Congress in 1932, stands atop the 90-foot dune from which the brothers launched their gliders. (Big Kill Devil Hill wandered 450 feet south since the Wrights were there, but it was eventually stabilized with grass.) There's a small museum adjoining the memorial, and two reconstructed buildings from the Wrights' 1903 camp.

The Wright Memorial will be the site of a centenary celebration on December 17, 2003. Located off Route 150 in Kill Devil Hills, the memorial is open 9:00 – 5:00 daily. There is an admission charge. For further information, call (252) 441-7430, or visit the Web site: www.nps.gov/wrbr. ■

TO B-29 OR NOT TO B-29 . . . (continued from page 18)

difference between stress relief holes and bullet holes.

Contrary to what is often thought, the Tu-4 was not an exact copy. They had to reverse-engineer the entire thing for many reasons, from the trivial — the Soviet industry produced metal plate and screws in metric sizes! — to the intricate. For example, they were not able to manufacture the integral wing fuel tanks of the B-29, and they used 23mm Nudelman-Suranov cannon for defensive armament.

The entrance into service of the Tu-4 made the U.S. defense moguls spit little green apples and threw the USAF into a virtual panic, since the Tu-4 possessed sufficient range to attack Chicago, Los Angeles, and New York with a worthwhile load on a one-way “suicide” mission. From seized airfields in Iceland, Soviet Tu-4s were even capable of hitting targets in New England, New York, Pennsylvania, and Ohio, and from bases in Greenland they could hit targets as far away as New Orleans or Denver. Since the Soviets now had a weapon capable of attacking North America, this forced the United States government to develop an extremely costly air-interception capability involving ground radar installations, a Ground Observer Corps, radar picket planes, Nike surface-to-air missiles, and a fleet of jet interceptor fighters. The development of the Soviet atomic bomb in 1949 gave the air defense program a new urgency, since the United States was itself now in danger of a nuclear attack.



Finally, from David Holloway's *Stalin and the Bomb*, 1994, Yale University Press, (ISBN 0-300-06056-4):

“The first flight test of the Tu-4 took place in July 1947. The new bomber had a range of 5,100 kilometres with a bomb load of 6-8 metric tonnes and a flight speed of about 550 km/h at 10,000 metres. It was not quite as good a plane as the B-29. Stalin authorised full production in 1948, even though there were still problems to iron out with the design. More than a thousand Tu-4s were built over the next five-six years and some of these were modified to carry atomic bombs. The Tu-4 entered service with the Long Range Air Force in 1948, but Soviet designers soon realised it was becoming obsolete.” ■

AFTER ALL THIS, THEY WENT INTO COMBAT (continued from page 19)

“Found out at this time that two engines were badly shot up, but we maintained our altitude. All controls gone with the exception of the ailerons. Flew by liquid free compass in clouds constantly changing course from a starting course of 220° until we reached a course of approximately 30°. The crew was prepared to abandon ship for ditching. Emergency rations were distributed among the men.

“After flying for one hour, we went down to 100 ft., and flew this course until we sighted British mainland at which time we had 20 minutes gas left (roughly about 50 gals. of gas). We circled the air drome, fired the colors of the day, and received acknowledgement. The radio had been shot out earlier. Wheels would not extend hydraulically or mechanically; the flaps would not work. After several passes, we made a horizontal approach at 150 miles an hour. Cleared buildings and came diagonally across the field. Cut all switches and made a successful crash landing. Upon striking, blue flames shot the length of the bomb bay, so upon stopping, we abandoned the ship as rapidly as possible, and removed wounded men. Dense clouds of white smoke was pouring out while abandoning ship. The pilot and navigator abandoned ship through the pilot's front window. The six crew members, including the co-pilot, abandoned ship through the escape hatch. The remainder abandoned by way of waist windows. A short time after we had all left the ship, flames shot 40 feet into the air. The plane was completely destroyed by fire. It was at this time that we discovered that the right vertical stabilizer had been almost torn away by antiaircraft fire.

NOTE: It was considered advisable by the pilot to leave all luggage and personal clothing in the bomb bays to absorb the crash, and to absorb all gasoline which had spilled when the tanks broke. Therefore, all personal belongings, clothing and government equipment were destroyed by fire.

NOTE: Approximately 4 enemy pursuit planes attempted to make contact with us while over L'orient, but we successfully evaded them.

NOTE: Upon further examination of the copilot at the hospital, it was discovered he had shrapnel in both legs.

— LT. ROBERT C. AYREST



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

Talk about those magnificent men and their flying machines. **ANDY CUMMING** sent me an article about British flying ace Hubert Williams. Hubert was the last of the pilots of the Royal Flying Corps of World War I. He died in September 2001 at the age of 106 years. Hubert was only 20 when he signed up in 1915 to fly over the trenches, even though he was told the life expectancy of pilots was “only hours.” He joined up because the pay of two shillings and eight pence was better than in the Army and Navy. Within weeks he began his “flying training” — seven hours flying around a field in a glider.

His first action flying was over the trenches during the Battle of Somme in July 1916. He flew a Sopwith 2F1 Camel, which was equipped with two bombs suspended by wire and two machine guns. The plane was made of wood and could fly at 65 miles per hour at an altitude of 500 feet for one hour before its fuel ran out. If the plane’s wings were damaged by gunfire, they would be patched up by using a mixture of Irish linen and cellulose.

After spending much of the conflict bombing German trenches on the Western Front in France and Belgium, Williams was transferred to the Eastern Mediterranean Theater. When he was 22 years of age he was shot down over Macedonia in northern Greece. He was unconscious as the villagers pulled him from the wreckage and took him to a hospital, where his life hung by a thread. It took nine months before he was able to return home to Britain.

In WWII Hubert joined the RAF, training pilots to fly. He reached the rank of squadron leader. One of the highlights of his long life came when he took the controls of a Concorde on a flight to New York to mark his 100th birthday. At the age of 102 he received the Legion d’Honneur award from the French government. Tributes were paid to Hubert and his colleagues in the Royal Flying Corps, which became the Royal Air Force in 1918. At his funeral a wreath displaying the Royal Flying Corps Badge was laid.

The complete article regarding Hubert Williams was sent to **RUPERT AUBREY-COUND** in England. Rupert is the gentle-

man who has done quite a bit of work keeping our little museum at Old Buck in good order. His interesting response is printed in the March issue of the 453rd Newsletter.

The good team of **JEANNE & WILBUR STITES** may have a hard time getting all the information they have into the Newsletter, so I thought I’d put some of the comments I’ve received into the *Journal*. To begin:

PEGGY & DON PARCELLS wrote about a card they received from a friend in England. The friend wrote about the miserable weather they had recently been experiencing — fog, cold, and rain. This comment brought memories back to Don of December 1944 and the 8th Air Force effort to bring support to the battered ground forces in the Battle of the Bulge, which our group did just before Christmas. Ironically, Don says, it appears we may be at the brink of another conflict. However, there is no real end in sight in this battle.

WAYNE SWANSON wrote that he turned 77 years old and that he and his wife celebrated their 58th wedding anniversary this year. **PHIL PARSONS** mentioned that his health was not too good so he’s not doing any traveling. Darn, we had hoped to see him in Oak Brook or New Orleans. **BILL GARRETT** sent joyous Christmas greetings. “No PT-17 on this card, but we both remember it well. I last flew one, with an instructor pilot in the front seat, at Old Buck airfield when we visited there in May 1999.”

Part of an e-mail note that **FRANCIS GIANOLI** sent said, “My knees give me problems but I still manage to take care of the garden. The garden hasn’t been too good with the dry weather. I watered some, but that doesn’t take the place of a good rain. To make things worse we had a deer that was paying us visits. To start with he ate the strawberries before they got ripe. I didn’t realize what was happening at first, but when he got to eating the things in the garden, I found out who the culprit was. He finally found a better place to visit.”

JIMMIE WOOLLEY is looking for the rest of the words to a song that went, “(Oh) Come with me to the Ruhr River Valley, They will greet you with bushels of flak.” It was a parody on The Red River Valley

song. If you remember it, please let me know and I’ll pass it on to Jim.

Finally, the following came to me over the Internet and I’d like to share it with you.

WHAT IS A VETERAN?

He is the POW who went away one person and came back another — or didn’t come back at all.

He is the career quartermaster who watches the ribbons and medals pass him by.

He is the three anonymous heroes in the Tomb of the Unknowns, whose presence at Arlington National Cemetery must forever preserve the memory of anonymous heroes whose valor dies unrecognized with them on the battlefield or in the ocean’s sunless deep.

He is the old guy bagging groceries at the supermarket — palsied now and aggravatingly slow — who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

He is an ordinary and yet an extraordinary human being — a person who offered some of his life’s most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs.

He is a soldier and a savior and a sword against the darkness, and he is nothing more than the finest, greatest testimony on behalf of the finest, greatest nation ever known.

So remember, each time you see someone who has served our country, just lean over and say “Thank You.” That’s all most people need, and in most cases it will mean more than any medals they could have been awarded or were awarded.

“THANK YOU”

It’s the soldier, not the reporter, who gave us our freedom of the press.

It’s the soldier, not the poet, who gave us our freedom of speech.

It’s the soldier, not the campus organizer, who gave us our freedom to demonstrate.

It’s the soldier, who salutes the flag, who serves others with respect for the flag, and whose coffin is draped by the flag — who allows the protester to burn the flag.

A PRAYER FOR OUR SERVICEMEN/WOMEN

Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. I ask this in the name of Jesus, our Lord and Savior. Amen. ■

In January I received two newsletters that are very important to me. The 31st edition of *The Heritage Herald* arrived first, and a few days later, the Winter 2002-2003 edition of the *Journal*.

We are extremely proud of this issue of *The Heritage Herald*. Our new Communications Vice President, Brian Mahoney, took over the task as editor from Penny Kerr at the convention last September in Baltimore. Kathy Jackson, our previous Communications Vice President, was an invaluable aid to Brian. The task of reviewing past issues of many newsletter, purchasing and learning to use new software, gathering various articles and then putting them all together into a form for all to enjoy, were only part of what Brian has done to get this thirty-first issue out to our members. He received support from our Executive Committee and from other members as well. We owe everyone who worked on this issue, named and unnamed, a big thank you.

