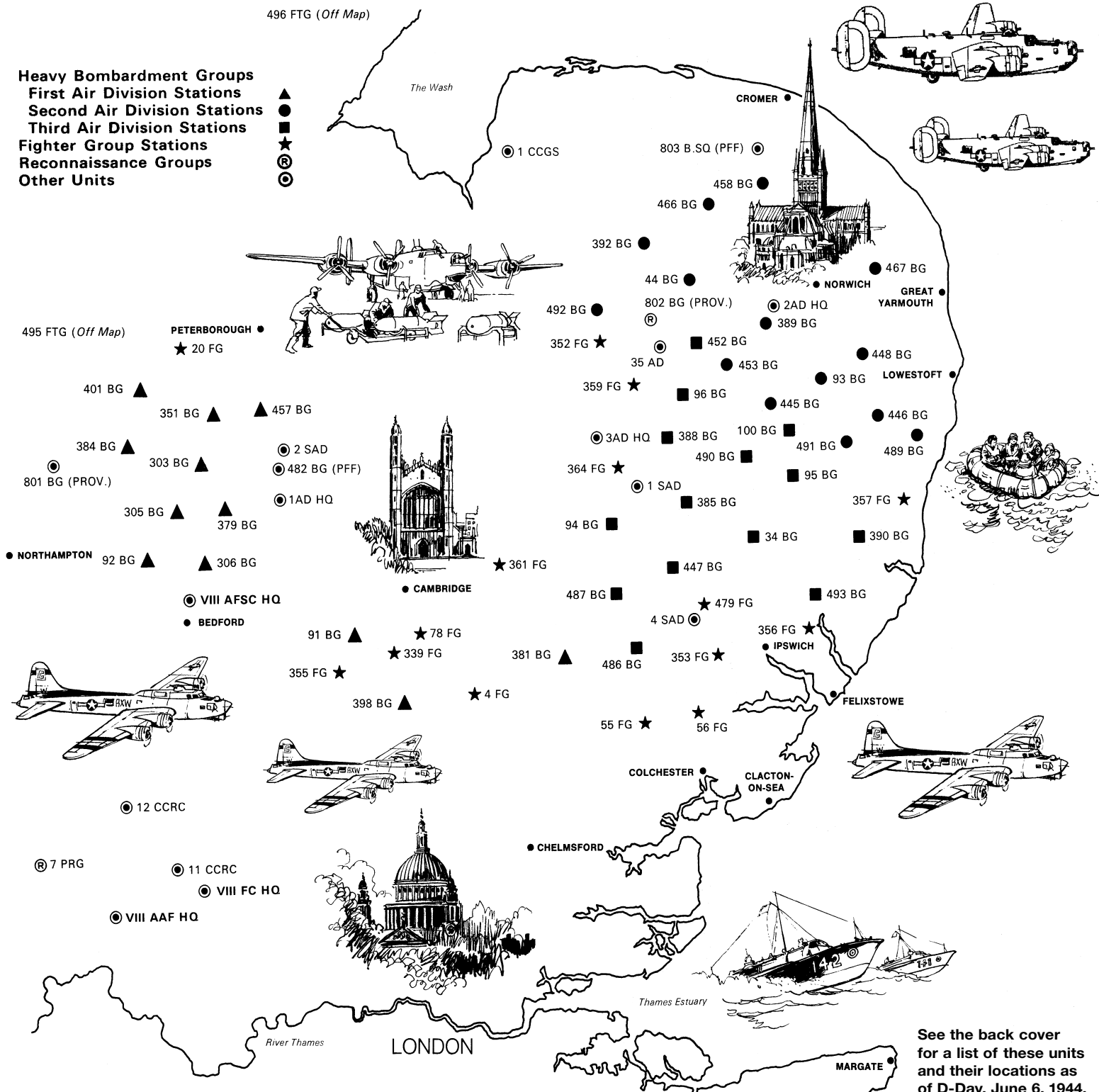


★ ★ 1942-1945 ★ ★

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Summer 2003



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# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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# ★ ★ ★ FROM THE PRESIDENT ★ ★ ★

BY DICK BUTLER (44TH)

On this past tenth of April, our Second Air Division Association stalwart friend, David J. Hastings, retired as Chairman of the Memorial Trust of the Second Air Division USAAF. He has served as chairman for the last fifteen months of his twenty-three years as a Trust Governor. We will always be indebted to him for all he has done in support of the Trust and our 2AD Memorial Library. He has literally lived and breathed the Library, both the old one and the new one, for all these years. In my opinion, his dedicated service to the Trust and to our Memorial Library is primarily responsible for the success our Memorial Library enjoys today.

I was pleased that David was able to culminate his distinguished term during his last few days as Trust Chairman doing several showings in Norwich of the tremendous Dzenowagis video film, "Roll of Honor." The film was shown to several different groups, including one comprised of many of the most influential citizens of the area. All of the audiences were truly moved and agreed that the film really captures the true spirit and meaning of our beautiful, living, and unique Memorial. It was most fitting that these showings took place while David was still chairman. The film depicts the events and the people of that great week in November 2001 when our new Memorial Library was dedicated. Those events were so successful and meaningful and people in attendance had such memorable times because of the extraordinary efforts of David, his wife Jean, and Evelyn Cohen. The film gives David and Jean the opportunity to view how they brought history to life and enabled so many of us to have long-lasting memories of that great week.

On behalf of all the members of the Second Air Division Association, I extend to David our sincere thanks and congratulations for all he has done for our Memorial and the perpetuation of the memory of our almost 7,000 comrades who gave their lives in World War II, fighting for the freedom that so many millions live by today. He has played a significant role in helping to preserve the wonderful relationship that exists today between the veterans of the Second Air Division of World War II and the citizens of East Anglia. We are pleased that David will be continuing as a Trust Governor, and ask God that He continue to bless both David and Jean.

As David steps down from the chairmanship, we are very pleased to welcome to that position Mr. Matthew Martin. Mr. Martin has been the clerk for the Trust for many years, and became a Governor in 2002. We look forward to our relationship with him and are confident that it will be a most pleasant and productive one.

Above, I wrote about the Dzenowagis' video film "Roll of Honor." The initial version of it was a little less than an hour in length and was shown at the Baltimore convention. It was very enthusiastically received. At the Dallas 2ADA Southwest Regional Dinner on 22 March, we were privileged to view the final version of the film, which runs for about two hours. The Dzenowagis family has produced a truly brilliant film. Even though the showing started in the evening and the showing lasted about two hours, not a single person in the audience left during the showing. The Dzenowagis family truly captured the deep spirit of feeling of the Memorial and of many of those who were in attendance during that memorable week in Norwich. I hope that all of our members will have the opportunity to view it at some time. This effort by the Dzenowagis family was obviously done out of love and dedication, and will long rank as one of the greatest contributions to our Association and the Memorial that anyone has ever made.

At the time of this writing, the war in Iraq appears to be moving along favorably, and we pray that as you read this it will be concluded. One cannot watch the events shown on television or read newspaper accounts without being thoroughly impressed by the professionalism, bravery, and gallantry of the American, British, and Australian military service men and women. It is most encouraging to see these men and women of the coalition force together again striving to bring liberation to an oppressed people. Our thoughts and prayers are with all these troops and their families here at home. We pray that casualties will be kept to a minimum, but as we Second Air Division veterans well know, "Freedom is Not Free." ■

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 Millennium 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.

## 2ADA New Members

### 44th BG

Morris W. Larkin  
Richard V. Lynch

### 389th BG

John Klemp  
Paul Lanning

### 392nd BG

Claude O. Specht  
Robert H. Tuchel

### 96th CW

George A. Gigliotti

# Report of the 2ADA Representative on the Board of Governors of the Memorial Trust

BY CHUCK WALKER (445TH)

Much is happening in Norwich as I prepare this report just as I am leaving to attend the 10 April 2003 Governors meeting. With the good graces of the editor, perhaps I will be able to include a further report after the meeting. So here we go:

Most of you know that David Hastings is stepping down as Chairman of the Trust and is being replaced by Matthew Martin. Fortunately, David will continue to serve as a Governor. I am ill-prepared to relate to you just how much David has meant to the 2nd Air Division Association and to our beloved Memorial Library. His has been a tremendous force in achieving the successful completion of our Library, and our conventions in Norwich could not have been as successful without David's devoted service and keen knowledge of which buttons to push at the right time. He and his lovely wife Jean were responsible for the fine newsletters we received each day of the conventions, and he and Roger Freeman wrote and published the fine new brochure that is now available at the Library. And most of all, David and Jean have been the best of personal friends to all who have had the pleasure of knowing them. We are so glad David will continue as a Governor.

Matthew Martin, former Clerk to the Trust, is an excellent choice to carry on the work as chairman. He has extensive knowledge of the Memorial Trust and is a leading member of the Norwich community. We are fortunate to have him aboard.

Professor Chris Bigsby will be filling the Governor slot previously held by Dr. Crockatt. Both gentlemen are with the American Studies Department at East Anglia University.

The new brochure mentioned above is an excellent 40-page account of the purpose and history of our Memorial Library. David and Roger are to be commended.

The January 2003 visitors count at the Library was 4,622 or 179 per day. The February count was 4,971 or 207 per day. This time of year most all visitors are English.

The Memorial Trust Bi-Annual Lecture Series is to begin on 13 November with speaker Lord Carrington, the former Foreign Secretary. He will speak on his personal experiences of Anglo-American relations. The lectures are to be held at the University of East Anglia. This is the result of Governor Fran Davies' good work.

The new Dzenowagis video, "Roll of Honor," which depicts the dedication of our new Memorial Library in The Forum, was shown to sell-out crowds on 24 & 26 March in the ORIGINS theater which is next door to our Library.

The present book stock is reported by Derek Hills as 4,094 open shelf stock, 946 reference reserve stock, and approximately 100 books in each branch library.

Budget-wise, 2002 experienced a deficit of £6,143; however, as a result of economic measures taken, a surplus of £897 is forecast for 2003. The Norfolk County Council is expected to again provide £17,432 in 2003. Their continued support is essential to the successful operation of our Library.

At the Governors meeting, I was privileged to read a letter of congratulations and appreciation to David Hastings for all he has done for the 2nd Air Division Association. The letter was written by our president, Dick Butler. Dick also wrote a welcoming letter to Matthew Martin. Both David and Matthew are planning on attending our Chicago area convention in June, which will give us an opportunity to congratulate David on his successful tour as chairman and to properly welcome Matthew.

With the guidance of Derek Hills, I was given an enlightening tour of the Norfolk/Norwich Archives. I was very impressed with the manner in which some 11.5 million items are maintained. A new building has just been completed which will be a state-of-the-art facility. I will report more on this subject in Chicago. A Fund Appeal will be initiated after the July Governors meeting. Just now is judged to be a poor time to launch such a drive.

I was pleased to see all the activity at The Forum. On the first day of my arrival, automobiles were displayed at the entrance, many being photographed. The next day the area was crowded with flower and plant displays. Robin Hall announced that The Forum had received the Special Award for Urban Design, Civics Awards 2003. This is a very exciting award which brings honor to the City of Norwich.

Finally, I delivered some 27 pounds of books and letters from various state governors for Jim Reeves. Jim has done a great job in contacting the states for letters from the governors and travel information to fill out the needs of the Memorial Library. ■



## *Farewell From The Chairman*

BY DAVID J. HASTINGS

By the time this appears in print, I will have retired as Chairman of the Memorial Trust and handed over to Matthew Martin on April 10th. Matthew has been the Clerk to the Trust for many years before becoming a Governor. He is a leading local solicitor and highly-respected member of our community with great experience with local charities. I know he will make an outstanding Trust Chairman, and I look forward to serving under him as ordinary Governor.

My fifteen months as chairman have been very enjoyable, as one could not wish to work with a better Trust and Library staff team, and I would like to express my sincere thanks also to the 2nd Air Division Association and the Executive Committee for all your kindness and support. We have had an exciting time, settling into the new Memorial Library, the Baltimore convention, the visit of His Royal Highness the Duke of Edinburgh last July, The Donors Book, the Honorary Squadron Commander links with the USAF at Mildenhall, and the production of the new Trust brochure; to name just a few events. Finally at the end of March we had the UK premiere of the latest Dzenowagis film production, "Roll of Honor." This was held in The Forum, and all the seats were booked on both nights. The audiences were held spellbound by this amazing and moving story of your unique Memorial and our friendship with you. We can never thank the Dzenowagis family enough.