Since I have belonged to The Heritage League and to the Second Air Division Association, I have tried to save each issue of each of these publications. To me, they are another way for all of our families, our friends, and us to learn more of the history that is a part of our lives. As a child growing up, my family members didn't talk much of events in their past. We kids were busy with the important tasks of living, loving, and enjoying the present. Now, I am a mother and grandmother. Recent

YOUR HERITAGE LEAGUE

BY IRENE HURNER

history (what has happened during my lifetime) is very important to me and, now, very interesting. There are many publications that tell the tale of World War II. Some have been appearing for many years, and some are quite recent. Our *Heritage Herald* is a recent one, though there are newer publications, and the *Journal* is one of the older ones. From each we can learn a great deal. What makes these special is that these newsletters tell the stories of people we have met and become friends with while attending conventions of the Second Air Division Association and of The Heritage League of the Second Air Division.

One of the things that I learned Editor Ray Pytel does is collect past issues of the *Journal* from those who no longer need them, and then redistributes those issues to others who would like them. Our new Communications Vice President and I have been the lucky recipients of some of the

collection. I think this is a wonderful way to help preserve the stories of our veterans and of their families. I would like to do the same with issues of *The Heritage Herald*. If anyone has past issues that they are finished with, or do not have room to store, please let me know. My e-mail address is ihurner@hotmail.com. I'll be glad to make arrangements for them to be sent to me.

I am writing this article in January. Our Executive Committee will meet in Houston, Texas in February. It is exciting for me to think that, not only will most of our committee be attending, but Jim and Mary Lorenz, our liaisons to the 2ADA; and Dick Butler, President of the 2ADA, his wife Ar-dith, and daughter Kay Drake will also join us. Alan and Joyce Senior have helped Linda Wittig, our Secretary, make arrangements for the meeting. The support that we officers have received from the Second Air Division Association is truly appreciated.

One of the items on the agenda is a report from Vicki Warning, our representative to the Board of Governors, on her trip to Norwich last October. Ann Phillips, Membership Vice President, and Treasurer Ed Zobac have reported that dues have been received in volume. Thank you to all who have shown confidence in your organization by sending in your dues. In the next issue I will report on the results of our Houston meeting.

I am looking forward to seeing our membership at a get-together during the 2ADA convention at Oak Brook, Illinois in June. ■

Stories with a moral

FROM BAD NEWS & THE GEORGIA CHAPTER, 8AFHS

From the wisdom of my grandson, whose school teacher asked for some students to tell a story with a moral at the end of it:

A little girl got up and said, "My granddaddy is a farmer and he has lots of laying hens. One day we were taking our eggs to market in a basket on the front seat of his pickup truck. He hit a big bump in the road and all the eggs went flying and broke and made a mess." Then she sat down. The teacher asked, "What's the moral here?" And the little girl said, "Don't put all your eggs in one basket!" "Very good!" said the smiling teacher.

The next little kid raised his hand and

said, "My grandpa is a farmer too. But we raise chickens for the meat market. One day we went in the barn and found the hens had laid twelve eggs. But when they hatched, there were only ten live chicks, and the moral to the story is: Don't count your chickens until they are hatched!"

"There's another good example," said the teacher. Turning to my grandson she asked, "What's your story, Tom?"

Tommy announced, "My grandpa told me he was a flight engineer on a B-24, and one day he was on a real rough mission and they got shot up pretty bad. And he had to bail out. So he took with him a full

bottle of whiskey, a sub machine gun, and a machete. He drank the whiskey on the way down in case the bottle broke, but he landed in the middle of a hundred enemy troops. He killed seventy of them with the machine gun before he ran out of bullets. Then he killed twenty more with the machete till the blade broke. And after that he killed the last ten with his bare hands."

"Good heavens," said the horrified teacher, "what kind of a moral did your grandpa tell you from that terrible story?"

"TO STAY THE HELL AWAY FROM MY GRANDPA WHEN HE'S DRINKING!" ■



BY FRED A. DALE

I am still having trouble with my eyes. February 5 is a tentative date for getting a transplant for my other eye (the left). However, after reading in the *Winter Journal* the "2nd Air Division Bomber Record" on page 20, I felt we should add the flying and ground personnel records to the totals.

It is much more difficult to obtain accurate figures on combat crew losses; because once the B-24 turned up missing, it was out of the Group's hands as to what happened to the crew. Sometimes other crews counted parachutes, crash landings, ditchings, or still worse, blown-ups with no probable chance of survival. It took years of researching enemy reports, burials, POW records, and the reports of the Underground in some cases to obtain figures on deaths, and survival records of all those on the MIA list of each group; many times long after the groups were sent home or disbanded — and sometimes never.

The Second Air Division's first bombing mission was flown on November 7, 1942, and the last on April 25, 1945. A total of 95,948 sorties were flown in 493 operational missions by the Division's B-24s, dropping 199,883 tons of bombs. Targets attacked ranged from Norway in the north, as far east as Poland and Rumania; while several Mediterranean countries were reached from temporary bases in North Africa. Six Second Air Division groups received special presidential citations for outstanding action and five airmen received the Medal of Honor, four posthumously. In combat, the Second Air Division gunners claimed 1,079 fighters destroyed against total losses of 1,458 B-24s missing in action and many others lost in accidents.



PAINTING OF "LIZZIE" BY TOM ANDERSON

A total of 6,700 men serving with the 2nd Air Division lost their lives during the conflict. At one period the chance of an individual airman completing a tour of operations (25 missions, later 30-35), was as little as one in three or less, so formidable were the flak and fighter defenses of the German Luftwaffe. There was also a low safety margin in the heavily loaded Liberators if some mechanical or equipment failure occurred. Besides the risk to life and limb, an airman had to endure from between four to eight hours — and sometimes as many as twelve — in cramped conditions exposed to constant noise and vibration. Much of the time the flight was at altitudes where uncomfortable oxygen masks had to be worn; and temperatures could be down to minus 40 degrees F, which also necessitated heavy clothing to prevent frostbite. Such was the grim lot of a Liberator crew member.

For every man in the air there were also at least another three on the ground at the air base, engaged in support — clerks, mechanics, MPs, cooks, various specialists, administrators, statisticians, planners and commanders; and scores of others performing duties, some spectacular, many of them menial, but all essential to the operation and functioning of each group.

This is not to overlook all the command and support personnel at the Wing, Division, and 8AF Headquarters levels.

Finally, we have received the following letter, which is self-explanatory:

"I have had the opportunity to do a number of paintings of 8th Air Force bombers. My current work, a B-17 named 'Queenie' of the 91st Bomb Group, is on display at the EAA Museum at Oshkosh. I've also painted 'Mary Lou,' another B-17 of the 91st Bomb Group, and the B-24 'Bad Penny' of the 445th Bomb Group, flown by Dwight Hohl.

"My current project (*see photo above*) depicts a B-24 of the 445th Bomb Group, 701st Bomb Squadron, named 'Lizzie,' S/N 42-7555, on a mission on December 22, 1943 to Osnabruck, Germany. The navigator, Arthur E. Barks, was killed. I have been in contact with a number of the surviving crew members, but have had no luck finding the pilot, Glenn E. Jorgenson. 'Lizzie' was flown as a substitute on this mission. The crew's regular aircraft was the 'Conquest Cavalier.'

"Does anyone have any information on Glenn Jorgenson or 'Lizzie'? Please contact Tom Anderson, 9275 Lakeview Circle, Burlington, Iowa 52601, phone (319) 753-3145, e-mail: andesign@interl.net." ■

HALESWORTH 489TH NOTES

BY
NEAL SORENSEN

Our esteemed 489th BG Editor for Life, Charlie Freudenthal, issued a call to colors to members of the 489th Bomb Group in his two most recent newsletters. To wit: In the past four years when the nominating committees have sought new candidates for group offices, they have not come up with a single candidate.

Not only does a group stagnate without officer turnover, as Charlie pointed out, at our respective ages it makes good sense to have stand-ins who can succeed an officer should that hearty individual depart from this mortal coil on short notice. The Second Air Division Association has for the past several years had assistants to the major officers. These assistants share in the work and in some cases have stepped in during periods of prolonged ill health. Each of the committees of the 2ADA has a chairperson supported by two or three other members (including one observer from The Heritage League).

The gauntlet is cast, men! When the nominating committee calls to ask if you would be willing to run for office, consider it carefully. The 489th has a proud heritage in the Second Air Division Association, having produced three presidents: Charlie Freudenthal, C.N. (Bud) Chamberlain, and the writer of this column. Bud Chamberlain was the driving force behind the organizing of The Heritage League, and laid the groundwork for changes in the Fulbright Scholarship investment practices. This writer participated in the placing of a bronze B-24 sculpture in the Honor Court at the Air Force Academy, and led the committee that forged a new agreement with the Fulbright Foundation in 1996.

In the past, the cost of being group vice president and representing our membership at the biannual 2ADA planning meetings (the mid-term meeting and the meeting three days prior to the annual convention) have been costs that discouraged some of our members. On the average, the cost for air fare and six days hotel charges amounted to \$1,000 – \$1,200, plus the \$700 – \$800 registration fee that is sent to

Evelyn Cohen for the annual convention itself. Now that most of the programs are in place, it appears that we will do away with the mid-term meeting, which should ease the cost penalty of being group vice president and alleviate the physical fatigue that accompanies motel living and the travel that is involved.



I have been reveling in hours of fascinating historical air lore contained in several books given to me this past Christmas. Each volume is titled *The Epic of Flight*, but each covers different historical eras and countries. Especially fascinating to me was the volume devoted to Soldiers of Fortune. Long before Billy Mitchell took on the Navy and Army brass hats by insisting that air power could change the nature of war, a Bulgarian officer decided that dropping bombs was the only way to dislodge the Ottoman Turks who were occupying Fort Bezhani.

Lacking the personnel, he hired two Russian airmen and equipped them with an ancient biplane that was of French origin. The first intrepid warrior was N. De Sakoff. Since the early airplanes did not have a cabin, Sakoff was seated in a chair mounted in front of the engine with the full force of the airstream adding danger to his precarious undertaking.