Jean and I will never forget the 2nd Air Division and the Association, and thank you for all your wonderful kindness and friendship over the past sixty years. ■

# The Memorial Trust Elects a New Chairman

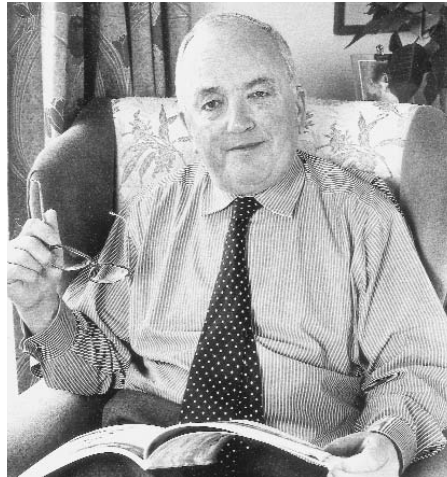
At their meeting in April in Norwich, the Governors of the Memorial Trust of the 2nd Air Division USAAF elected me to be their chairman upon the retirement of David Hastings. This is a great honour and one which I will do my best to uphold. I am profoundly aware that the Library in Norwich is a memorial to those members of the 2nd Air Division who paid the ultimate price defending those liberties and freedoms which we enjoy today.

I am conscious that many of the members of the 2nd Air Division Association know little about me and so I have decided to write this short article for the *Journal*.

I am a recently retired solicitor. I have worked in Norwich for the last forty years. I was born in 1943. I am married to the daughter of a Norwich doctor who served in the RAF during the Second World War. We have two sons and are shortly to become grandparents for the first time.

In the late 1960s I became a partner in the Norwich law firm of Cozens-Hardy and Jewson and was in partnership for a short time with Basil Cozens-Hardy who was the lawyer responsible for writing the

## A MESSAGE FROM MATTHEW MARTIN



Declaration of Trust in 1945.

For the last twelve years I have been the lawyer to a number of Norwich charities including the Norwich Town Close Estate Charity, the trustees of which have been major benefactors to the Memorial Trust of the 2nd Air Division.

My late father was an international businessman and visited the USA often. It was not uncommon for American business-

men to come to my family home when they were in London on business. So at a very early age I developed my deep respect and fascination for America and Americans.

With one vital exception, the challenges facing the Governors of the Memorial Trust of the 2nd Air Division in future are, in my view, different from those which have faced previous generations of Governors, but are, nevertheless, daunting. The one challenge which remains constant is to ensure that the memory of those brave young men of the 2nd Air Division who were killed in the Second World War is never forgotten.

I believe the other challenges are not numerous but include the need to ensure that so far as possible the Trust is independent financially. There is also a need to educate and inform succeeding generations of the sacrifices made for them by your comrades in arms. In future editions of the *Journal* I hope to be able to tell the members of the 2nd Air Division Association about what the Governors are doing to meet these challenges. In the meantime I pledge myself to you all to do my best. ■

## 2ADA BULLETIN FROM THE EXECUTIVE VICE PRESIDENT

BY BOB CASH (492ND)

I want all to know of a very special Annual Southwest Regional Reunion Dinner held on Saturday, March 22, 2003 at the Sheraton Grand Hotel, Dallas-Ft. Worth.

We managed to attract some 96 members and guests. Highlights included our usual and very meaningful candle-lighting ceremony followed by a showing of the latest Dzenowagis film, "Roll of Honor," an uncut version covering the November 2001 dedication of our new Memorial Library in Norwich. (This copy, two hours and five minutes in length, is not ready for distribution as yet.) We had scheduled the film showing for the end of the ceremonies, after dinner, which left us a bit apprehensive that some people would leave before the film was over; but as you would imagine, virtually everyone stayed until the end, which is another testimony to the production prowess of the Dzenowagis family, who covered one of the most delightful periods in the lives of those of us who were fortunate enough to be able to make the trip to England in 2001.

Kudos go to Chuck Walker (445th BG), the reunion chairman who was ably assisted by Ray Lemons (445th BG), for a super job of heading up the reunion activities.

Distinguished guests included Dick Butler, our 2ADA president, and Lt. Gen. (Ret.) William Snavelly (no relation to Col. Snavelly of the 492nd BG). General Snavelly served with the 448th BG during World War II.

To all our members – Stay well and God bless. ■

## Royalty Corners the 2ADA President



In June 2002, Walter Mundy (right), then president of the 2ADA, traveled to Norwich to attend the dedication of the new Millennium Library including the Second Air Division Memorial Library. As previously published in the *2ADA Journal*, the dedication was made by Her Majesty Queen Elizabeth who was accompanied by His Royal Highness The Duke of Edinburgh.

The photograph above was taken when His Royal Highness was introduced to Walter and they conversed about the Memorial Library. Unfortunately this picture was missing from the pictures provided by the Royal Family photographer, and has just recently been found. David Hastings, whose back is in the picture, made the introduction. Walter responded to questions from His Royal Highness about where he was stationed and what was his position. HRH admired the commemorative medal worn by Walter and David, and he was presented with a medal. ■

August 1, 1943 — just sixty years ago — the Rumanian oil refineries were the target of 177 B-24s flying over 1200 miles from Africa to the complex at Ploesti. Much has been written about that famous low-level raid, and I do not wish to repeat all the well-known facts. However, for the Summer Quiz, I'd like to test your memory of that event.

### SUMMER QUIZ

1. Identify the air force in charge of that raid.
2. List the five groups that participated in the raid.
3. Name the five participants in the raid who were awarded the Medal of Honor, and their respective groups.
4. How will the anniversary be observed, and where?

### ANSWERS TO THE SPRING QUIZ

Question #1 is answered in the following excerpt from "The Liberator's Big Brother," an article which appeared in the Winter 1996 *Journal*, Vol. 35, No. 4, page 7:

"...World War II didn't end abruptly. It wound down in a fitful manner, with sporadic and isolated incidents of attack and defense...

"Much activity lay ahead for the Allied forces scattered throughout the Pacific area. The defeated Japanese abroad had to be rounded up and repatriated, and the main islands of Japan had to be occupied ... The B-32s of the 386th Bombardment Squadron helped fulfill some of these important tasks. Two aircraft of the unit flew up to Korea and Honshu on the 15th to see if there was any Japanese aerial activity. The unit also flew photographic missions to the Tokyo area on the 16th, 17th, and 18th of August, and a special communications mission on the 28th.

"Such missions were not without risk, and on two occasions, the B-32s were the objects of attacks by enemy fighter aircraft. The Dominators beat off these onslaughts, but suffered damage to the aircraft and had one man killed and one wounded. These attacks occurred during the missions flown on the 17th and 18th of August, and were the work of a few Japanese airmen who didn't want to lay down arms without getting one last chance to flick at the American enemy.

"The four Dominators checking the Tokyo area on the 17th were attacked by about a dozen Japanese fighters. In the ensuing exchanges, two B-32s were damaged. However, the American quartet won their first aerial match, for the visiting team's

## The Editor's Contribution

BY RAY PYTEL (445TH)

scoreboard registered one Japanese plane damaged, one probably destroyed, and one definitely destroyed (though these were apparently never officially credited).

"The mission of the 18th was to have been flown by four planes, as well. But two aircraft had to abort due to mechanical trouble, leaving the two machines that had not been damaged on the previous day's mission to carry on. Again, the B-32s met Japanese fighters over the Tokyo area. But, unlike the previous day, 1st Lt. John R. Anderson's B-32 was hit in the aft compartment by a couple of explosive rounds, which wounded one of the photographers working there and killed the other. These were probably the last American casualties resulting from aerial combat during World War II.

"As a balance for this extraordinary loss, Lt. Anderson's crew claimed two definite kills. Headquarters Fifth Air Force made it official by issuing General Orders No. 159 on 10 October 1945, crediting the bomber crew for the destruction of two enemy aircraft in aerial combat.

"Had the war not ended when it did, some flight crews returning from tours in Europe with B-24 groups, such as those in the 8th and 15th Air Forces, might have found themselves training to man the Liberator's big brother and preparing for yet another overseas tour, for the B-24 and the B-32 were from the same stable, and men familiar with the B-24 were the logical choices to retrain on the B-32."

Question #2: Mikhail Gurevich and Artem Mikoyan are the most successful developers of the Soviet jet fighters, the "MIGs." The name is derived from the first initials of their names, plus the letter "I" which in Russian is the word "and".

Immediately after WWII, "Uncle Joe" Stalin ordered them to develop a Soviet fighter by copying a captured German ME-262. After considerable effort, it was determined that the two-engine setup was not

the way to go, but they had no large jet engine of their own that would hold together on the turbine. Impeller buckets were flying off as soon as the engine warmed up.

By a stroke of good luck, the Brits' Rolls Royce engine was being made available for commercial aviation, and Mikoyan wangled an invitation to the factory; ostensibly to buy engines for future airliners, but really to see if they could buy an engine that held together. If not, could they get the secret of the Brits' success?

It was well-known that special blends of metals were needed to keep the engine from flying apart. In 1990, after the fall of the Soviet Union, Mikoyan admitted that being denied the sale of an engine, he went back to the Soviet Union with no engine and no secret.

While back at work on their own engine, he remembered the way the British were manufacturing their engine. Then it struck him, could they get a sample of the blend? Yes! He recalled how the chips flew on the floor where the impeller and the buckets were made. An idea came to him, that if he could pick up samples of the chips, the samples could be analyzed and the composition of the alloy determined.

Mikoyan called his new friends at Rolls and asked to see the engines made again. Hoping for a contract, they obliged and showed him around again. Little did they know that he wore special boots with chip-absorbing soles. He ground his shoes around the chip area, and the Soviets had their jet engine alloy. Thus a combination of German and British technology, plus Soviet stealth, was put to "good use" and the MIGs flew!

→ → → →

Question #3: Let me excerpt Al Asch's 93rd BG report from the Winter 2002-2003 *Journal*, page 15:

"Ben Kuroki was a Japanese-American gunner. He and his brother enlisted in the Army Air Forces the day after Pearl Harbor. They had been respected farmers in Nebraska, but they soon learned about the prejudices and misunderstanding toward Japanese-Americans that existed after Pearl Harbor. Early in the 93rd, Ben stayed close to his barracks and work area to avoid the jeering and innuendos. He prevailed upon the management of the 93rd to get waived the policy that Japanese-Americans could not be in an aerial combat organization. Colonel Timberlake interceded to get Ben to England with the group where he learned to operate the .50 caliber machine guns and

(continued on next page)

This report is being written before the convention in Illinois in June. Our next report will have convention news.

After a wonderful convention in Baltimore in 2002, the officers of The Heritage League felt an enthusiasm to continue a social time for our members to get to know one another and share their stories. Another project that was decided upon was to explore an updated way to express the purpose, vision, and goals of The Heritage League itself. How can all the feelings of pride, the desire to preserve the memories, and the vision for the future be summed up in a few words or sentences? We agreed that this was a priority as a new membership brochure and application are needed. It was decided to meet in Houston, Texas, the second week in February. Houston is warm in the winter, or so we thought. The week before our meeting, the temperatures were in the 70s. While we gathered in Humble, Texas, temperatures probably reached a high of 45 degrees. We all froze.

The Executive Committee of The Heritage League held a meeting the weekend of February 6-9, 2003. Our timing was such that we arrived less than one week after the shuttle disaster. We did take an afternoon to visit the NASA Space Center. The tram tour included a stop at Mission Control, which had just reopened the morning of our visit; a drive past rockets; and a walk in a lab building where astronauts train. Mission Control is quite an interesting room, as is the visitor center with its movies, display of space suits, nose cone, and other interactive areas. Through a coordinated effort of Alan and Joyce Senior with Secretary Linda and Herman Wittig, the group was treated to an afternoon tour of George Ranch. This is a living history working cattle ranch. Lunch was cooked over an open campfire. Among the activities, we were treated to an orientation movie, guided tour, and black powder rifle demonstration.

Our Executive Committee meeting included the attendance of The Heritage League officers; 2ADA liaisons Jim & Mary Lorenz; and the president of the 2ADA, Dick Butler, with his wife Ardith and their daughter Kay Drake. Our thanks to Linda & Herman Wittig and Brenda & Phil Tudyk for their tireless work in making the arrangements, including a bus that transported us all.

The following will be of interest:

- Ann Phillips, Ed Zobac, and Brian Mahoney have worked tirelessly to coordinate and update the membership list.

## YOUR HERITAGE LEAGUE

By IRENE HURNER, President,  
and VICKI WARNING,  
Heritage League Representative  
to the Board of Governors

Our membership application is being revised to reflect the changes that have taken place in the last two years. New applications will be available at the June meeting.

- The first issue of *The Heritage Herald* with Brian Mahoney, Communications Vice President, as editor was sent to members just before Christmas 2002. Brian received compliments and congratulations on an informative magazine.

- We are using bulk mailing to distribute *The Heritage Herald*. The editors expect to produce three issues in 2003. Editor Brian Mahoney reminds members that returned issues cost The League over \$1.00 each in postage when returned. For that reason, it is most important that members be sure The League has their correct addresses.

- We would like to welcome Lindy (Russell) Galbraith as Assistant to the Communications VP and Associate Editor of *The Heritage Herald*. Lindy has had extensive experience in computer graphics. Her talents will be most appreciated.

- Fund raising was discussed. A design by Caron Veynar incorporating the American and British flags with The Heritage League logo was chosen for a pin that will be used as a moneymaking project. Pins will be available at the June convention in Oak Brook. It was noted that almost all of the pins from the 2001 library rededication have been sold. The profits were designated for the library. A donation will be made at the convention.

- We now have a current Policies and Procedures document for The Heritage League. Our thanks to Jim Lorenz for his efforts during the last year and a half. This was a somewhat daunting task, as The League has not had an official handbook in the past. The book will be a great help to incoming officers.

- Our Web site continues to be main-

tained by Bob Books.

- Members of The Heritage League Executive Committee will be making an effort to attend some of the numerous bomb group mini-reunions throughout the U.S. We believe this will be a way to interest individuals in joining our organization.

- Because of continuing increases in materials, postage, and so on, it was found that a dues increase is necessary. A new Junior membership was created and a dues increase was approved. Current dues of \$8.00 will remain until after our June meeting.

- Kay Drake accepted an appointment as auditor for the coming year. Kay has been involved in forensic accounting. Thank you, Kay.

- Ann Phillips, Membership Vice President and Liaison to The Friends of the 2nd Air Division Memorial, and Carol Kendrick, Vice President, continue discussions regarding pen pals and an exchange program. These items will be discussed further in June.

- Our annual meeting will be held on Friday, 6 June 2003 during the 2ADA convention in Oak Brook, Illinois. 2ADA President Dick Butler; President-elect Bob Cash; Chairman of the Board of Governors Matthew Martin; and David Hastings, Liaison to The Heritage League from the Board of Governors; are planning to attend. Thank you to everyone for your continued support as we move to the future. ■

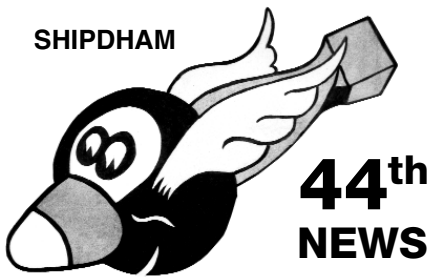
### THE EDITOR'S CONTRIBUTION (continued from page 6)

turrets and was eventually accepted to be a gunner. Ben flew in the Ploesti Tidal Wave and completed thirty missions, which was five more than required, at his request. He volunteered for combat in B-29s, but after being assigned to a B-29 group he was denied going to the Pacific. However, some citizens of California prevailed upon the Secretary of War, Henry L. Stimson, to let Ben go with his group. Ben flew more than thirty missions against Japan proper. He was the only Japanese-American to fly combat against Japan. If anyone is interested in the full story of Ben, Cal Stewart published an outstanding pamphlet about his life which you can receive by contacting Cal Davidson, 48973 Plate Road, Oberlin, OH 44074, tel. (440) 775-1787."

→ → → →

Question #4: With a little help, it can stand up — at Lackland AFB. This is the fiberglass replica that replaced the B-24 now at Duxford. ■





BY JULIAN ERTZ

We of the 44th BGVA are extremely pleased and similarly proud that the new president of the Second Air Division Association is our own Dick Butler. I am confident that our association will benefit greatly from his leadership.

The 22nd Annual Southern California Regional Reunion of the 2ADA was held again at the Los Alamitos Race Track, on February 22, 2003 in the plush Vessels Club at that locale. We had a great crowd. The 44th BG had 25 in attendance.

As always, our super chairman, Dick Baynes, did a great job, and his recap of the evening appears elsewhere in this issue. But one item may bear repeating. Our

speaker of the evening, Jimmy Weldon, inspired us and thrilled us. His pledge to the flag was something every American should hear. I have an audio tape of it and enjoy playing it for friends. It evokes tears as he recites the places the flag has been in our history.

Among the 44thers were Roger Markle and his daughter; Elmer Reinhart; John & Bernadette Gately; Mort & Ida Weinstein; Robert & Shirley Schaper; Will & Irene Lundy; Dale Haas; yours truly with son, daughter-in-law and grandson; and of course our 2ADA leader, Dick Butler, with Ardith and two of their daughters.

After all these years and the aging and infirmities that many of us have experienced (we've all experienced the aging), it is not often that we see a crew or the greater part of a crew at our reunions. It is therefore a pleasure to note the attendance of Clayton Roberts' crew at the 44th reunion. Clayton was the pilot; Bill Lundquist, co-pilot; John (Jr.) Roberts; Art Aranoff, navigator; and Bob Dunlap.

Another crew (or most of them) were the members of "The Passion Pit" — John

Milliken, pilot; Irwin Stovroff; Darrel Larson; Marty Richards; Morris Larkin; Ken Buckwith; & Robert Bertoli, now deceased.

Another crew reunion was that of pilot Chris Spagnola at the October 2001 44th BGVA annual meeting at Barksdale, Louisiana. The following were reunited for the first time in 56 years. In addition to Chris, they were: Curt Silverthorne, Bob Keys, Lee Aston, and John Gately.

Other non-mentioned members of the foregoing crews did not for one reason or another attend, but it is so good to observe crew reunions where a majority have gotten together.

### OTHER IMPORTANT MATTERS

1. Don't forget our 2AD Memorial Library. Donate as much as you can afford for books.
2. Don't forget the 44th Bomb Group reunion in Washington, D.C., October 9-13, 2003.
3. Please consider making a bequest to the Memorial Library (about which you will later receive a special report with details from the Bequest and Legacy Committee. ■

## HALESWORTH 489TH NOTES

BY  
NEAL SORENSEN

"So long, farewell, *auf wiedersehen*, good bye" is the theme as I write my last of many quarterly columns for the Second Air Division Association *Journal*. Experiences, anecdotes, and just plain mental meanderings have been my lot, since the 489th newsletter (published six times per year by Charlie Freudenthal) has always been a scoop ahead of my quarterly writings. However, the Second Air Division Association and personal anecdotes, along with news of the Fulbright Committee doings, gave me ample fodder to fill the space with musings covering events from 1942 to the present.

One of the more enjoyable duties it has been my honor to fulfill is that of chairman of the Fulbright Oversight Committee. C.N. "Bud" Chamberlain, a former president of the Association, was the first chairperson of the Fulbright Oversight Committee. Personnel at Fulbright are basically non-financial people, so the investing of

our original corpus of \$550,000 was handled by their bankers. They were lax in "growing" our money, with the result that they basically used CDs, which were convenient for them, but offered very poor returns. After much effort and coaxing, the Fulbright representative pressured the bank into investments that would increase the earnings enough to cover the annual compensation of a Scholar to be our representative at the Memorial Library in Norwich.

When I was chairperson in 1995/1996, it was the committee's assignment to persuade the Fulbright Commission to rewrite our agreement. The objective was to give the Second Air Division Association advisory control over the manner in which the funds were invested. In 1996, three of us flew to England to negotiate. There was a new person (Robin Berrington) in the control position. He was agreeable, so in June of 1996, then-president Geoff Gregory signed the agreement which had been forged.

We invested in U.S. Government bonds returning us just slightly under 6% per year. That, plus the current depressed pound sterling, provides us with income for a Scholar. In addition, there has been an accumulation beyond the annual salary. Periodically, this is rolled into the corpus and is thus protected from being spent. (Our corpus is inviolate without a change in our bylaws.)

Years ago, a truism was passed along to me which has served me well, no matter

what my circumstances were: "If you think that you are indispensable, put your finger in a glass of water. Withdraw it quickly, and note the hole that remains!" Not a Shakespearean quote, but fully as cryptic as any of the Bard's more poetic sayings.

The joys and sorrows of life are far more numerous and complex in my experience than the seven stages set forth by that learned writer. We learned early on that there was the right way and the Army way. Oddly enough, the Army way, mysterious as it was, shaped the destinies of those of us who were in the Army Air Forces. Those of us assigned to the Second Air Division of the 8th Air Force experienced the thrill of massed bomber formations that will never be duplicated numerically. We endured grueling missions; some successful, but all with losses that struck wounds deep into our psyches that re-emerge in our periodic nightmares.

The Second Air Division Association, and our individual bomb groups, have been great instruments for healing those horrors. From that wintry night in 1981 when Charlie Freudenthal located me, to the present, my knowledge and friendships have multiplied geometrically. There are too many individuals that I am grateful to, to be enumerated in this column. Suffice it to say, I admire you all. Some of you I care for very deeply; others I hold a grudging respect for despite our philosophical differences.

So to all of you: My Deepest Thanks!!! ■



# The 22nd Annual Southern California Regional Reunion Dinner of the 2nd Air Division Association

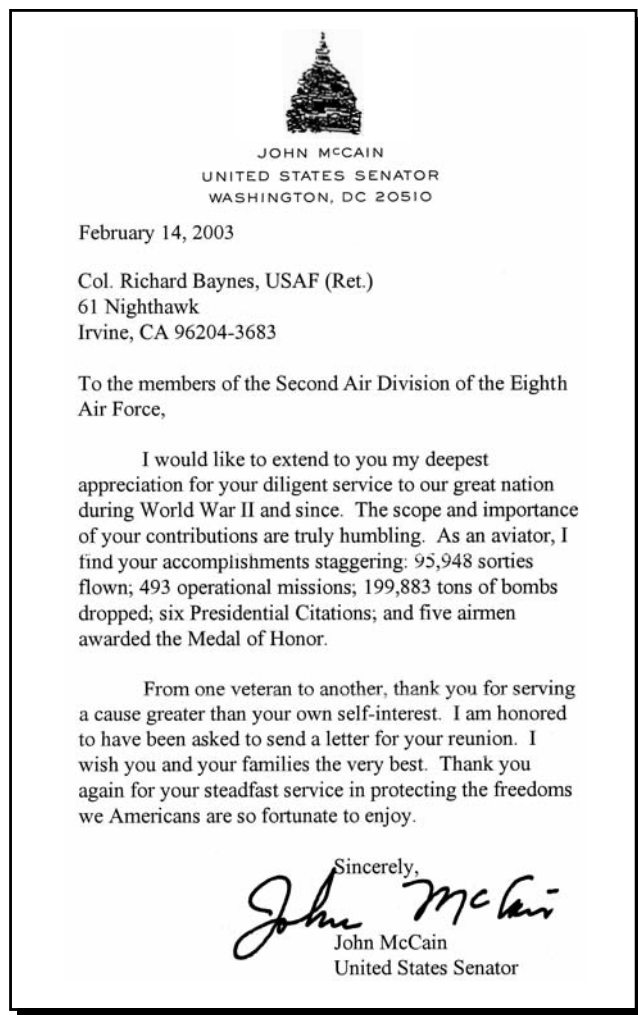
BY RICHARD C. BAYNES (466TH)

This event was held at the Los Alamitos Race Track on February 22, 2003 (it's always the last Saturday in February). This was a good location — on the border of Los Angeles and Orange Counties. They even had a horse race in our honor. For the second year, we met on “sweatshirt giveaway night.”

Our speaker for the evening was **Jimmy Weldon**, a veteran of Patton's Third Army, author, actor, lecturer, and entertainer. He was the voice of Yakky Doodle on the Yogi Bear show.

As members arrived for the evening, they were greeted by **Leo Habel** (389th) and **Rex Tabor** (466th) and directed to the registration table where “**Mike**” **Chamberlain** (489th), **Charlotte Shower** (467th), and **Beverly Baynes Tomb** (466th) checked them in and handed out name tags. **Patti Quintana** (466th) was also there to encourage members to buy raffle tickets.