Picture this, you Brown Shoe Bombardiers who froze in the nose of the old B-24Ds. There were no shackles to hold the bombs, so Sakoff placed six thirty-pound bombs in the lower wing; three on each side of him. Obviously a man with strong legs, Sakoff tied one bomb to each leg prior to his bomb run. At the drop point, a strong jerk on the slip knot that held the bomb would release it on the soldiers below. Since he had to make his bomb runs at 500 feet, his second and third bomb runs were greeted by a fusillade of gunfire from the angry Turks. After his final run, he turned to return to his base. Shortly, however, his motor sputtered and he discovered that bullet holes had drained the gasoline from his tank.

Sakoff managed to coax his plane to a safe landing near Preveza on the coast of the Ionian Sea. With the help of local Greeks he repaired the tank and returned to his base at Nicopolis. When he reported the success of his mission and the vulnerability of the Turkish fort to attack, the Greek military authorities decided to attack. Three days later, the fort was in their hands.

Sakoff's compatriot, a man named Kolchin, who was also a flyer for hire, joined in the low-level attacks on the Turks. Unfortunately, the skill level of the ground

warriors improved, and on a sortie some weeks later, Kolchin gained immortality by becoming the first aviator to die in combat.

Soldiers of fortune in the early days were almost entirely motivated by a sense of adventure and the hope for a quick dollar. They had no loyalty to the causes they fought for; until the 1936-1938 Spanish Civil War, when soldiers of fortune gravitated from all over the world and flew for little or no pay on the side that they felt was the "Right Side." ■

THE FIRST FORWARD LOOK

BY STAN WIEC,
YANKEE AIR FORCE

On a particularly wintry day in January 1938 over Lunken Airport in Cincinnati, there was an odd combination of winds, winds which blew northeast about 11 mph near the surface but blew at 70 mph or more about 3000 feet. Informed of this phenomenon, three young hot-shot pilots jumped into their planes (40-horse T-CRAFTS) and took off to do a little "backward flying." Grouping together in formation it was great fun for them to be flying in reverse, so they decided to do a little cross-country. Milford, Ohio, which was a town in line with the way they were going, was about ten miles away, so this became their objective.

Holding their airspeed steadily at about 40 mph, the three airplanes in formation were drifting backwards at about 30 mph. They reached Milford in about 20 minutes, and then nosed down sharply into lighter winds for the return trip to Lunken Airport. The entire flight took about 45 minutes and during this time no turns were made from takeoff to landing; the three planes were constantly headed into a southwest heading. The differential between surface winds and winds aloft made this unusual flight possible. The 71 mph wind at 3000 feet and higher that day was the strongest wind aloft recorded in Cincinnati in several years.

*Excerpt from T-HANGAR TALES,
courtesy of and available from
www.historicaviation.com*

Swiss dig up old B-24 and B-17 bones

CONDENSED FROM "FLYPAST" AND OTHER SOURCES

For years, Rolf Zaugg has been retrieving wreckage of B-24s and B-17s scattered on peaks of Swiss mountains or buried under the glaciers in the Alps. His impressive collection of war memorabilia includes the famous M-9 Norden bombsight with gyroscopic instrumentation, radio and electronic equipment, gun turret, etc., most of it in working condition.

Rolf was moved by the tragic fate of the B-17 crew of "Little Chub." On a mission to Oberpfaffenhofen, the Fortress was badly mauled over Stuttgart by German fighter planes. As a result, crew members Richard Sandleback, Charles Wallach, and Jesse Greenebaum, the latter on his first mission, were wounded. Having escaped the German butchery, they were attacked by Swiss Messerschmitt Bf 109E and Morane fighters, killing the already badly wounded Sandleback and Greenebaum.

In the second attack, Fritz Kolb, a Swiss Morane pilot who had fired two warning rockets which went unnoticed in the chaos, shot at the Fortress, which immediately caught fire and dropped into the lake. Five crew members drowned, including the copilot, James Burry, whose body was found nine years later. The pilot, Everett Bailey, the last one to bail out, died in the courtyard of a farm, his parachute not having opened in time.

Kolb did not know that "Little Chub," one of fourteen handicapped B-17s the Swiss ordered to land on the airfield in Dubendorf that day, had pulled away to allow the crew to work on the ball turret that could not be jettisoned. The two pilots decided to circle, waiting for the able crew to jump out, hoping to belly land on the fields near the lake, thus giving the remaining wounded crew a chance of rescue.

Embarrassed authorities had to explain to the public why the Swiss Air Force had shot down a handicapped plane trying to land in neutral Switzerland, with wounded and dead on board. The official justifications to cover up this blunder were based on the recent (accidental) bombing by the Americans of the Swiss town of Schaffhausen. These arguments were not accepted by the population, which remained strongly pro-Allies throughout the war. The Swiss Army and hundreds of sympathetic civilians honoured the funeral of five of the six airmen who died that day. Like many young Swiss of his generation, Rolf could never understand why Switzerland, under the cover of neutrality, was



Above: A hoisted symbol reappears in the sky. Below: At the New Museum in Utzenstorf: Swiss team member Roger Hilfiker with Hans-Ueli Wuthrich, Benedict Glauser, Rolf Zaugg, and their trophy.



shooting at the Allies, who were defending the very principles of liberty and democracy. The episode of "Little Chub" became the start of Rolf's research on American and English war casualties and their burial sites in Switzerland in Münsingen and Vevey. His study and a detailed plan of the cemetery of the Commonwealth War Graves Commission in Vevey, achieved in collaboration with the Royal Air Force Associa-

tion, is available on the Internet.

In 1953, "Little Chub" was again in the news when it was partly raised by the famous Bomber Schaffner, a Swiss entrepreneur who retrieved a dozen Fortresses and other war planes from various Swiss lakes. On that occasion, the decomposed, fully dressed body of 2nd Lt. James Burry was found in the cockpit. He was buried with

(continued on next page)

SWISS DIG UP OLD BONES

(continued from page 25)

full military and civil honours in Uster near Zurich on the 20th of September 1953.

"Little Chub" was patched up by Bomber Schaffner and exhibited in Maur before it was scrapped. Photos taken of the warbird at that time revealed that the left wing motor number 2 and two triple bladed propellers were missing.

For months, Rolf has been working quietly on project Greifen. As an architect and builder by profession, his plan of action was meticulously drawn up. The first hurdle was to obtain permission from the Swiss cantonal and local authorities; a tiring job which was further complicated by the fact that Lake Greifensee is a protected wildlife reserve. Organising transport and cranes, and contacting the lake authorities, notables and veteran eyewitnesses and TV and press was again a major task.

Rolf fixed the 29th September 2000 as D-Day — the day to move to the beach of Greifensee. This date coincided with the end of the tourist season and a time when the water is clear and the fish had finished their reproductive period. Rolf had hired Jürg Kammerlander, an experienced diver of Deep Scan International, disposing of sophisticated diving equipment. Together, they managed to rope in divers from the lake rescue service of the cantonal lake police. Walter Rufer, captain of the lake rescue team, welcomed their role as historical wreck-finders, in preference to the boring task of chasing away windsurfers and sailing boats from protected zones of the lake, or diving for handy phones, spectacles, and wallets. The result was impressive.

Watched by photographers, newspaper reporters, and TV teams, the divers worked all day to retrieve hundreds of B-24 and B-17 items at a depth of 15 metres (50 feet), cheered by a crowd of people each time a diver appeared with another item. Amazingly, like the ancient Viking ship which was found in Norway in perfect condition; the items buried in the silt, recovered from the clean Swiss lake were similarly preserved.

The frequency meter box complete with batteries, one of which still produced 1.6 volts when tested on the shore, constituted the most incredible find. The attached 35-page calibration book containing the fundamental frequencies was like new, once cleaned and dried. It was the same with the parachute, whose smooth silk could still have served to make ladies' underwear. Rounds of live ammunition were recovered with utmost care. Several large sections of the wing and fuselage were also found and raised with an intri-

cate system of pulleys and balloons. Apart from a few bumps and dents, the two triple-bladed propellers and massive-looking 1200 hp Wright R-1820-65 engine looked like new when they were finally put on the truck.

The salvage scene was witnessed silently by Fritz Kolb and Max Korthals. Kolb was one of the six Swiss pilots, obeying orders from the ground, who actually shot down the B-17 circling over the lake. Korthals, a young soldier, helped to retrieve the bodies of the five Americans. Interviewed by the press, the embarrassed Kolb apologetically repeated that at that time "orders were orders" in line with the neutrality policy of Switzerland. This rule was applied to both Allied and German war planes, remembering that the Swiss shot down at least a dozen German planes.

The two Swiss soldiers would like to have met Charles Wallach, the last survivor of the crew. Wounded, Charles spent nearly six months in Swiss hospitals before escaping back to England. Contacted at his home in Florida, Charles was overjoyed to hear the news of recovering the motor and other items from his plane. He said he bears

no grudge against the Swiss, and was grateful for the wonderful care and attention he received during his stay in Switzerland. He was very excited to be receiving some souvenir of his plane from Rolf Zaugg.

To house his valuable collection of war memorabilia, Rolf is building a museum at an ancient Bernese farm, with the help of his closest friends, Kurt Glauser and Hans Ueli Wüthrich, all from the village of Utzenstorf. To add to the historical touch, the premises are situated less than a mile from the crash site of "Battle Queen – Peg of My Heart", another B-17, which crash-landed in Utzenstorf on August 17, 1943. Having invested a considerable amount of money, Rolf hopes to obtain support from the local authorities, which are favourable to his project in principle.

Recently Rolf has made inquiries about two 445th BG B-24s which crashed near Dubendorf: #42-7513 "Pistol Packing Mama" on 16 March 1944, and #42-7571 "Lillian Ann II" on 11 July 1944. If you have any information on these planes or crews, contact Rolf Zaugg, Chef of the Museum, Rüttistrasse 7, 3427 Utzenstorf, Switzerland, telephone 032 665 18 87. ■

Folded Wings

HDQ

Valeria Brinegar Conroy
Joseph A. Hruby
J. Livingston Jones

44th

Merrill G. Berthrong
John H. Carstens
David L.G. Jacobs
Elwood A. Matter

93rd

Donald L. Butterfield
Joseph Forti
Robert F. Hanslik
Paul E. Hood
H. Reid Johnston
Raymond A. Thon
Harold L. Wagner
Lawrence A. Williams

389th

Vernal L. Boline
Ralph O. Jackson
Clell B. Riffle
William H. Viney

392nd

Laurin D. Austin

Robert M. Berger

John J. Kallas
John H. Kedenburg
Philip Sacher
William T. Singleton
Harry E. Thomas

445th

Peter T. Abell
Gerald E. McBroom
Web Uebelhoer (492nd)

448th

Vaiden U. Dozier
Jerome A. Hass
Vincent Luine
Gilbert F. Morris
Donald C. Todt

453rd

Frank Hendershot
Ray R. Keith
Randall V. Nelson
Irving J. Rosenblum
Carl Stammer
Kaylor C. Whitehead
John D. Walker, Jr.