**C.N. “Bud” Chamberlain** (489th), past president of the Second Air Division Association, conducted the opening ceremonies. After a dramatic flag ceremony by our speaker, **Jimmy Weldon**, the operatic voice of **Maria Gunnarsson**, wife of **Frank Grew** (448th) led us in singing the National Anthem. (Maria was awarded a plaque for her many years of singing for the 2nd Air Division.) **Malcolm “Mac” Dike** (466th) gave the invocation. The traditional lighting of Eight Candles of Remembrance concluded the opening ceremony with the following participants: **King Schultz** (448th) served as Marshall. **Air Offensive—Europe: Keith Roberts** (392nd), **Amador Espenosa** (445th), **Rex Tabor** (466th). **Ploesti Campaign: Elmer Reinhart** (44th), **Barney Bernard** (93rd), **Leo Habel** (389th). **Normandy Campaign: Fred Gerritz** (466th), **Dick Peterson** (389th), **John Foster** (489th). **Northern France Campaign: Carl Taylor** (492nd), **Robert Schaper** (44th), **Richard Moody** (448th). **Ardennes Campaign: Gene Hartley** (389th), **Willis Miller** (392nd), **Dick Boucher** (445th). **Rhine-land Campaign: Larry Keeren** (448th), **Byron Calomiris** (491st), **Vince LaRussa** (467th). **Central Europe Campaign: Bill Beasley** (492nd), **Frank** (continued on next page)



Lighting the 5th Candle of Remembrance (L-R): **Dick Boucher** (445th), **Willis Miller** (392nd), and **Gene Hartley** (389th). Not shown: **Bud Chamberlain** (489th), narrator of the opening ceremonies.



At the registration desk (L-R): “**Mike**” **Chamberlain** (489th), **Charlotte (Mrs. Albert) Shower** (467th), and **Beverly Baynes Tomb** (466th). “These gals know where the money is.”

# Bomber's Away!

BY MARK MOORE • REPRINTED FROM  
THE EVENING NEWS, FEBRUARY 17, 2003

It has taken four years of hard work, but now a woman's dream finally looks set to get off the ground.

This weekend, a model of a famous Second World War bomber will be seen in the skies over Norwich.

The original American B-24 Liberator bomber "Hookem Cow," which was stationed at Horsham St. Faith, was destroyed when it crashed at Hainford in 1945.

While researching the plane's fatal last flight, in which five crew members and the pilot died, Christine Armes discovered that a model one-tenth of the original size was being built.



But it was only when she saw the magnificent war plane in action three years later that she realised how amazing it would be to see it flying over Norwich once again.

And now, after clearing the flight with airport officials, hordes of people are expected to descend on the airport on Saturday to see the bomber in action.

Mrs Armes said: "My dream of flying the model at Norwich International Airport came to me the very first time I saw this silver model flying so beautifully, looking just like

the real thing up there against the blue sky.

"Hopefully, the wind direction will allow the aircraft to be flown on the runway opposite the City of Norwich Aviation Museum, thus allowing spectators to witness this wonderful, unique event from within the museum grounds."

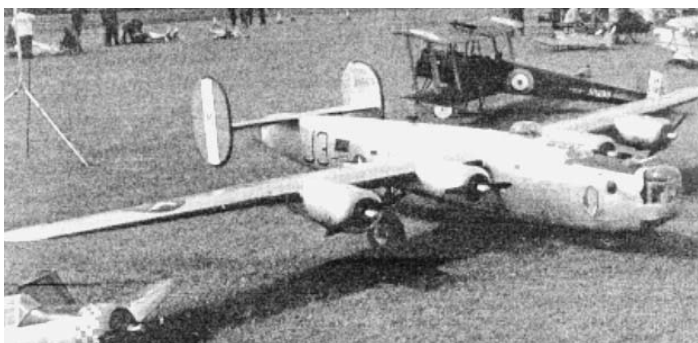
But it has not been all plain sailing for the dedicated researcher, who initially hoped to see the "Hookem Cow" in action in 2001.

She had arranged the flight at a time when hundreds of American war veterans were set to return to Norfolk to honour their dead comrades. But poor weather put a halt to her plans for a further two years.

Mrs Armes added: "As chief organiser of events for that day for the 458th Bomb Group veterans, it gave me the perfect opportunity to schedule the flight of the model.

"I also scheduled a fly-past and complimentary flights for the vets. But sadly none of these flights could take place due to the inclement weather that day.

"But I am proud and happy to announce that my dream is still to be realised — weather permitting, of course." ■



Editor's Note: See FLIGHT OF "HOOKEM COW" on page 11.

## THE HOOKEM COW

- ❖ The Hookem Cow, pictured below, was one of many 458th Bomb Group B-24 Liberators to fly from Horsham St. Faith in 1945.
- ❖ It had completed more than 50 missions before it crashed over Hainford while on its way to Bordeaux, in France, three weeks before the end of the war.
- ❖ The pilot and five crew members were killed instantly. The two waist gunners on the plane survived.
- ❖ Investigations later revealed the plane had hit a power line before it crashed into the grounds of a house and caught fire.
- ❖ Construction of the model began in 1995 and the front has a piece of the original bomber attached as a tribute to those who died.



## SOUTHERN CALIFORNIA DINNER (continued from page 9)

Gibson (448th), Mort Schecter (467th). All Comrades & Loved Ones Lost in the War and Since: Mrs. Al Shower (467th), Jimmy Weldon (Patton's 3rd Army), George Welsh (Liberator Club).

After a fine dinner, our master of ceremonies, Julian Ertz (44th), substituting for Delbert Mann (467th & 491st), introduced Dick Butler (44th), president of the 2nd Air Division Association, who brought us up to date on the Association's activities. George Welsh of the Liberator Club reported on the campaign to raise money for the B-24 Memorial – San Diego, the project to place a bronze B-24 model in Balboa Park, San Diego, the home of the B-24.

After the speaker, a raffle was held with some great prizes. Raffle chairman J. Fred Thomas (392nd), past president of the 2nd Air Division Association and the originator of this regional reunion dinner, had a fine committee of Harry Orthman (492nd & 44th), Richard & Peggy Learman, and Patti Quintana (466th). Proceeds from the raffle will go to the 2nd Air Division Memorial Library in Norwich, England; the Mighty Eighth Air Force Heritage Museum in Savannah, GA; and the B-24 Memorial – San Diego.

Dinner chairman Dick Baynes read a letter of congratulations from Senator John McCain to the Second Air Division, Eighth Air Force.

Committee members who planned the dinner were: Dick Baynes (466th), chairman; Fred Bromm (445th); Bud Chamberlain (489th); Mac Dike (466th); Julian Ertz (44th); Delbert Mann (467th & 491st); Jack Pelton (445th); John Rowe (448th); and J. Fred Thomas (392nd). ■

# 458th BOMB GROUP

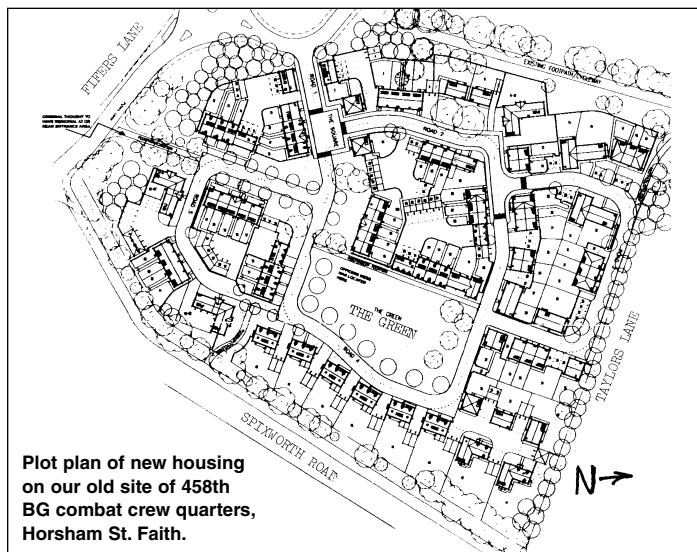
HORSHAM ST. FAITH



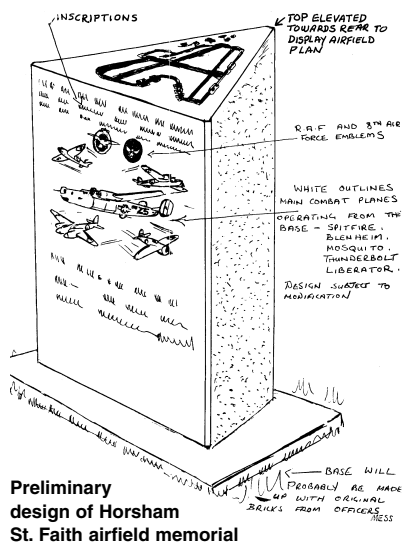
BY RICK ROKICKI

## HORSHAM ST. FAITH MEMORIAL

Here's the latest information on our planned memorial. The original plan was to have the memorial at or near the entrance on Fifers Lane, or at a central spot on "The Green" near where the officers' mess was. One hundred dwellings will be built on this 8.7 acre site. It became clear that neither location would offer the best viewing except to the occupants of this closed community. Christine Armes and I decided that the memorial would best serve the purpose by placement at our old airfield. She petitioned and recently received approval for a prominent spot near the observation area. It's great to have a good "right arm" like Christine is to our Group! Now our plan will include a bronze plaque at or near the entrance wall to our old quarters, Fifers Lane.



Plot plan of new housing on our old site of 458th BG combat crew quarters, Horsham St. Faith.



Preliminary design of Horsham St. Faith airfield memorial

The total raised through your contributions plus 2AD Headquarters, RAF and fighter group monies remains at £4087. It's possible that we may have to shorten the planned 5-foot granite stone to get both into place. If you have not yet contributed and wish to do so, please send a check for any amount you choose to: Christine Armes, 5 Primrose Court, Thorpe St. Andrew, Norwich, Norfolk NR7 0SF, England.

## FLIGHT OF "HOOKEM COW"

Those of us who attended the Norwich convention in November 2001 were disappointed when the very poor weather we experienced on our "Base Day" caused the cancellation of the planned flight of John Deacon's 18-foot wingspan B-24 that Christine Armes had arranged with the Airport Authority. Again she sought approval for this flight and was granted a time and date . . . February 2003! Now we know from past experience that February can be as bad as November — and it was. However, she did a great PR job on Norfolk radio and in at least two newspapers. Again the weather played an important part — FOG. In any case, after a long wait for the fog to lift, and the departure of half the onlookers, a short "window" at the end of the allotted time period allowed a limited flight of about 12-15 minutes. As luck would have it, the aircraft broke a propeller on landing on the very rough perimeter track. As I remember, it was not very smooth in 1943-45 either, and our wheels were about twenty times larger. No further flights were attempted. However, Christine is working to get another flying date in the late spring or early summer. A promised video will be made available afterwards. Will keep you posted.

## DIE-CAST B-24 SOON TO BE AVAILABLE

About a year and a half ago, I ordered a P-51 Mustang, Spitfire, and a 109 Messerschmitt from a Chicago import company. I was very pleased with the die-cast quality of these 1/72 scale models. They are truly "museum quality." I wrote to the company and said I hoped they would consider having a same scale model of the B-24 Liberator. In late March I received a call from the company's marketing and sales VP saying that a B-24D and a B-24J would be available in late April. I requested photos and information on availability, cost, etc. and hopefully a reduced price for our members. Telephone conversations with the VP disclosed that the wingspan was approximately 18 inches and the shipping weight about three pounds. Definitely not a plastic model. Some years ago, one of the "mints" produced a die-cast B-17, and as I recall, the cost was about \$150.00. Checking the Mall Danbury Mint Shop, they no longer had the model available. I said I would be the first buyer if and when the Liberator was available for sale. Perhaps the B-24 will finally be recognized! If you are interested in my pursuing this model availability, please take the time to write or call me. My address, phone and fax number are on page 2 of the *Journal*. No obligation to buy, of course.

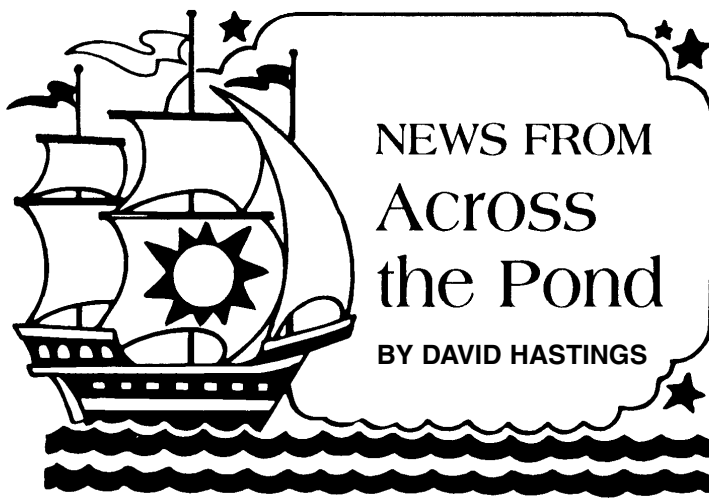
## ON FINAL

A letter from Pete Poulos stated that one of his crewmates, Dave Ferrier, made his "last flight" in late March. Perhaps you may remember that Dave established a B-24 section in the American Museum Exhibit in Laughlin, Nevada after he saw only B-17s represented in the 8th Air Force display (see the Fall 2001 *Journal*).