458th

Peter G. Nearhos
Malcolm H. Shealy
Arthur C. Sjolund, Jr.
E. Max Snyder
Robert J. Sturenfeldt
Harold A. Walker

466th

William F. Johnson
Eugene Rogers
Oliver A. Shaw

467th

Thomas P. Zaluzky, Jr.

489th

Harry C. Aaron
Gordon R. Cave
Morgan G. Higham
Lloyd R. Landis
Jerome J. Meyer

491st

Salvatore S. Leotta
Fred B. Smith
Jack W. Unverferth

492nd

Marion T. Kelley

"We'll meet again . . ."

Who of us serving in Britain during that distant wartime would ever forget that haunting song and the voice of Vera Lynn?

Fifty-five years have passed since Al and Van fell in love as wartime sweethearts. He returned to the States and she returned to her home in Cardiff, Wales, where they both met other loves and married. They lost touch and now both of their spouses have passed away. Will these two lovers meet again?

Al Enlow shares his wartime experiences and his memories of his wartime sweetheart, Van, in *Reminiscence*. You will laugh and cry over this nostalgic remembrance of days gone by.

— FROM THE BOOK JACKET OF *Reminiscence*

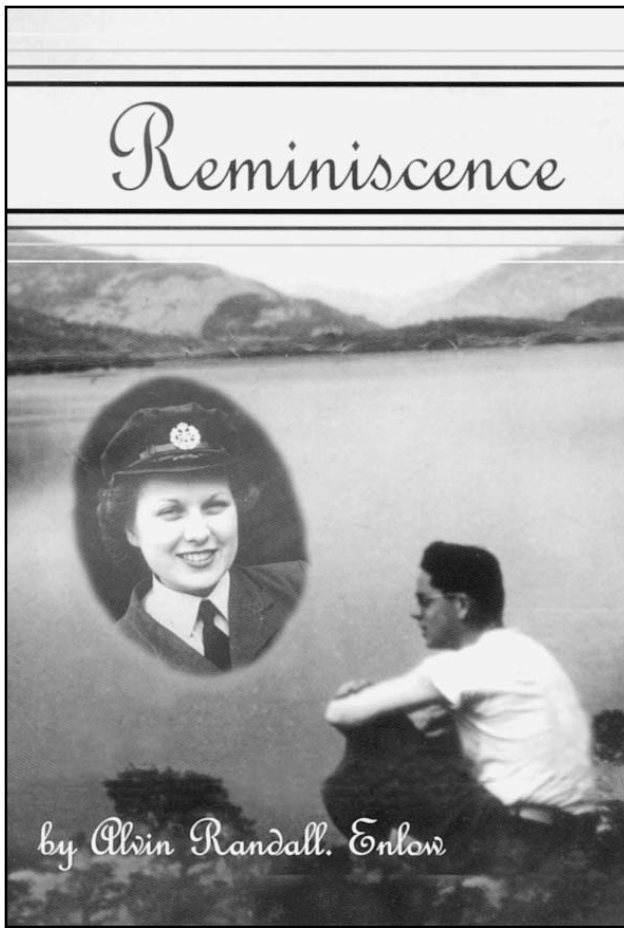
A BOOK REVIEW BY RAY PYTEL (445TH)

This book is the wartime story of Alvin Enlow, who was with the 392nd BG at Wendling. His duties consisted of being a flying control sergeant at the Wendling Control Tower.

Aside from the various incidents at the tower and on the base, Enlow describes his English travels and his review of a romantic relationship overseas and the eventual reunion of Enlow with his wartime sweetheart, Myfanwy Williams, after a happy 43-year marriage to the late Marilyn Jean Enlow.

This 104-page hardcover edition includes over 90 photographs from the World War II era. It is a nostalgic remembrance of non-combat wartime experiences and memories.

Anyone who would like to order a copy of this book may do so by contacting Turner Publishing Co., P.O. Box 3101, 412 Broadway, Paducah, KY 42002-3101 • phone (270) 443-0210 • fax (270) 443-0335 • website: www.turneronline.com. Cost: \$21.95 plus \$7 shipping and handling. ■



THE 2ADA HAS ITS OWN INTERNATIONAL AMATEUR RADIO NET

BY EDWARD G. SCHWARM (44TH)

I was one of the lost Flying Eightballs of the 44th BG, circling around in the clouds looking for the formation. Having moved several times, I had never found the 2nd Air Division Association. Sitting in my comfortable study on Cape Cod one cool November Tuesday morning, a conversation between an Englishman and an American on my ham radio caught my attention. Bill Holmes, the Englishman I overheard, tells it much better than I could in his recent letter to me:

Greetings from Norwich!

It was way back in November 1988 that Shelagh, G4TWS and I, G4TWT, in Norwich were speaking with a friend, Earl Nissen, W0MKY, who lives in Waverly, Iowa. We met Earl after attending a 2ADA convention in Colorado Springs. We were then invited to stay with Ellsworth and Joyce Shields, who live in Waverly. Earl was their neighbor. Ellsworth was with the 458th at Horsham St. Faith. Shelagh's parents befriended him whilst he was there.

After speaking with Earl we were joined by another radio amateur who gave his call-sign as KB1FG. This turned out to be Ed Schwarm, who, having heard our conversation, made enquiries with regard to joining the 2ADA. From that contact with Ed, whose call-sign is now NX1V, the 2ADA Amateur Radio Net was resurrected. Since that day in 1988 we have kept in contact most Tuesday afternoons, and we treasure the many friendships we have made. Without the devotion of Ed this would not have been possible.

One of the highlights this year was to receive an invitation from Her Majesty the Queen for Shelagh and myself to attend her Golden Jubilee Garden Party at Sandringham, which is her country home

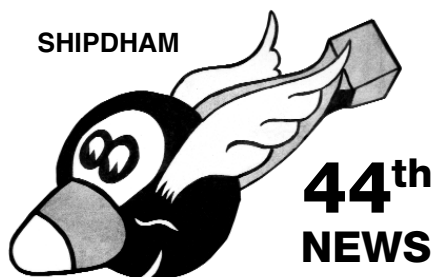
in Norfolk. I was fortunate enough to be presented to His Royal Highness The Duke of Edinburgh and had a conversation with him regarding my forty-one years with the Royal Observer Corps.

Our best wishes to all 2ADA members.

— Bill and Shelagh Holmes

The always-helpful Evelyn Cohen gave a big boost to my efforts to get the Ham Net going. She remembered that the late Charlie Weiss, W5SEH, had run a Net earlier on. I called Charlie, and he noted that the previous ham net had died when the 11-year sun spot cycle went to its minimum and radio propagation degraded. He enthusiastically sent me his list of former participants. I contacted them all by mail; set up a Tuesday morning schedule so that friends on the West Coast could bridge the time zones to England and still get a decent night's sleep. We originally had a mailing list of fifty, which has dwindled some. Our usual participation is about 12-18, covering from California, Texas, and Montana to Cape Cod, the Carolinas, Florida, and many places in between, over to Norwich. We have members from other parts of the Air Force as well as some who didn't have the opportunity to be in the service. Often others "drop in" from the States, England, and even Germany. Once a German mentioned he was from Bielefeld (but I wouldn't know where that was). I blurted, "Oh, that's where the big viaduct is." "How come you know that?" he asked. Hmm, how many times did we miss it? What do we talk about each Tuesday? War stories, of course, aeroplanes in general (note spelling), families, travel, philosophy (80-year-olds are sure full of that), and occa-

(continued on page 30)



BY JULIAN ERTZ

MEMORIES OF A GOOD C.O.

Prior to World War II, I was born and brought up in a small city in Pennsylvania not too far from Penn State University (then called Penn State College).

From time to time, while in high school athletics, some of us would go to Penn State for weekends as guests of older friends who were students at the college.

One weekend in 1935, I believe, the U.S. Military Academy basketball team and boxing team were there to play and box against

Penn State. The heavyweight boxer for Army was a cadet named James Isbell, who was a big tackle and captain of the Army football team. I believe he weighed 220 or more and was a handsome physical specimen. The Penn State heavyweight was the defending Eastern intercollegiate champion, Izzy Richter, considerably smaller at 185 pounds but a skilled boxer. Cadet Isbell was strong, but he was out-boxed by the skilled Penn Stater. The fight was stopped in the second round.

Years later, as a navigator I was stationed at Wendover for combat crew training. One day I was standing on a bomb rack at the bomb storage grounds, wanting to become familiar with the bomb site. I was not in proper uniform, and while working on the rack, a voice behind me said, "Good morning, Lieutenant." I looked around and he said, "I'm Colonel Isbell. I'm your new squadron C.O. Do you consider yourself in proper uniform?" Of course my an-

swer was no, and I assured him that it wouldn't happen again. He was very pleasant and asked me about myself. Aside from my being embarrassed, I very much enjoyed his pleasant visit to the bomb rack.

As he was about to leave, I asked him if he was Colonel James Isbell. He answered yes, and I asked him if he had been Army's football captain. He had been. I also asked him if he had represented West Point as a heavyweight boxer. He said that he had.

I told him that I saw him box when he was a cadet. He asked when and where. I told him I saw him fight Izzy Richter at Penn State while I was in high school.

He nodded, and with a big smile said, "Lieutenant, we're not going to talk about that." He was a fine officer and gentleman, and a really good sport.