Maxine Clark advised that her husband, Bill, was seriously ill and in the hospital, but still wanted to continue his subscription to the *Journal*. Lois Zedecker wrote that Bob lost his sight due to macular degeneration, and Marjorie Sjolund said her husband Arthur, who suffered from dementia, died in a fall earlier this year. Although these are distressing to hear, I feel sure that there are those who appreciate knowing.

George Reynolds advises that he and Sarah have moved. Their new address is: 129 West Stonehaven Circle, Pelham, AL 35124. New telephone number is (205) 621-5040.

Remember: Take your pills and keep the nose up in the turns! ■



## THE U.K. PREMIERE OF "ROLL OF HONOR"

On Monday, March 24 and Wednesday, March 26, 2003, the U.K. premiere of the latest Dzenowagis film, "Roll of Honor," was held in the Origins Theatre at The Forum in Norwich.

All the seats were taken on both nights, and among the guests were the Lord Mayor of Norwich, the Chairman of the Norfolk County Council, the clergy, the Royal Air Force, the media, and many of the organisations and individuals who helped to make that memorable week in November 2001 such a success. The two-hour film covered every aspect of that outstanding week that none of us will ever forget. The audiences were held spellbound and deeply moved, and each showing ended with a huge round of applause.

The film now moves on to be shown around the county where it will tell for us and future generations not only the story of that very special week, but also your bravery, sacrifice, and the amazing bond of friendship that your unique Memorial Library has built between our two countries. Your vision in 1945 to leave this "Living Memorial" to those 7,000 young Americans of the 2nd Air Division who died for the freedom that we enjoy today, has proved to be so wonderful and a priceless gift to Norwich, Norfolk, and the world. ■

Dear Joe and all the Dzenowagis family,

If we thought the first showing on Monday of "Roll of Honor" was outstanding, this evening was even more amazing. We had audience participation right from the very beginning, from laughter to tears and everything in between. We are late home because everyone stayed behind afterwards to say what a brilliant film you have made and how amazingly you have captured the very deep spirit and feeling of your unique Memorial Library. They could not stop talking about all the moving "sound bites" and the quality of the film and the sound. Brenda Ferris was moved to tears, and so were Tom and Robin Eaton, Paul King, and virtually everyone in the audience as well as the Origins staff. The projection team was really on the ball; having learnt from Monday, everything went like clockwork. Both the chairman and the vice chairman of Wymondham College were there and were so delighted and moved. As Paul said, "On the day we did not have time to take it all in, but now with the film we can..." He did not realise just how moving the RAF Band and Guard of Honour was.

So, just how can we ever thank you and all the family. You have brought November 2001 alive as well as the true meaning of just what your unique and living 2nd Air Division Memorial Library means to Norfolk, England, and the world. For years now this film will tell the story to thousands of people of the bravery, sacrifice, and amazing friendship of the 2nd Air Division USAAF.

God Bless and stay well. We love you all.

Jean and David Hastings  
and all the Governors of the Memorial Trust

## Special Ceremony Rededicates the American Air Museum at Duxford

*"Today marks the culmination of the efforts of so many. This is clearly a place where history still lives and breathes, and the atmosphere gives a real sense of stepping back in time."*

— FORMER PRESIDENT GEORGE BUSH

On Friday, 27 September 2002, over 2,000 guests gathered at Duxford to join the 41st President of the United States, George Bush, and His Royal Highness The Prince of Wales for a very special occasion — the rededication of the American Air Museum. Along with His Royal Highness The Duke of Kent and the Chairman of the Imperial War Museum Trustees, Admiral Sir Jock Slater, guests included veterans from the U.S. 8th Air Force, (continued on next page)



HRH the Prince of Wales talks with Admiral Sir Jock Slater and Duxford's Assistant Conservation Manager, Keith Trigg.

## AMERICAN AIR MUSEUM REDEDICATION (continued)

with some from the 78th Fighter Group who were stationed at Duxford during World War II amongst them.

The rededication ceremony followed some eight months of skilled work, which involved removing the spectacular glass frontage of the American Air Museum to incorporate two stunning new additions: the SR-71 Blackbird spy plane, the only one of its kind on display outside of the United States, and the B-24 Liberator, a World War II bomber which has been restored by Duxford's conservation staff over the past two years. Additionally, other exhibits have been redisplayed and reorganised to complement the new layout.

It was particularly poignant that the occasion coincided with the 60th anniversary of the arrival of the U.S. 8th Air Force in East Anglia after America joined the Second World War following Pearl Harbor in 1941. The American Air Museum was built to serve as a memorial to the 30,000 U.S. airmen who lost their lives flying from British air bases, including Duxford, during the Second World War.



**The 41st President of the United States, George Bush, with His Royal Highness The Prince of Wales at the American Air Museum Rededication Ceremony, 27 September 2002.**

Prior to the ceremony, the former President and the Prince of Wales were each given a tour of the American Air Museum. Escorted by HRH The Duke of Kent, Patron of the American Air Museum, of particular interest to Mr. Bush was the Grumman Avenger torpedo bomber, painted to represent the aircraft he flew during his time spent as a naval aviator in the Pacific Theatre. The President paused to see his name upon the aircraft and to no doubt reflect on the past.

The ceremony commenced under an overcast sky, but thoughts of rain were soon forgotten as the roar of three approaching RAF C130 Hercules, from No. 47 Squadron, RAF Lyneham, signalled the start of the flypast and the afternoon's proceedings. They were closely followed by two pairs of United States Air Force F-15 Eagles from the 494th Squadron, RAF Lakenheath. After this stunning display, the 41st President took centre stage genuinely impressed by what he had seen. During his speech, Mr. Bush said of the museum, "Today marks the culmination of the efforts of so many. This is clearly a place where history still lives and breathes, and the atmosphere gives a real sense of stepping back in time."

The Prince of Wales echoed the former President's sentiments when he spoke of the 100th anniversary (in 2003) of the first Wright



**Crew members from the original "Dugan" B-24 Liberator talk to HRH The Prince of Wales at the rededication ceremony.**

Brothers' flight and said that the exhibits at Duxford were testament to the achievements of the last century. "The Museum is truly an Anglo-American venture. It is not just a static reminder of an era long since past, but a living exhibit to the enormous technological advances in the field of powered flight over the last century." He went on to say: "The Museum is a fitting memorial to the thousands of American airmen who flew from the U.K. sixty years ago and never returned. For those of us born after the last war, it is a chance to salute you."

Both paid tribute to the commitment and support given to the American Air Museum by veterans, members and staff. The Prince of Wales added that the AAM would not have been possible with the "generous help of our American friends."

Throughout the day both the former President and The Prince of Wales spent some time talking to staff and to veteran airmen who had been based in Britain during the Second World War. Colonel Robert Vickers, of Albuquerque, New Mexico, said of the Prince: "He was a very charming man. He said that we looked fit enough to still fly, and asked us if we did!"

Many of the veterans who attended the ceremony came in uniform, or were adorned with medals. One of Duxford's original 78th Fighter Group control tower staff, Fred Boswell, who now lives in Alabama, made the journey back to Duxford and was proudly wearing his old steel helmet and carrying a large American flag. Fred worked as one of the flight controllers for four months after arriving in Duxford in 1943. "I was one of the first people to be stationed here," he said. "It has a lot of happy memories, but also some sad and tragic ones."

Wilbur Richardson from California commented, "It is important for young people to learn about the sacrifices that were made on their behalf so that the world doesn't make the same mistakes again." Of his time stationed at Rougham, near Bury St Edmunds, he said: "People were very welcoming, and every time I come back I feel I am coming home."

After the ceremony, there was barely a dry eye left amongst the veterans as the B-17 Flying Fortress "Sally B" took to the skies, escorted by a P-51 Mustang and a P-47 Thunderbolt. A Corsair and Grumman Avenger completed the flypast of historic American combat aircraft. Watched by the 2,000 strong audience of veterans, friends and family, this was a fitting end to a memorable day. ■



# KETTERINGHAM HALL DIVISION HQ

BY RAY STRONG

In March, I received the following letter and newspaper clipping from Les Willis, 39 Coughtrey Close, Sprowston, Norwich, Norfolk, England:

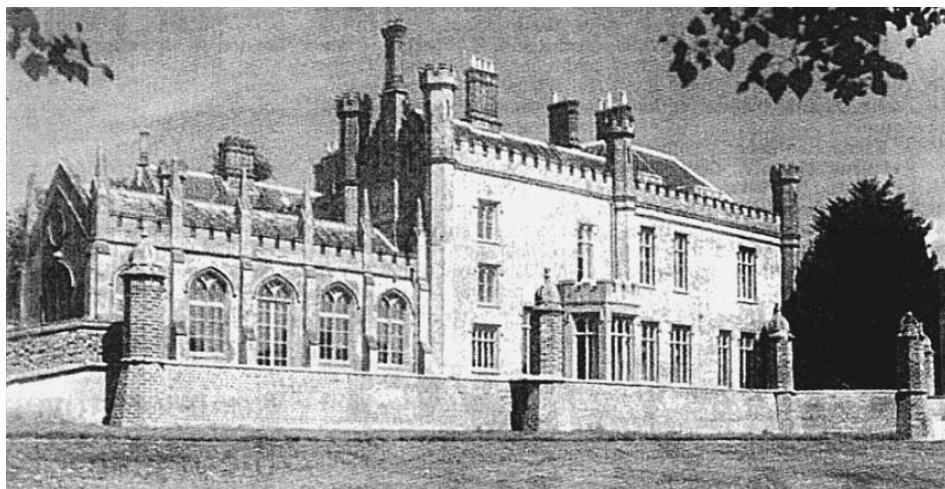
*I am enclosing a copy of a cutting taken from our local daily paper regarding your old HQ, Ketteringham Hall, as I thought it may be of interest to you and your colleagues.*

*My wife and I are members of The Friends of the 2nd Air Division Association; also, my wife, who lived at Rackheath during the war years, worked on the 467th BG base and is a subscribing member of the Association. At the time the 2AD was in Norfolk I lived in Old Catton (original home of the HQ) and close to the 458th BG, and have had a particular interest in the B-24 and the 8th Air Force for a considerable period of time.*

*Hope I haven't been too much of a bore, but I keep my eyes open for odd items in the paper regarding the 2AD or any of the bases.*

Les Willis' name is familiar to all of us, and I am aware of his and his wife's work with "The Friends." Thanks, Les, for sending me this article, and I hope you will send me others.

By the way, my office was on the second floor at Ketteringham Hall, just above the main entrance. The building was empty the last time I was out there. I know that everyone will be delighted that it will be put to such good use. ■



**TO LET: Ketteringham Hall is on the market as office accommodation.**

## Victorian mansion available for offices

REPRINTED FROM THE EASTERN DAILY PRESS, MARCH 15, 2003

Ketteringham Hall is on the market as office accommodation after extensive refurbishment.

Lotus Cars had used the Grade 2 listed stately home since 1969. Letting agent Bidwells Property Consultants said that the hall, five miles southwest of Norwich with access to the A11 and A47, has plenty of parking, oil-fired central heating, a reception area, and a nursery school on site.

Many of the rooms have natural light and a wealth of period features. Some have superb views over the 40 acres of grounds, gardens and lake.

William Jones, a partner in the letting agent's business-space team, said: "Ketteringham Hall will provide an alternative for occupiers not necessarily wanting to locate on a business park, but who still want a location away from the city centre."

The ground and first floors provide up to 11,710 square feet of workspace, which is available either as whole rooms or in suites. There is a similar amount of room at the back.

The present hall was mainly built in the 1840s by the Boileau family, who remained there until 1948, when it was sold to the Duke of Westminster. But it dates back to William the Conqueror, and it was once home to Lady Jane Grey.

For details, contact William Jones or Daniel Bycroft at Bidwells on 01603 763939.