Cadet Isbell is now General Isbell, in retirement at San Antonio. He was C.O. of the 458th Bomb Group and is a current member of the 2nd Air Division Association. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

MEMORIAL AT HORSHAM ST. FAITH

We continue to make progress in our quest for funding the memorial in our old quarters. The latest contributions came from the Second Air Division Association Headquarters group. They were at Horsham before our group arrived; then went on to Ketteringham Hall for the duration. Thanks to the efforts of Jordan Uttal and Ray Strong, we received a check for \$650.00. When Richard Alvestad passed away, his crew contributed \$300.00 to the memorial. Christine Armes is still working with the RAF 78 Squadron, the Blenheim Association, and the Eighth AF 56 Fighter Group where she has achieved some success. Our new total is \$6,100.00 (roughly £4,087.00 at the current exchange rate). Demolition of the buildings has begun, the memorial site agreed to by the builders, and the entire project is well underway. We agree that the total amount raised to date will provide a fine memorial to all who served at Horsham. I will keep you posted on all future progress.

ON FINAL

We received an invitation from Dick Bateman to join the four of

five remaining crew members holding their reunion in Laurel, Maryland, just a half-hour drive from our new residence. We accepted the invitation a few days before the reunion, but I strained my right shoulder and was not able to attend.

I recently received an obituary notice from the *Honolulu Advertiser* from Frank Schaeffer (44th BG) regarding the passing of William Rowland. He was a 458th pilot and I believe a Second Air Division Association member many years ago. About the same time, I was advised that George Strand, also of Oahu, Hawaii, passed away. George and I first met in church in the mid-1980s when my son-in-law was the Director of Contracts for the Naval Supply Center at Pearl Harbor.

I have also been advised that the following have made their Last Flight: Amisa Gilpatrick, Chuck Melton, Bill Honecker, and Emil Beston. Bill Coleman wrote me that his pilot, Ralph Hoffman, passed away last June. Ralph, along with Gaylord Thayer, George Costage, Archie Oplinger, and Herman Peacher were dropped from the 458th roster for various reasons.



This photo came from a friend in Norwich who asked if I could help in identifying the man in the picture. His name and address were lost in a family move and the family thought someone in the Association might recognize him. I know it's a "long shot," but I promised I would give it a try. If you think you can be of help, please let me know. My address, phone and fax are listed on page 2 of the *Journal*. ■

No One Ordered Us Not to Bomb Japan on Three Engines

BY SGT. GEORGE N. MEYERS • REPRINTED FROM YANK MAGAZINE, OCTOBER 1, 1943

ATTU — Nobody's orders read that he's got to bomb Japan on three engines.

But this gang did it, shot down two Zeros and would like to try the stunt again some time — with four engines.

Iron-handed 2d Lt. Bob Lockwood of Entiat, Wash., took his crippled B-24 on a bomb run through a storm of antiaircraft fire and a swarm of Zeros over Paramushiru, a major Jap base in the Kurile Islands just north of Japan. Then the Liberator, still on three motors, negotiated the long journey back over the long cold sea stretches to their American base in the Aleutians.

"Wasn't much to it, really," understated Sgt. David L. Carter, belly turret gunner from Bonham, Tex. This was only his second bombing mission, but he knew the taste of enemy shell. On his first, some weeks earlier, his ship's tail had been chewed up by Jap flak over Kiska.

"Biggest trouble was that our No. 4 engine suddenly went out on us about 20 minutes before we were scheduled to sight Paramushiru," Carter said. "Right then, we knew we didn't have to go through with it. Nobody's orders read that he's got to bomb Japan on three engines."

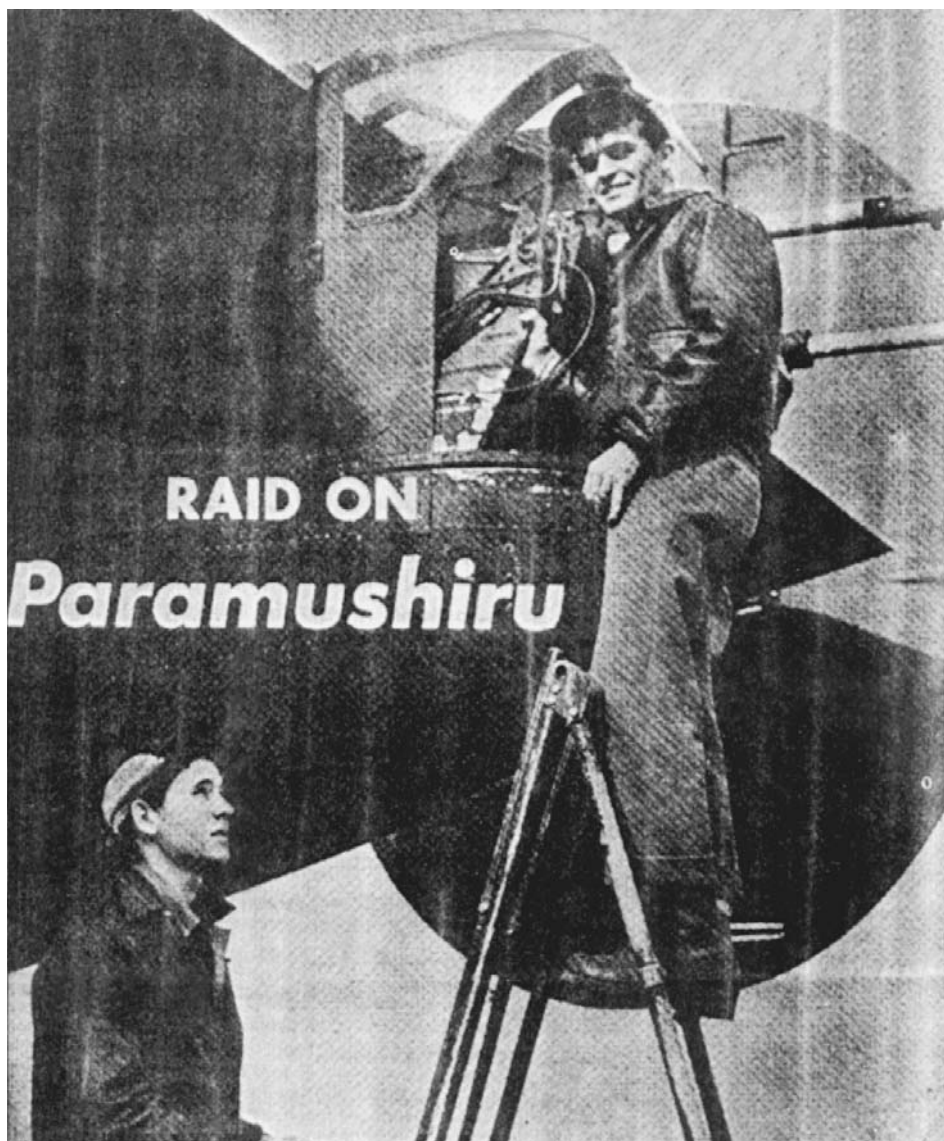
In fact, from his perch in the greenhouse, 2d Lt. Merle F. Arthur of Portland, Oreg., the navigator, jokingly shouted over the interphone: "Thirty-six degrees is the course to Petropavlovsk, Russia, boys!" But Lt. Lockwood took it seriously.

"Not a chance," he yelled. "We didn't come all this distance for nothing. We'll make a bomb run."

Lt. John Collins, the bombardier, up there alongside Arthur, was worried over the drift caused by the uneven pull of the two props cranking away on one side against only one on the other. He wasn't sure what that would do to his aim through the bombsight.

"That dead No. 4 engine had thrown us miles behind the rest of the flight," said S/Sgt. Walter Succov, top turret gunner from Coral Gables, Fla. "They'd all done their business and were zooming for altitude about five minutes before. And here we were, just starting a solo bomb run on three engines."

Succov, once a handyman in the Florida nightclub traffic, was no novice in the business of bombardment. Six times he had sat in on deliveries to Attu, and he'd been on 28 milk runs over Kiska when the Japs held that island.



Sgt. David L. Carter (left) and S/Sgt. Walter Succov, the gunners who got themselves a Zero at Paramushiru.

"The second those clouds broke open," said Succov, "we started drawing flak from four AA batteries on shore. It was hot stuff, concentrated as hell. Then the battle wagons in the strait went to work on us. That harbor was crammed with ships. If we'd cruised around up there for two hours, you couldn't have counted 'em all."

On the interphone, bombardier Collins warned: "Taking over!"

Like a camera shutter, the clouds spread open a big round hole. Eleven thousand feet below lay the big naval base of Kataoka on the southern fringe of 18-mile-long Shimushu Island. Ships wriggled over Paramushiru Strait and Kashiwabara Bay like splintery organisms in a drop of water on a microscope slide. Buildings and tents and dock installations etched a spiny pattern

along the Shimushu shore, and a wide brown scratch was the Jap Navy's airfield.

"Our bombs exploded on or near one of the ships in the harbor," said Sgt. Carter. "I saw the ship roll over in the water, then blow all to hell."

Carter had been instructed to climb out of his belly turret and retract it as soon as possible after the bomb run, to cut down wind resistance.

"When I climbed out, I saw Alvarado trying to get something over to me. Finally I made out what he was trying to shout at me. Zeros!"

Sgt. Guadalupe Alvarado, who used to conduct his own orchestra in Chicago, was on his second attack on Paramushiru.

"I looked over the side through the waist
(continued on next page)

2ADA AMATEUR RADIO NET (continued from page 27)

sional deteriorating health. Generically, our most common reason for missing the net is a doctor appointment. Many close friendships have developed as a result of our net. I regard all of our participants as highly valued close personal friends.

Bill says some nice things about me, but he and Shelagh are the real glue which has made our net so enduring and pleasurable. They have been at the console of their amateur radio station virtually every Tuesday, over 700 sessions. There must be a special medal for great people like that. Bill served in the RAF in Norwich after the war, and met Shelagh, a Norwich native while on duty there. Sound familiar to some of you?

Most certainly, I am the biggest beneficiary of the 2ADA Ham Net. With Evelyn's help I found my lost friends, including my 44th BG roommate and friend Connie Menzel. We had many good visits until he passed on a few years ago. He even had me elected honorary copilot of his crew, to me a great honor. I have enjoyed the many division and group reunions, the wonderful visits to Norwich, and most of all, those close friendships which developed. The net also helped me preserve my bilingual language skills, i.e. American spoken, English understood.

The regular participants include: Bill Holmes (Norwich), Shelagh Holmes (Norwich), Jean Beaulieu (CA), Frank Guyidik (NY), Dan James (VA), Wayne Harvey (PA), George Clow (ONT), Bud Lawrence (KS), Fred Browning (NC), Cyril Baker (Norwich), Bob Jordan (PA), Walt Bzibziak (MA), Pete Poulos (IL), Earl Nissen (IA), Eino Alve (NY), Carl Walker (MA), Roy Hoelke (MT), Cal Davidson (OH), Bud Sargent (NC), Dr. Leroy Weiss (TX), Bill Gross (PA), George Hill (IL), Ed Cooper (PA), Ed Schwarm (MA), Mike Caputo (PA).

Listen for us any Tuesday morning at 0930 ET on 7.243 MHz when we cover the northeastern U.S. and at 1045 ET on 21.405 MHz when we cover from California to Norwich. Ask any ham radio friend to help you join us; he or she will know how. We'll be listening for new voices. ■

NO ONE ORDERED US . . . (continued from page 29)

window and saw 'em," Carter continued. "They were just taking off. They were squirting into the air four and five abreast, straight out of their revetments, almost directly across the runway.

"Lockwood dropped her into a long dive to gain speed, and I made a dive for my turret. I raised the gun slightly toward the tail. No time to hook up my interphone. There was a Zero hot on our tail. I could see tracers flying directly at the Jap but falling short."

That was Succov, above Carter and to the rear, blazing away with his tail guns, feeling for range.

But the Jap wouldn't come in. Succov was doing too good a job of prodding him off. The Jap in the cockpit kept opening up, however, with small-caliber stuff. He, too, was fishing for range. Then he cut loose with his 20-mm cannon.

"I could see a thing wisp of smoke trailing back over the edge of his wings, and sharp flashes. They didn't look good at all. I framed him in my sight, range or no range, and fired a burst of 60 rounds. At the same instant Succov got the range, and every one of our slugs went home.

"When I saw our tracers needling into him, his flashes stopped. The whole plane shimmered, as if he couldn't keep it under control. Then it nosed up, pulled into a lazy stall and banked right. Smoke poured out of the cowlings. I watched him topple through a cloud, spin into the open and break into flames."

A second Zero zoomed up to gain altitude for a head-on charge. The Jap's machine guns spit a steam of metal at the Liberator's nose but scored only one hit — one bullet in the No. 4 engine, already long dead.

Lt. Arthur waited until the Zero closed in, then squeezed out six short bursts. The Jap flipped into a wing-over, roared into a climb, then exploded into five flaming fragments.

About 100 miles out of Paramushiru, while fuel was being transferred from the dead engine to No. 3, something went amiss. T/Sgt. Clifford Davis of Sidney, Nebr., the engineer, shouted: "Now which engine has cut out?"

S/Sgt. Alex Lasson, up in the top turret, yelled out: "All three of 'em!"

"Seemed like they were out for about fifty years," said Carter, "but I guess it couldn't have been more than three seconds. We glided like a brick from about

200 feet over the water to less than sixty feet. I was all ready to take a salt drink."

"I was looking forward to a posthumous Purple Heart myself," said Succov, "but Davis kept slapping away at his switches, and suddenly the three motors cracked back at him."

"And outside of that," Carter concluded, grinning, "I guess the trip was uneventful."

ELEVENTH AIR FORCE B-24S POUND JAPS IN NORTH PACIFIC

Defense of the Alaskan area fell to the Eleventh Air Force, redesignated from the meager Alaskan Air Force in February 1942. Extending both east and west from Dutch Harbor, the Aleutians not only called for protection against Jap advance but provided a means of striking offensive blows at the enemy as well.

Unexpected opposition from units of the AAF aided in checking a Jap assault on Dutch Harbor began June 3, 1942, but on June 11 reconnaissance revealed enemy landings on Attu and Kiska, also in the Aleutians. The Eleventh, under Maj. Gen. William O. Butler, hammered at Jap bases whenever weather permitted, dropping a total of nearly 7,000,000 pounds of bombs. Fifteen months after the Jap landings, combined ground and naval forces were able to clear the islands of the enemy. This gave the Eleventh, under command of Maj. Gen. Davenport Johnson, clear passage to the Kurile Islands near the Japanese homeland.

In July 1943 the Eleventh struck these fog-bound islands in one of the first land-based bomber attacks close to Japan itself. During 1944 and the summer of 1945 its B-24s and B-25s found good targets on Shimushu and Paramushiru, site of the Japs' strongest concentrations of air facilities and ground defenses in these islands. This action, carried on in spite of the handicap of continually bad weather, kept the Japanese reminded that they were vulnerable from both north and south, and forced them to continue to deploy precious air strength in the North Pacific for their own two-front war.



To the Editor:

By Jove, I think I've got it! An explanation of pundits, that is.

The enclosed letter was written by a Britisher to one of our 446th fellows, John Farrington. This definitely makes me think that Brian Smith knows what he's talking about. As a matter of fact, Brian has introduced another system, OCCULT, which is completely new to me. As for FIDO, I think I've heard of such things being tried.

This is like digging up old skeletons. Isn't it fun!

Fred Breuninger (446th)

PUNDIT was not really a navigation system but an emergency marker serving the same purpose for aircraft as lighthouses do or did for ships. They were merely rather dim blinking lights scattered around the UK, out in the countryside. They were coded to transmit about four or five Morse characters, pause, then repeat. The rate was very slow, so even I who was not good at Morse could read them. Navigator and pilot carried rice paper flimsy giving codes and position, which if I remember rightly were changed every night. Thus on return, if you were lost and happened to spy one, you could get a position. I've never used them at all and they were in fact originally meant for night fighter patrols.

A similar system was OCCULT, which served exactly the same purpose but slowly rotated a nearly horizontal beam. I have no idea why both were used.

The problem on return might be an influx of fog causing diversion and shortage of fuel as well as location difficulty. More often it would be damaged aircraft with casualties aboard. John might also be interested in FIDO, the acronym for Fog Intensive Dispersal Of. This was an array along the runway of gasoline-burning jets which could be turned on and ignited from the control tower. Shortly after ignition a box of clear air the size of the runway and about

200 feet high would be clear. It was still a hairy experience, as the air was extremely bumpy and there was little room for error. There were about ten of them in Britain. The best known and probably nearest to John's area was Manston, a single runway running in from very near the coast.

— BRIAN SMITH

✈ ✈ ✈ ✈

To Evelyn Cohen:

We met David Hastings this week following his return from his travels in the USA, and he presented us with the magnificent limited edition print by Nicolas Trudgian.

On behalf of Norfolk County Council, please accept my warmest thanks for this most generous gift. The print will be presented to our Chairman, Mrs Colleen Walker, and please be assured it will be displayed in an appropriate setting for all at the Council to enjoy.

Please convey our deepest gratitude and appreciation, once again, to the members of the 2nd Air Division USAAF Association for their unstinting support and continued generosity which provides this part of the world with a wonderful library for both local people and visitors to enjoy.

Jennifer Holland
Head of Norfolk Library and
Information Service
Norfolk County Council
Cultural Services Department
County Hall
Martineau Lane
Norwich, NR1 2UA

✈ ✈ ✈ ✈

To the Editor:

Reading "Hello Darky" by Ed Wanner (445th) reminded me of a night of training for night missions. We were working off a British airfield. John Hunt, our navigator, had never lost us during our entire tour.

We were training in our plane which was one of the first planes to be equipped with the new "G Box" navigation equipment.

Returning to our training base via the "G Box," John announces "We are here." My statement to him was "Maybe, however I don't see the circle of lights." So back to the "G Box." John turns us around and a new heading, same story second verse, no circle lights. After the third try, I decided to climb above the barrage balloon level and give "Darky" a call. After several calls with no response, I tried another procedure.

We flew a 360 degree circle, shot the colors of the day, hoping a search light would come on . . . not so. Flew another 360 degree circle twice shot the colors of the day again. Shortly after that a search light came on and waved around and then laid on the ground; we followed the light, and another and another. All of a sudden about six or seven lights came on, waved around, then laid on the ground and there was our airfield. The lights went out; we picked up the circle lights and made a normal landing.

We were told the reason for all the delay was bandits in the air. The all-clear came at the end of our procedures . . . Darky was there, he just had to be quiet. John never got us lost.

L.L. Brown (93rd)
220 Clardy Street
Malvern, AR 72104-4257

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To the Editor:

We still have some 2ADA Assembly Ship Posters and 2ADA Banner Posters, suitable for framing, for sale at \$20.00 each postpaid. Make checks payable to 491st BG (H) Inc. Send orders to:

Harold W. Fritzler (491st)
253 S. 18th Place
Cornelius, OR 97113-7432

✈ ✈ ✈ ✈

To the Editor:

My crew made three trips from the 453rd BG's Old Buck to northern France in September 1944. I'm not sure of the actual dates, but there are several Form 5 entries in mid-month which were not combat missions. Also I hope that someone can remember the name of the small town near the airfield we flew to, because I can't.

According to what we were told, the 3rd Army had moved so swiftly that trucked supplies from the Normandy ports could not keep pace. They seemed to be short of everything. One story was that the first 2AD B-24 to land carried maps of northern France and Belgium.

Our bomb bays were floored with plywood to provide cargo space. I don't recall that we stripped turrets and guns as did the 15th AF. We did take out the 50 cal ammo and flew with a minimum crew; pilots, engineer, radio op and navigator. It was suggested that we carry personal arms as the field was close to the front. I'm such a poor

(continued on next page)

LETTERS TO THE EDITOR (continued)

shot with the pistol that I checked out a Thompson.

Our first flight was with a relatively light but bulky load of baled Medical Corps blankets. We landed quite late in the day and it was apparent that we would be on the ground for some time. Planes were moving up to the unloading point very slowly. Not only was the cargo being unloaded by hand, but fuel was being pumped out of the main tanks leaving only enough to get back to England. When it got dark, Harold Baird, our engineer, discovered that the binding on one of the bales was broken (!?!). We were parked next to a field of shocked wheat or barley. Wrapped in blankets, lying on sheaves of grain gave us a good night's sleep only interrupted occasionally to move the airplane up a few places.