## An Overdue Promotion Given to Evelyn Cohen

BY JAMES H. REEVES (HQ)

In case you didn't know (or had forgotten), Evelyn Cohen (HQ) was properly promoted in Savannah, Georgia, in 1986 — the year I was President of the Second Air Division Association. Due to her outstanding record of achievement in the 2ADA, upon her visit to Georgia The Honorable Joe Frank Harris, Governor of the State of Georgia, promoted her to Lieutenant Colonel. As a long-time friend of Evelyn, I appreciated the interest and action of Governor Harris. ■

In this photo taken in 1986 Jim Reeves congratulates Evelyn Cohen, shown holding the proclamation signed by the Governor of the State of Georgia. The certificate reads, in part: "To the Honorable Evelyn Cohen . . . Whereas, reposing especial trust in your patriotism, valor and fidelity, I do, by these presents, constitute and appoint you . . . LIEUTENANT COLONEL, AIDE DE CAMP, GOVERNOR'S STAFF."



It seemed to me that most of the damage was from below at first. I recall seeing the small-sized bursts of orange with white or grey puffs of smoke like flak all around us for at least thirty seconds before I saw fighters firing at us from the rear or six o'clock level.

Our plane's antenna cable was dangling behind my tail turret and the intercom was out. I could hear, but no one could hear me call out when I did see the fighters. I heard the navigator ask the nose gunner, "What's wrong, Lello?" Then, Johnnie, the right waist gunner, asked me, "Frank, what's wrong?" I heard T.J. Myers, engineer / top turret, call out, "What is that? Flak?" Then he calls, "Fighters, six o'clock!"

I fired several bursts at a FW190, five



**The Mowat crew on the way to England. Plesa (third from left) and Myers (kneeling) survived the war.**

hundred yards away, coming in at six o'clock level. It and the other fighters turned belly up and went down, I would guess for another attack. I could hear and feel a waist gunner firing and the Martin upper (Myers) as I was firing, but I never heard the nose or the right waist guns fire. We had no belly or Sperry ball turret gun in our plane.

When the first attack of FW190s turned over and down to their right, I didn't see any more fighters for about ten seconds. Then I noticed a FW190 to my right; it seemed as if his wing tip was fifty feet away. I was amazed he was so close. He was throttled down and firing his guns (cannons) at the bomber in front of him and at us, I assume. I didn't know how to fire at the fighter at such close range. I could see his blue eyes, the big black cross on top of his right wing, and his guns blazing yellow fire.

I put my optical sight on his engine cowl and fired and raked his front fuselage and possibly his cockpit with bursts for three to four seconds. I felt a shell hit under my turret, near my right foot; then another shell a split-second later on the left side of

## *A Tail Gunner's Air Battle Account*

**BY FRANK PLESA (445TH)**

**Excerpts from The Kassel Mission Chronicles**

my turret. This shell bent the left gun up and blew out the top and front bullet-proof windows, forcing me backwards at the same time. I felt as if a horse had kicked me in the chest. My turret was facing around eight o'clock. I was blown into the plane except my right leg and foot which was tangled up in hydraulic lines. Most of my body was on the right side of the catwalk and against the fuselage. I could smell 100 octane gas through the oxygen mask. I had seen the B-24 on our left side burn for awhile before it exploded. I wanted to get ready to bail out, but my right foot was trapped. I was also wounded in my left forearm and the right side of my chest.

I looked back for Johnnie Neher, the right waist gunner. He wasn't at his position. I thought I could see him down in a black sort of object (his heated flying suit?). Willie, the left waist gunner, was at his position and firing with his right hand. He was wounded badly on the upper left side. His heated flying suit was blood-soaked along his left arm, which was hanging limply. I tried to get his attention, but he was firing the gun and didn't notice me. I heard no other guns. What I feared most came next — the plane was on fire and was burning throughout. The flames came like a blowtorch. Willie's gun was quiet. It got hot as the flames came through the tail, which was open. I covered my face, feeling the intense heat. I thought of my parents, loved ones, and God. I can recall myself screaming in my mask. I can still hear it. I felt a hand on my right shoulder and saw a vision of a white robe. I felt and heard a big puff; then everything went black.

I could feel the cold air as I was tumbling about. It felt sort of good compared to the previous heat, only I felt helpless. I came to my senses and looked around. Our wing was right next to me, within fifty feet, flip-flopping over with fire coming from its tanks. I looked down and recall I was just issued a back type parachute two weeks before. My burned right hand pulled the rip cord. I looked up and saw that the chute opened.

Next I started looking down at the ground. It was very quiet now, and in about ten seconds the ground started to come up fast. I noticed high power lines,

a forest, and a farm house near a pasture. I landed hard.

A Hitler Youth greeted me and asked if I were American or English. We removed my parachute and I hobbled over to the farm house with him. I was quite helpless and burned. A woman came out and they put me in a barn with hay and a ladder. She looked at my chest wound and said, "Gott," gave me an apple and told me she would get help. The German GIs picked me up in a horse and buggy and took me to Hersfeld train station. I waited there for hours, lying on a stretcher. That evening, I was in a hospital (in Frankfurt, I believe) with nuns in white giving first aid and comfort to the many wounded placed in the hallways and corridors.



**Frank Plesa in 1990, in the German barn where he was kept on 27 Sept. 1944 after parachuting from his burning plane.**

In the hospital, I received a shot, had my burns treated, and the biggest parts of shrapnel were removed. I felt better the next morning. I was then transported to an Allied POW hospital near Menningen, where British doctors closed my chest wound, leaving in a tube for penicillin which the American Red Cross furnished. I healed slowly, and several burns required skin grafts. I stayed at this hospital until the middle of December, when I was removed to a convalescent home. The first part of February, I was in Luft IV. For me, the most difficult part of POW life was the forced march to keep away from the Russians. We were liberated on May 2, by the British Second Army, the happiest day ever for me and the others.

I saw T.J. Myers in the POW hospital. He wasn't hit too badly, and went to Luft IV in about a month. I never saw or heard of anyone else in our crew nor learned of their fate until I got home. I was afraid that the other seven went down with or around "Hot Rock" (our plane). I was a very fortunate and lucky nineteen-year-old airman, and will never forget our crew. ■



When I hear the strains of Handel's Largo, memories of friendship, of sorrow, and of love envelop me, for this music marks events that profoundly affected my life and changed its course forever. As I listen to these notes I close my eyes and remember England in 1944 . . .

I am a Red Cross worker stationed with a hospital in East Anglia and we are at war with Germany, a war that is all too close. Nightly, German planes cross the North Sea, intent on bombing nearby English and American airfields. Occasionally they drop these bombs near our hospital. And nightly, English fighter planes soar through the black skies overhead to engage invading German fliers in dogfights. By day, Americans send bombers, B-17s and B-24s, over to Germany to rain destruction on the Nazis.

As I listen to the music I think back to a day in 1944 — February 24th. The tide of the war is turning slowly in our favor, but no troops have yet landed in France, for D-Day is still three months away.

It is six o'clock on this dark, cold, winter morning, and I am sitting at the piano practicing a music lesson in a quonset hut that is used as our hospital Red Cross headquarters. I shiver as I try to read the notes. I know the tune and I can hum it, but the chords are difficult, especially because my hands are stiff with cold. I go over these first notes again and again. It is Handel's Largo that I am learning to play. I love the music, and try to play through to the end of the page. My teacher is Sgt. Harry Miller, a concert pianist who is assigned to our hospital. He is strict about practicing, and can tell if I haven't spent enough time working on the lesson.

Now it starts to get light, and in the distance I hear the drone of planes. As I listen, the drone becomes a roar, and I know there will be a bombing mission somewhere over Germany today. B-24s from nearby Hethel Field use the two ponds on our hospital grounds as a focusing site to get into flight formation, and when I hear the planes right overhead, I rush out into the chill mist of this early morning and watch as the huge bombers circle our ponds. I search for one plane in particular whose markings I know, and at last I find it, the lead plane. At the controls is one of my dearest college friends, Al Belanger. I watch as the planes fly higher and eventually turn toward the east. Now, back in the quonset hut I start Handel's Largo over again. It goes better this time. As I practice, I wonder where the mission is headed today. I cross my fingers and breathe a prayer for his safe return.

# LARGO

BY VIRGINIA FOLEY REYNOLDS  
SUBMITTED BY JOHN REX (HQ)

When I look at my watch, I see that it is 7:30 and time for breakfast. As I walk to the mess hall, I think back to the many good times Al and I had together in college. He was my buddy; my brother, not my beau. All the girls he dated tried hard to impress me in case he valued my opinion, for he was a BMOC. On the other hand, I can make no claim to such popularity. It's just that we hit it off so well and somehow found we had much in common. I usually liked his girlfriends.

To our great surprise, Al and I are aboard the same ship, the *Acquitania*, as we sail across the Atlantic Ocean to a destination as yet unknown to the military passengers. On about the fourth morning out, there is an all-ship alert because German planes have spotted us while scouting the Atlantic in search of lone ships, like ours, that are not sailing in a convoy. Large, cumbersome liners like the *Acquitania* are easy prey for both German scouting planes and German U-boats. As our ship's guns start firing and we wait, paralyzed, in our staterooms, we hear the bell summoning all military personnel to the Grand Salon. I look over that sea of faces and discover for the first time, my old friend, Al. Later it turns out that he and I are stationed not far from one another — he at the 389th's Hethel Field, while I am with the 231st Station Hospital at Morley Hall.

Now, today, perhaps because the weather is so cold and dismal, or the sky is so overcast and threatening, I feel a little uneasy, wondering how the mission is progressing. As the afternoon wears on, I wait for that welcome drone of the returning bombers and I leave the warmth of the quonset hut where I live, in order to search the skies.

Al's plane does not return this afternoon of February 24th. I am devastated. Later I learn that the target that day was Gotha, Germany. The fighting was fierce, and Al's B-24 went down with all its crew.

Again, in memory, I turn to a bright day in August of that same year, 1944. D-Day has come and gone and our troops are on the Continent, fighting through France. Now the Germans are sending a new and terrible weapon across the North Sea, the buzz bomb, but today is special and I put the war behind me, for it is my wedding

day. Jack, the Hospital Personnel Officer, and I will be married in the Catholic Cathedral in Norwich, England.

I stand at the massive doors of the large church, reed-thin in the lovely white gown I have borrowed from one of the nurses. At my side stands tall, handsome Col. Pedro Plateau, the hospital's head surgeon, who is standing in for my father. His stern face breaks into a smile and he looks down at me and squeezes my hand as the cathedral doors swing open. Before us stretches the longest church aisle in the world, and waiting for me far down at the altar is my young, handsome soldier, Jack. Then comes a thunder of music, and the notes of Handel's Largo flood the church as we start down that long aisle. I look toward the organ at the front of the church near the altar, and see a young soldier in a khaki uniform seated at the keys. He turns his head and looks at me. We smile at one another, Harry and I, for it is he who has patiently worked to teach me to play Largo. He turns back to his organ keys. The music swells and dips, hills and valleys, as Col. Plateau and I make our way along with aisle. Father Diamond stands near Jack, and the ceremony begins. "In the name of the Father, and of the Son, and of the Holy Ghost . . ."

As we leave the altar after the wedding Mass and walk back up that long aisle together, we hear again, our Largo.

Many more years have passed now, and we are standing in the courtyard of a little chapel in Los Altos. A young man escorts me to a seat in the front row of the church. I look over at the organist; a man about my age is sitting at the console. I close my eyes and see again this same friend, forty years younger then and in his G.I. uniform as he waits to play at my own wedding. Our friendship with Harry is old and gold.

Now I hear music as four bridesmaids walk down the aisle. Two little boys, our grandsons, David and Beau, follow them, walking stiffly and sedately past us, each bearing a ring on a satin pillow. There is a moment of silence as we wait. When the chapel doors open, the music of Largo fills the air, and our youngest daughter, Caroline, walks down the aisle on the arm of her solemn father.

Perhaps everybody has a special song, music that speaks to them. Largo tells our story to me, our story of friendship, of sorrow, and of love.

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*This story is dedicated to my friend, Al Belanger (389th), with love. ■*

# And You Thought It All Started with World War II

BY BERNARD EDWARDS • REPRINTED FROM "THIS ENGLAND" • AUTUMN 2002

In the spring of 1917, as slaughter continued unabated on the Western Front, it seemed that the battle for the skies had already been won. For eight consecutive months no Zeppelin had dared to cross the North Sea with its cargo of death and destruction, and the English at home slept soundly in their beds.

The fragile peace was about to be shattered, however, because hidden away from prying eyes the Kaiser's secret weapon was nearing completion. The "Gotha" heavy bomber was the best-kept secret of the war. With a wingspan of 78 feet it dwarfed every other aircraft, with two powerful engines giving a top speed of 88 mph and a ceiling of 16,000 feet, well above the reach of any Allied fighter. Its crude oxygen system — a previously unheard-of luxury — also enabled the Gotha's three-man crew to function at high altitude.