The second trip was an abort, no credit for a completed mission. We found the area covered with a low layer of solid to broken cloud. The field would not respond to our radio calls, apparently concerned that the Luftwaffe was still a force to be reckoned with. We tried dropping through holes in the undercast in hopes of finding a landmark, but gave that up and went home when Harold, as the top turret lookout, yelled, "Pull it up!" He told us that he had seen trees on both sides that seemed to be higher than we were.

The third trip went as planned. We were loaded with five-gallon jerry cans of gasoline and full main tanks. Landed in clear weather; the unloading procedure had become much more efficient. We were on the ground only long enough to meet and try to converse with a group of Free French fighters led by a young woman. They were all armed to the teeth; we heard that they were rounding up by-passed German soldiers but were taking no prisoners. They looked to be capable of handling anything but a Panzer.

This was a welcome break in a rather busy combat schedule, and it felt good to help the ground war move forward.

J.V. Woolley (453rd)
21 Chudleigh Lane
Bella Vista, AR 72714

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To Evelyn Cohen:

While on a visit to England last June, I got over to our old base at Tibenham. It was a great thrill to see the Norfolk Gliding Club, and the old Operations Block, now decked out with stalls for cattle. The local folk

showed me the striking memorial tablet to the 445th and were extremely generous with their time and enthusiasm. They have maintained a considerable collection of Group photographs and memorabilia, and it was a most pleasant surprise to be shown it.

I spent four or five days in Norwich with my family, visiting old haunts (and some new ones) and was highly impressed with the magnificent 2AD wing in the new library. It is a tribute to those who conceived it.

Alfred V. Sloan, Jr. (445th)
165 East 72nd St., Apt. 10-K
New York, NY 10021-4344

✈ ✈ ✈ ✈

To Evelyn Cohen:

It is 25 years since you and I last met. During most of that time, because of other commitments, I have only been able to extend a somewhat desultory interest in the affairs of the 2ADA. However, I have managed to stay fairly close to the events and times of the 448th BG members and their activities and achievements.

We met in the 1970s. This was when I was completing my book, *The 1000-Day Battle*. You and Bill Robertie (what a nice man he was) and others gave me a great deal of help and assistance in getting that opus completed, printed, and eventually distributed. It covered the events and times of 2AD B-24 units in East Anglia and particularly the history of the 448th BG.

The great sadness is that the years have washed over us all, and one consequence is that the lists of "folded wings" grow longer annually. It was a great thrill and a huge pleasure to me to have met so many of your members from the 20th Combat Wing. To have met them socially and to be able to listen to their accounts of the horrors, the excitement, and their great achievements of their sojourn in the air battle from 1942 through 1945.

It was their youth and the corresponding innocence of those involved, brought to brutal first-hand experience in the air battle in Europe, that my generation will always remember. Wonderful, wonderful young people determined to make their mark, as so they did in a huge way.

That was the story I was determined to tell in my book. I opened the Seething airfield again in 1959/1960 and we have also completely resuscitated the control tower. We get visitors from all over the world and very notably from the States. The 93rd Bomb Group British enthusiasts over at Hardwick followed our example, and they

too have converted buildings over there to make an excellent museum. All this means that as our generation passes we will be leaving behind a whole series of living, authentic records of the huge achievements of the 2nd Air Division. This in addition to the magnificent library in Norwich.

It has all come a long way since you and I first met in a riverside restaurant at Thorpe in the late 1970s.

Jim Hoseason
Suffolk, England

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To the Editor:

For over fifty years I thought I remembered a certain thing about going overseas in 1944, but I could never get it verified. I attributed it to old age.

I thought for sure that we carried pigeons on our B-24, somewhere on our South Atlantic flight. I have written to other radio operators (since I was one) and received no answer. I even asked the members of Rudy Kremer's crew (my own crew) and they all said they did not remember any birds on our plane. This certainly had me stumped!

Then, lo and behold, along comes a letter in the Fall 2002 *Journal*, on page 39, written by John Crowe. Hooray!! I wasn't losing my mind after all!! THANK YOU, JOHN. Now my question is: Did we pick up the pigeons in Palm Beach and leave them in Trinidad, or did we carry them on to Brazil, and across the Atlantic to Africa?

Some of our 8th AF fellows want to forget what happened. I have met some who did not want to talk about our exploits. Me . . . I love to remember. Or try to.

Speaking of forgetting, on our overseas flyover, our flight engineer picked up a monkey in Natal, Brazil, and took it on the plane. (Now he does not remember this at all, but the rest of the crew does.) Somewhere over the Atlantic, our copilot, who was at the controls, noticed our B-24 doing some odd flight motions. Upon checking with the rest of the crew, we found the monkey climbing up and around on the control cables in the waist!

It was suggested at that time to open the bomb bay doors and jettison . . . one surprised monkey! So, somewhere in the South Atlantic, a little monkey was probably doing a fast "monkey paddle" to Africa.

So, Mr. John Crowe of the 491st BG, thank you again for relieving my mind about the fact that we DID have pigeons on our plane. I think the "radio operator" was in charge of them, so that must be why

the thought stayed with me all these years. From an Okie for 21 years (after Pennsylvania and Florida), a great big thanks to you out there in California, and good luck.

John Hildebran (453rd)
P.O. Box 191
Moyers, OK 74557
e-mail: johnaida@mailstation.com

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To the Editor:

My father was Samuel D. Scorza, navigator on Curt Vogel's crew in the 458th BG, 755th Squadron. I have been doing research on this crew for quite some time now, but within the past year it has really picked up. I have obtained many records from the National Archives and from Maxwell AFB. In the course of researching my father's crew, I have become fascinated with many of the other crews and aircraft of the 458th. I have contacted several veterans and even the family members of some veterans by mail, phone, and e-mail. They have all answered my eager requests for information in a very generous and forthcoming manner. Some have sent memoirs and some have sent souvenirs and newspaper clippings from the past. In short, they have been GREAT!

I am a little disappointed at how little information is to be found on the 458th, either in print or on the Internet. I would like to remedy that situation. My intention is to write a book about the 458th Bomb Group. I have "official" records and I am planning a trip to the National Archives to obtain more, but these records don't tell the story like it should be told. In order to make this book as comprehensive as possible, I would like to include stories or memories from the men who were there and witnessed events first-hand. I know there must be hundreds of stories out there about the 458th, and I appeal to you who were there not to let these stories, and your history, go untold. It would be my honor and privilege to tell the story of this incredible bomb group and this extraordinary group of men, but I need your help. If you were a 458th crew member, ground crewman, cook, staff officer, anyone with any ties to the group, etc., please contact me. I will gladly reimburse you for any phone or mailing charges.

Darin Scorza
8543 Wedd, Overland Park, KS 66212
Home: (913) 648-5904
Work: (816) 931-0250
E-mail: darins@eskc.com

Editor's Note to Rick Rokicki: Where have you been lately?

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To Evelyn Cohen:

I am sorry it has taken so long for me to write to update my address. I returned to the States over the Labor Day holiday weekend, and Paul returned to in late September after completing his M.Sci. — he graduated "with Distinction" so I am very proud. We have just bought a house in Indianapolis and will take possession of it on Sunday, so now I can let everyone know where they can find me!

I would again like to thank you and the rest of the Executive Committee for providing the funds for my fellowship. It was an incredible year, and has changed my outlook on the world. I have been asked to give a presentation at the Indiana Library Federation's annual meeting in April about my experiences — I am looking forward to sharing with Indiana's librarians my stories of the 2nd Air Division Memorial Library and my time in Norwich. I have also contacted a magazine geared toward academic and research librarians, to see if they might be interested in publishing an article about the fellowship for a column called "Dream Jobs."

Andrea Bean Hough
(Former 2ADA/Fulbright Librarian)
2435 McLeay Drive
Indianapolis, IN 46220-5811

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To the Editor:

My father, Richard B. Kimball, passed away on December 25, 1996. The family has kept his ashes ever since then, waiting to arrange an appropriate memorial.

As many of you may know, he was a navigator on B-24s with the 448th BG during WWII. He flew 38 missions (30 as lead navigator) and received the Distinguished Flying Cross.

The Collings Foundation operates the only flying B-24, the "All American" / "The Dragon and His Tail" (the names honoring the B-24's service in Europe and in the Pacific).

On June 27, 2002 I was privileged to take Dad on his last flight, in the "All American" B-24. We flew from Wenatchee (Washington) to Olympia, and I was able to spend some time in the navigator's seat. Somewhere on the west side of the mountains he loved so much, I spread his ashes.

Next time you look up at those mountains, remember your absent comrade. And

next time you hear about the "All American" / "The Dragon and His Tail" B-24 being in town — go see it and look for Richard B. Kimball's name on the nose.

Robert E. Kimball
P.O. Box 4102
Federal Way, WA 98063

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To the Editor:

In the article on page 17 of the Fall 2002 *Journal*, Bert Roughton is recounting a true story of his son — a second-grade student in England. Bert is in a year's sabbatical at Oxford.

I was struck by the grasp a seven-year-old had of the British view of World War II. His understanding, gained from his British teachers, challenges our stay-at-home students' understanding of American history.

We would do well to question our grandchildren — I have a seven-year-old — regarding their understanding of World War II. I completely agree with Christian's thinking about Hitler ("He was very crazy and very bad.")

I salute again Sir Winston and the Queen Mum for their example and courage during the difficult days of 1941-42.

It is my opinion that Churchill's oratorical powers preserved the free world in the days when the "few" saved England from invasion. In fairness we should also recognize the adroit manner in which President Roosevelt led an isolationist electorate to the defense of Britain and the free world.

Let us not forget our dedicated leaders — General George Marshall and General "Hap" Arnold — whose genius mobilized our nation and built the greatest fighting force the world has ever seen.

As the proud grandson of a distinguished Confederate commander, I recently had to revise one of my legends of the Civil War. U.S. Grant was not mistaken for an orderly when Robert E. Lee proffered his sword. Indeed, Grant was a compassionate and generous victor, despite all the stories I was told in school days. I have had to revise my understanding of the Civil War considerably from my grade school history lessons.