No other bomber, German or Allied, carried more than two 112 lb. bombs, but the Gotha's load was ten times that, and was delivered with the help of another new gadget, a remarkably accurate bomb-sight. In the unlikely event of a fighter getting within reach of it, the huge bomber also mounted three machine guns, one of which covered the blind spot under the tail. It was an aircraft clearly capable of winning the war.

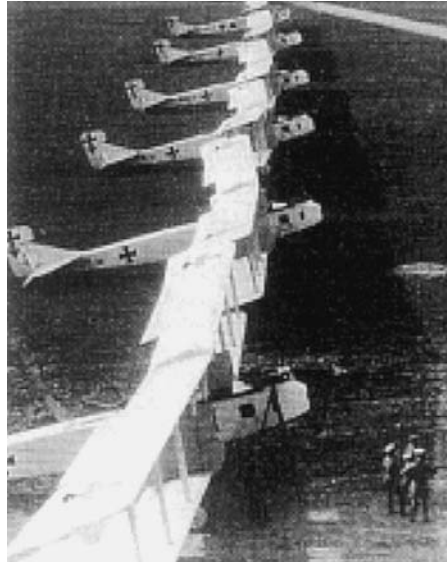
The "England Squadron" — as it was arrogantly titled by the Germans — was formed in March 1917 and consisted initially of 36 Gothas based in occupied Belgium. Its one aim was to smash the morale of England's civilian population.

After arduous preparations, 21 aircraft set off across the sea on 25 May 1917. Coming in line astern at 12,000 feet, they crossed the Essex coast at 5pm and flew unhindered up the Thames Valley. To observers far below they looked like a flock of migrating geese, and nobody realised the danger. Ahead lay the exposed and unsuspecting Home Counties, lulled into a false sense of security.

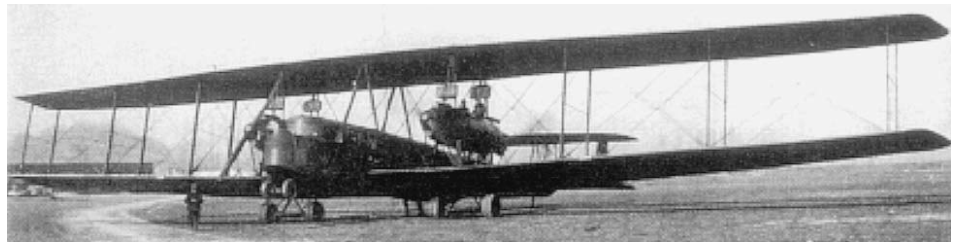
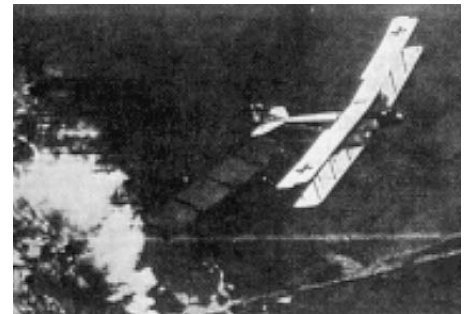
As luck would have it, however, a typically thick smoke haze lay over the capital city that day, making accurate bombing impossible. The squadron therefore banked sharply and headed south, switching its attention to a secondary target. Folkestone — the major supply port for the British armies in France — was next on the list.

The sky was clear and the seaside resort in holiday mood, thronged with visitors at the start of the annual Whitsun weekend.

The Gothas, coming in at 14,000 feet from the north — not from the sea as might have been expected — were not spotted until it was too late. Although the brutal attack lasted only ten minutes, it was long enough to wreak havoc on a totally un-



**Left: Safely tucked away out of sight in Belgium, the Gotha bombers of the England Squadron assemble, ready to deliver their deadly load. Right: The high-flying Gotha drops a heavy bomb on the coast of southeast England.**



**The mighty "Giant" carried a crew of ten and an impressive range of armaments.**

suspecting crowd. The busy shopping centre was hit by 60 bombs hurtling in quite literally "out of the blue." An eye-witness described how "the whole street seemed to explode, with smoke and flames everywhere. Worst of all were the screams of the wounded and dying, and mothers frantically searching for their children." It was a terrific shock for the whole nation.

As the planes flew back out to sea they closed up into a diamond formation, thus creating a combined fire-power of 63 machine guns, enough to ward off any enemy fighters. None appeared. Down below lay 95 dead and 260 injured, worse than any Zeppelin raid and a frightening precursor of what lay ahead.

The "England Squadron" eventually got through to London on the third attempt, when on 13 June — a beautiful clear day — 20 aircraft reached the heart of the city.

Liverpool Street Station received three direct hits and much of the densely populated area nearby was laid waste. Some 162 people were killed and almost 500 injured. Meanwhile, all the German planes returned safely to base.

Attacks against London and the Channel ports continued throughout the summer, and so great was public outrage that an improved defence system was hastily put into effect, forcing the bombers to switch from daylight sorties to less effective night-time raids. One stray bomb killed 131 naval ratings sleeping in their barracks at

Chatham, but with America now taking part in the war, the tide was slowly turning. The Germans, however, still believed the final outcome could be decided in the sky, and so they played their last trump card.

Their new super-bomber was a massive four-engined biplane with a wingspan of 138 feet. Nicknamed the "Giant," it had a crew of nine and mounted six machine guns. Navigational aids included a gyro-compass and radio direction finder, with an electrically operated two-ton bomb load. Ground radio stations also monitored each plane's flight path, so that for the first time in history an aircraft could fly "blind" in bad weather.

By September 1917, the "England Squadron" had 92 operational Gothas and five Giants. Destructive night-time raids continued all through the winter, with London

*(continued on page 22)*

It has been some time since I provided the 2ADA members with an update on the two most important memorials, aside from the 2AD Memorial Library, that we have supported: the Air Force Memorial and the WWII Memorial. Let me start with the Air Force.

### THE AIR FORCE MEMORIAL

Dave Thompson (93rd BG) and I received a special invitation for Wednesday, March 5, 2003 to attend the Air Force Memorial design unveiling. It was at the Sheraton National Hotel, which is located next to the Navy Annex to the Pentagon where the memorial will be built. One can see the site from the windows of the hotel; it is impressive and a great location for the memorial. The location is just southwest of the Pentagon in Arlington, Virginia and is next to the Arlington National Cemetery. The site is approximately 100 feet above the Pentagon elevation and is just off Interstate 395, a major gateway to D.C. This prime piece of real estate provides an unobstructed and spectacular view of Washington, D.C. The memorial will be visible to hundreds of thousands of people entering and leaving our nation's capital.

The final site and new design represent more than ten years of hard work by the Air Force Memorial Foundation, whose chairman is Ross Perot, Jr. of Dallas. He said: "We've got tremendous support for this memorial. It will be a very beautiful memorial. It is going to add a huge amount to the D.C. skyline."

Originally, plans called for building the memorial on a site known as Arlington Ridge, a stretch of low, rolling ground in Virginia just down a slope from the Marine Corps Iwo Jima Memorial. The first Air Force Memorial structural design featured a large, inverted five-point star. The Foundation finally gave up to the extreme pressure from the Marine Corps against having the memorial next to their monument; thus on to a new and better location. Dave and I met Mr. Perot while presenting a check for the 93rd BG as a donation, and mingled with the crowd made up of Air Force personnel and the news media.

### WHY AN AIR FORCE MEMORIAL?

The United States Air Force is the only branch of the armed services without a

# The Air Force Memorial and the Na

BY ALFRED A



### "SOARING TO GLORY"

memorial in our nation's capital. There is a long overdue need to honor the millions of patriotic men and women who have distinguished themselves in the United States Air Force and its predecessor organizations, including the Aeronautical Division, U.S. Signal Corps; the Division of Military Aeronautics, Secretary of War; the Army Air Corps; and the Army Air Forces. All these organizations have suffered some 53,000+ combat casualties, the second-highest of any of the four armed services of this country. When one thinks about the almost 7,000 airmen that we of the Second Air Division lost in WWII and the sacrifices others made, we take comfort in knowing we are supporting this memorial in that the 2ADA membership as a whole donated \$25,000 and the B-24 Groups Memorial another \$25,000. In addition, individual members and groups have made direct donations to the Foundation.

### THE MEMORIAL DESIGN

The principal architect is James Ingo Freed of New York City's Pei Cobb Freed Partners, a well-known company. For example, Mr. Freed is widely recognized for designing the Holocaust Museum in Washington, D.C.

The Air Force Memorial will reach 270 feet into the air, appearing as three soaring forms. Their image is best captured in the words of the poem "High Flight," which has for years served to capture, in poetry, the very essence of the Air Force mission. The poem closes by describing the Air Force flying experience and, at times, the ultimate sacrifice of the Air Force mission . . . reaching out and touching the face of God.

The three distinct forms or spires strongly resonate with significant associations in the Air Force — from its three core values (integrity first, service before self, and excellence in all we do), to its three core competencies (developing airmen, technology to war fighting, and integrating operations), to its three kinds of people (uniformed, civilian, and industry partners).

The three-spiral form also captures the imagination of children who have for years looked skyward and dreamed about becoming pilots or astronauts or otherwise supporting the Air Force mission. Finally, the form vividly captures the subtle grace and boldness of a space launch and/or the Air Force Thunderbirds' "Bomb Burst" maneuver. Other key elements of the memorial include a bronze Honor Guard, inscription walls, and an open glass Chamber of Contemplation.

By its very design, the Air Force Memorial expresses the fundamental aspirations, spirit, and accomplishments of the Air Force as it "soars to glory."

### CURRENT STATUS

Major approvals have been received, including those of Congress, the National Capital Commission, and the Commission of Fine Arts, for the design and going forward with the project. The environmental impact statement has been submitted and

# National World War II Memorial

ASCH (93RD)



**View of the National World War II Memorial construction site taken from the top of the Washington Monument. Completed white pile caps can be seen on the left and in the upper right.**

PHOTO BY RICHARD LATOFF

approval is forthcoming. The Secretary of Defense has approved the site and ordered it cleared for the monument. The size of the site is three acres. Because this site is located near the Ronald Reagan Washington National Airport, FAA approval was required for the 270-foot height of the three spirals. Almost \$33 million of the \$38 million required has been received from aerospace industry contributors and 140,000 individuals. Invitation for bidding is underway, with contracting scheduled to be completed this summer. The schedule for completion and dedication of the memorial is for September 2006, coinciding with the 59th anniversary of the USAF. An inscription committee of former Air Force Chiefs and Master Sergeants is being formed to establish ground rules for the selection of inscriptions and design considerations for placing them on the memorial walls.

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*The source of this material was from the March 5 briefing, hand-out material, an article written by Peter Grier for the April 2003 Air Force Magazine, and from discussions with Colonel Pete Linquist, USAF Ret., Vice President of Operations. If you wish to make a donation, send it to: Air Force Memorial Foundation, 1501 Lee Highway, Arlington, VA 22209-1198.*

## THE NATIONAL WWII MEMORIAL

The construction work which started in September 2001 is on schedule, and things look good for the completion of our National WWII Memorial in the spring of 2004. Senator Bob Dole said in his last report that "it took too long to get to this point. More than nine years have passed since Congress authorized the memorial. We have lost close to four million WWII vets in that time. We'll lose another half million before we dedicate the memorial."

Let's recall that the memorial will honor the 16 million who served in the armed forces of the United States during WWII, the more than 400,000 who died, and the millions who supported the war effort from the home front. In the American Battle Monuments Commission (ABMC) Fact Sheet, it is stated: "It will be a monument to the spirit, sacrifice, and commitment of the American people to the common defense of the nation and to the broader causes of peace and freedom from tyranny throughout the world. It is the first national memorial dedicated to America's participation in World War II."

The memorial has been funded primarily by private contributions. The 2ADA continues to be recognized by the ABMC staff as a major contributor coming from a WWII veterans association, over \$10,000. This came from your individual donations

to the 2ADA which accumulated to this amount. Thank you! More than \$190 million has been raised in cash and pledges from a nationwide network of contributors including corporations, foundations, veterans groups, schools, civic and professional associations, states and individuals. Robert W. (Bob) Patrick, Director, National World War II Memorial Dedication, told me in early April that they are no longer asking for donations and are discouraging people and organizations from sending them money. What a great job Senator Dole and the ABMC staff have done. Again, remember the 2AD lost almost 7,000 airmen during WWII. This is another way to remember them. The ABMC was established in 1923. The National World War II Memorial will be the sixth national memorial constructed by the ABMC.