Hap Chandler (491st)
18 Willow Glen NE
Atlanta, GA 30342

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Attention All 2nd Air Division Association Members **THIS IS A CALL TO INSTANT ACTION !!!**

BY FRED GERRITZ (466TH)

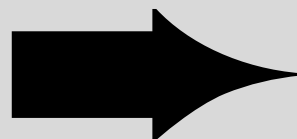
For some years, members of the Second Air Division Association, initially led by William E. Hendrix, Jr. of the 466th BG and Alan Senior of the 446th BG, have petitioned the U.S. Postmaster General to issue a B-24 Liberator stamp. On November 27, 2002, the letter below was sent to the Postmaster. It was delivered on December 2, 2002. **IMMEDIATE ACTION** is now required of **ALL** 2nd Air Division members.

On page 35 you will find a sample letter addressed to the Citizens Stamp Advisory Committee Chairperson, Virginia Noelke, requesting issuance of a B-24 Liberator Stamp. It is imperative that every member carefully remove this letter, visit your local print shop, and make 20 copies for your family members and friends to complete and mail the letter ASAP to Dr. Noelke.

This will be our final and successful attempt at getting a B-24 stamp issued. The letter also appeared in the January 2003 issue of the International B-24 Club publication "Briefing," and with the aid of ALL 2nd Air Division and B-24 Club members, we will deluge Chairperson Noelke with 8,000-10,000 letters. There is **POWER** in numbers.

ACT NOW — MAXIMUM EFFORT! If you need any additional information or help, please contact:

FRED GERRITZ • 611 SOUTH FANN PLACE • ANAHEIM, CA 92804 • TELEPHONE (714) 772-3923



Postmaster General
Jack Potter
United States Postal Service
475 L'Enfant Plaza SW
Washington, DC 20260-0010

Dear Sir:

I am writing concerning what I consider to be a matter of extreme urgency.

For some years, the officers and men of the Second Air Division of the Eighth Army Air Force of World War II and the B-24 Liberator Club staff have petitioned the United States Postal Service to issue a stamp depicting the B-24 Liberator Bomber. This issuance would honor the hundreds of thousands of men and women who engineered, built, maintained, armored, flew and died in association with this aircraft. A B-24 Liberator stamp would also pay honor to the memory of the thousands of aircrew prisoners of war who suffered and who died due to the cruelty of their German and Japanese captors. Thousands of POWs died because of ill health and starvation due to deprivation; hundreds, perhaps thousands, were murdered.

There were in excess of 19,000 Liberators built during WWII, more in number than any other WWII aircraft. Because of its long range of flight and superior carrying capacity, it became in the first few months of 1943 the sole four-engine heavy bomber in the Pacific Theater of Operations, including the Aleutian Islands. With the advent of the B-29 Superfortress in 1945, the Liberator continued to be operational throughout the Pacific. The B-29's primary

mission was the destruction of the Japanese home islands. Even then, the B-24 continued missions to Japan.

Also enclosed is a colorized article from the Orange County Register newspaper. I was taken aback! A stamp has been issued in honor of Duke Kahanamoku, "A First Class Hero" whose claim to fame is that he could expertly ride a surfboard. Where is our sense of priorities? How do we define a hero? The heroes are those who fought, suffered and died at the hands of our WWII enemies, the Germans and Japanese.

I parachuted from a burning B-24 Liberator over the Netherlands on August 15, 1944. Seconds later the aircraft exploded, killing in action the pilot and three gunners. These four and an additional seventeen other air crewmen who died during a fifteen-minute air battle would truly be classified "Heroes." These and the other thousands deserve to be honored.

There are approximately 1500 WWII combat veterans passing from amongst us daily.

We respectfully request the issuance of a B-24 Liberator Commemorative Stamp to honor the sacrifices and memory of the hundreds of thousands of WWII men and women, from many countries and theaters of combat, who were associated with this magnificent multi-purpose aircraft.

Respectfully yours,

Frederick J. Gerritz, Sr.
Technical Sergeant
466th Bomb Group (Heavy)
8th US Army Air Force, WWII

Richard C. Baynes
Colonel United States Air Force (Retired)
466th Bomb Group (Heavy)
8th US Army Air Force, WWII
Past President, 8th Air Force
Historical Society
President, 466th Bomb Group Association

C.N. "Bud" Chamberlain
Colonel United States Air Force (Retired)
489th Bomb Group (Heavy)
8th US Army Air Force, WWII
Past President, 2nd Air Division Association
Past President, Doolittle Chapter,
US Air Force Association

George B. Welsh
3rd AF, 15th AF – USAF
Manager, Publisher, Editor – "Briefing"
Journal of the International Liberator Club

P.S. I am enclosing printed matter and photographs relative to this appeal. Your attention is particularly requested to the rear cover of the "2002 B-24 Liberator Calendar." Under "VIP Transports," please note that both President Franklin D. Roosevelt and Prime Minister Winston Churchill selected the B-24 Liberator for personal travel during WWII.

COPY TO:
US Senator Dianne Feinstein
US Senator Barbara Boxer
Congressman Bob Stump (Chairman,
House Armed Services Committee)
Congressman Christopher Cox
Congressman Edward Royce
Congresswoman Loretta Sanchez

Date

Chairperson
Dr. Virginia Noelke
Citizen's Stamp Advisory Committee
USPS
475 L'Enfant Plaza SW
Washington, DC 20260-2435

Dear Dr. Noelke,

Government postal services around the world use their nation's postal stamps to honor some aspect of their history, and the United States Postal Service is no exception. It is with this honor in mind that we request the issuance of a U.S. postage stamp honoring a great aircraft of the Second World War, the **Consolidated B-24 Liberator**. This stamp would honor those hundreds of thousands of crewmen who served on these aircraft, and the thousands who gave the ultimate sacrifice while in service to their country.

The Consolidated B-24 Liberator holds a special place in the history of American aviation. The B-24 Liberator was built for war at a time when the United States desperately needed the most advanced combat bomber aircraft that it could produce. She fulfilled every mission she was asked to do, including some she was never designed to do. She was, and still is, the most mass-produced American aircraft in history, and remains the most produced multi-engine aircraft in the world.

The B-24 Liberator is truly one of the great aircraft in American history, with well over one million Americans having some direct involvement with her during World War II. That generation is leaving us at an ever increasing rate so time is of the essence.

We respectfully ask that you give this request your full attention and consideration.

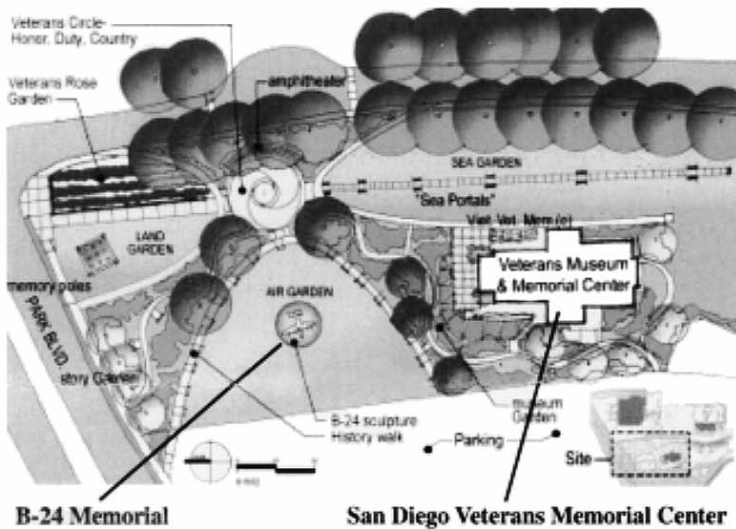
Most Sincerely,

Signature

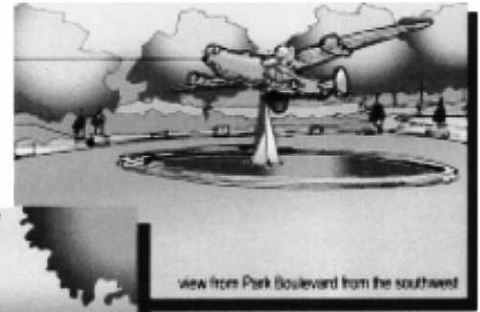
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State

B-24 Memorial SAN DIEGO



Austin Vetur Robbins Parshalle



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President, B-24 Memorial - SD
B-24 Liberator Club

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489th BG, 2nd AD, 8th AF

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USAF (Ret)
8th AF, 15th AF
B-24 Liberator Club

Tom Splitgerber
Executive Director-
Veterans Memorial Center
& Museum, San Diego, Calif.

Michelle Welsh
Secretary, B-24 Memorial
B-24 Liberator Club

The B-24 Memorial – San Diego Committee is raising funds to build a B-24 memorial in the birthplace of the Liberator — San Diego, California. This memorial will honor those who built, flew, and supported the Consolidated B-24 Liberator and her sisters, the PB4Y-1 & 2. We are having a bronze statue constructed with an eighteen foot wingspan. This bronze B-24, identical to the one located at the U.S. Air Force Academy in Colorado Springs, Colorado, will be built by the same sculptor, Robert Henderson.

The B-24 Memorial will be located in front of the Veterans Memorial Center (VMC) in San Diego, as the centerpiece of the Veterans Memorial Garden. The VMC is located in the southwest corner of San Diego's historic Balboa Park and is the former building for the old Navy Hospital Chapel.

Support for this project has come from both the City of San Diego and the State of California. The city has provided land in Balboa Park and has obtained funding for the Veterans Memorial Garden from the State of California. San Diego Mayor Dick Murphy and Governor of California Gray Davis have pledged their support for this project. The only part that cannot be built with public funds is the B-24 itself.

SEND TAX DEDUCTIBLE CONTRIBUTIONS TO:

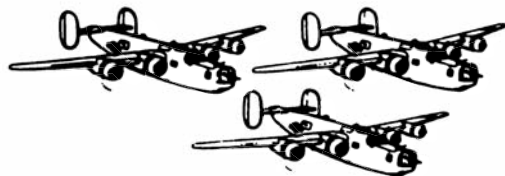
B-24 Liberator Club / B-24 Memorial • 1672 Main Street, Suite E-124 • Ramona, CA 92065

B-24 Memorial – San Diego
is an outreach program of the
Veterans Memorial Center &
Museum, San Diego, Calif.
A non-profit 501 (c)(3) public
benefit corporation.

SECOND AIR DIVISION ASSOCIATION

EIGHTH AIR FORCE

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



CHANGE OF ADDRESS?

Any changes should be sent to:
Evelyn Cohen
06-410 Delaire Landing Road
Philadelphia, PA 19114-4157

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