## DEDICATION CEREMONIES

Thursday, May 27, 2004 through Sunday, May 30, 2004 are the dates to mark on your calendar for the dedication ceremonies. Many organizations within the Washington, D.C. area are sponsoring activities for the celebration and dedication. For example, there will be memorial services at The Washington National Cathedral, A Tribute to the Generation sponsored by the Smithsonian Institution in partnership with the ABMC, and, of course, the dedication ceremony for the memorial scheduled for Saturday, May 29, 2004. This will be held at the memorial site, The National Mall. The estimated attendance for this is 200,000.

Many of the cultural and historical sites and museums in the D.C. metropolitan area will be honoring the WWII generation through special exhibits, performances and the like. Some veterans' organizations are expected to visit as groups. A listing of these events is not yet available, so check the ABMC Web site, [www.wwiimemorial.com](http://www.wwiimemorial.com), for more information. Remember, there are three major airports in the area and many hotel accommodations. The WWII Memorial's toll-free number is 1-800-639-4992; when selecting the travel and hotel accommodations option on this number, the caller is transferred to the Washington D.C. Convention & Tourism Corporation's toll-free number: 800-422-8644, ext. 1945. You may contact this number direct.

## VETERANS HISTORY PROJECT

Motivated by a desire to honor our nation's war veterans for their service and to collect their stories and experiences, the United States Congress created the Veterans History Project in October, 2000. The American

*(continued on next page)*



## 446TH BOMB GROUP FLIXTON- BUNGAY UPDATE

BY LINK VEAZEY

Speaking of time, it really flies, especially when one is getting older. The very latest news from the 446th Bomb Group Association is as follows:

Chaplain John Gannon, the 446th Bomb Group chaplain, celebrated his 100th birthday on 18 January 2003 at the Penny Farms Retirement Center in Penny Farms, Florida. Several members of the 446th Bomb Group Association joined in the celebration. Much to our dismay, we later received word that Chaplain Gannon had folded his wings on Friday, March 28, 2003. Funeral services were conducted at the Penny Farms Church, Penny Farms, Florida on April 3, 2003, with interment at the local cemetery on the plot adjacent to his beloved wife.

Chaplain Gannon was the sole Protestant chaplain to serve with the 446th Bomb Group during the days of World War II. He was God's man at the right time and the right place for so many airmen when they needed him the most. He maintained a file of the men who paid the supreme sacrifice. In his memoirs he told of his saddest moment, when he participated in a service at Cambridge for 56 members of the Second Air Division who had given their lives.

He was not content to remain on the ground, and went along on several missions with his beloved boys. He was on board one of the Group's B-24s during the second mission on D-Day. He also flew on missions to Einhoven and Wesel and probably others. Chaplain Gannon served his country well during war and peace. He will always be remembered as a true friend and a great man of God.

As mentioned in an earlier column, the 446th Bomb Group Association will erect and dedicate a memorial monument in honor of those who gave their lives during the war. The dedication will be at Station 125, the old Bungay-Flixton airfield, in September 2003. If you would like to return to the old stomping ground, we would like you to travel with us for a seven-day tour which will include the dedication of the monument as well as other sites of interest. Contact Alan Senior for more details — e-mail [alansenior@att.net](mailto:alansenior@att.net) or write to him at 610 Salerno Street, Sugarland, TX 77478. ■



## SEETHING *The 448th Speaks*

BY KING SCHULTZ

You will note the missing microphone historically shown for "The 448th Speaks" has been traded in for the 448th logo. Anticipating questions on this, here is the skinny as best as can be determined: When the first 448th crews completed a combat tour, they were invited to have dinner with the Group C.O. Cater Lee and Leroy Engdahl were treated thusly in May-June 1944. When our crew completed a tour in September 1944, we were each presented a "Certificate of Valor." It had the 448th logo on top and was signed by Group C.O. Col. Mason. The logo included the Russian and Chinese flags. By the end of that year, John Rowe completed his tour and received a "Certificate of Valor" with the logo you see here. This we shall use permanently. Note that the Chinese and Russian flags are not included. This was signed by Col. Westover.

Many 448th veterans were not aware of the "Certificate of Valor." The full certificate is not shown here, but will appear in a future issue of the *Journal*.

The reunion in San Antonio was well attended and thoroughly enjoyed. It was nostalgic for cadets who remembered the river walk and the "Gunter Hotel." The entire event plunged us into the very rich history of South Texas. The featured speaker was Lt. Gen. Bill Snavelly, who was introduced by his copilot. He entertained us with humor and style, recounting being picked to be a lead crew before leaving the States. He is a wonderful asset of the 448th.

The return from San Antonio was exciting for those who flew through Dallas-Ft. Worth Airport. Flights from San Antonio to DFW were cancelled, resulting in a six-hour bus ride. At DFW, we discovered that a humongous hail storm the night before had disabled 71 airliners. It was later discovered that the Collings Foundation's B-24 and B-17 were there and damaged also.

The 2ADA Southern California Dinner in February had more 448th types in attendance, with 44, than any other group.

Folded Wings of the 448th include A.D. McAllister Jr., a retired Lt. Col. in the USAF Reserves who had a distinguished career as an attorney and justice in the Arkansas Supreme Court.

We wish to apologize for previously reporting that John Gant had passed away in May 2002. It should have read that John GRANT passed away in May 2002. ■

### THE AIR FORCE MEMORIAL AND THE WORLD WAR II MEMORIAL (continued from page 19)

Folklife Center at the Library of Congress has been charged with collecting and preserving audio- and video-taped oral histories, along with documentary materials such as letters, diaries, maps, photographs, and home movies of America's war veterans and those who served in support of them. This project covers WWI, WWII, and the Korean, Vietnam, and Persian Gulf wars. It includes all participants in those wars — men and women, civilian and military. All Americans are encouraged to participate. To receive a Project Information Kit, please contact Veterans History Project at (202) 707-4916. The American Folklife Center Fax: (202) 252-2046; Library of Congress (toll-free): 888-371-5848; e-mail: [vohp@loc.gov](mailto:vohp@loc.gov); Web site: [www.loc.gov/folklife/vets](http://www.loc.gov/folklife/vets).

Thanks to Mr. Bob Patrick, Director, National WWII Memorial Dedication, for providing this information. ■



BY FRED A. DALE

My eyes have had their corneas replaced, but I don't see too much as yet. Hope they improve soon.

The following letter is self-explanatory: To Whom It May Concern:

The experience recounted herein is dedicated to the officers and non-commissioned men of the 445th Bomb Group, and specifically the 702nd Squadron. This memoir is being recorded to make an accounting of the first and final B-24 crews of which the undersigned was a member.

We left New York Harbor on September 18, 1944 and arrived at Liverpool, England on September 26. It is sad to state that my first crew (Lt. Clesen Tenney's) did not fly one single mission together.

Lt. Tenney, and the copilot, navigator, engineer, and radio operator, along with nineteen others, were killed in a B-24 at Landican, England on October 18, 1944. They were returning from Ireland. Later, Lt. Keil Holland, the bombardier, and George MacGuines, the waist gunner, were killed in action. I'm positive that the remaining two from Lt. Tenney's original crew are still alive. Had I gone to Ireland that day in 1944, I myself would not be alive to pen this letter. I cannot locate the other surviving crew member — nose gunner John Readington. Perhaps the 2ADA can help me.

On February 24, 1945 I became a replacement waist gunner on Lt. Clifton Howard's crew. The mission was to Gotha, Germany, when on takeoff we had a fire in No. 1 engine, which Lt. Howard feathered. Then just about that time, No. 3 engine started to make too many RPMs, and this made the aircraft difficult to fly. Nevertheless, Lt. Howard managed to make four banks into the feathered side, and this seemed to be good flying expertise. We approached the runway at a very low altitude, and I noticed that the sinking aircraft was coming down slowly. I realized we were

about to crash.

After the plane struck some trees, I was knocked out for a few moments. After I rose up from the back of the fuselage, the ambulance picked up those of us who survived. I stayed overnight in the emergency room with my burns, cuts, and bruises.

Unfortunately, Lt. Howard lost his life, along with the navigator, bombardier, engineer, and the nose gunner. The copilot, G. Stevens, died a few years ago, but he did not remember anything about the crash. Those who survived, besides myself, included the radio operator and three gunners. We survivors were very lucky. That B-24 was carrying twenty 100 pound bombs — napalm to be exact.

In May of 1945, Lt. (or Capt.) Robert

Suckow flew a great number of us back to the States. We left Tibenham then flew to Wales, on to Iceland, crossing the Atlantic over to Goose Bay, Labrador. Finally we landed at Bradley Army Air Base, Windsor Locks, Connecticut.

My grandchildren asked me to relate this military experience. It is the truth; I was there and it all happened to me!

To the men of the 445th, I wish you all a healthy and prosperous life. In closing this letter, I remain your comrade in arms, and may God continue to bless each and every one of you.

— Stephen J. Bolcar  
413 Boonton Avenue  
Boonton, New Jersey 07005  
Phone: (973) 334-0829

## THE ARMY LIFE WAS NOT HIS FORTÉ

BY FREDERICK A. JACOBI (445TH)

Anybody who went to OCS Miami Beach, which turned out a variety of ground officers, or "paddle feet," will remember that they had very little to teach us because we all learned our various trades on the job, after graduation. There was an ersatz West Point atmosphere prevailing in Miami Beach, however, where newcomers were "braced" and where we were allowed only three answers: "Yes, sir," "No, sir," and "No excuse, sir."

And anybody who was in the Mighty Eighth will undoubtedly remember that there was an impressive paucity of West Pointers among the hundreds of officers who commanded bomb groups and squadrons, who flew or navigated in B-24s and B-17s, or who supervised intelligence, communications, ordnance, mess, medicine, quartermaster supplies, and the myriad other aspects of our daily lives.

I was an assistant intelligence officer in the 703rd BS of the 445th BG, and I happened to have as my squadron commander Major James Evans, the only West Pointer (aside from the Group C.O.) in the entire Group. Having graduated from OCS Miami Beach instead of from Harvard College, which I left at the end of my junior year in 1942, I took my OCS training very seriously.

One day the First Sergeant told me that Major Evans wanted to see me. With trepidation I entered his office, saluted, and stood rigidly at attention. "Sit down, Jacobi," my C.O. said. "What in hell did you do that for?" He was referring to some dumb thing I did that I can no longer remember. I snapped to attention again and barked, "No excuse, sir!" Evans looked pained and said, "Oh, come off it, Jacobi, you must have had some f---n reason!"

Shortly thereafter we experienced one of those terrible missions over Germany when several of our aircraft didn't return. Jim Evans, commanding the squadron, was shot down. A long time later we learned that he had been taken prisoner.

I was discharged in the late summer of 1945, in time to go back to college. One day I was standing in front of a store when I saw a familiar-looking man limping across Harvard Square with the help of a cane. It was Jim Evans!

"What the hell are you doing here?" I asked. "I couldn't stand the Army," said the old West Pointer, "so I'm going to law school."

Jim Evans' Harvard legal training stood him in good stead. He became a very successful politician in Tennessee, where, as far as I know, he still lives. ■



# Stained Glass Window Honors General Low

BY F.C. "HAP" CHANDLER (491ST)

A commemorative stained glass window honoring Major General Andrew S. Low was dedicated in the Chapel of Fallen Eagles at the Mighty 8th Air Force Heritage Museum on March 21, 2003. General Low's widow, Helen, was joined at the dedication ceremonies by daughters Jessica and Laurinda. Andrew S. Low III traveled from Beijing, China to be present at the ceremony. Colonel Albert N. Thompson, West Point classmate of General Low, conducted the dedication ceremony. Dick Kennedy, a past president of the 2ADA, paid tribute to General Low's outstanding record in World War II and the postwar U.S. Air Force. A fellow member of the 453rd Bomb Group, Russell Harriman, led the Pledge of Allegiance.

Colonel Jim Elkins, 735th Squadron navigator, and Milton Stokes, both long-time friends of the General, were also present. Due to health problems, Frank & Jackie Thomas and Bill & Dottie Eagleson, co-chairs of the "Friends of Andy Low" fund drive, were unable to attend.

A message from Frank Thomas was included in the ceremony. It read, in part:

*In November 2001, Jackie and I were contacted and asked if we would accept a leadership role in a fund raising campaign to sponsor a window in memory of General Andrew S. Low. It was quite an honor to be asked, and we accepted the charge as co-chair without hesitation. Through the years we had developed a bond with both Andy and Helen, and this was our opportunity to express our sincere appreciation to a man for his dedication to our country and for a friendship we shall forever cherish.*

*We accepted with the understanding that this would be a fund raiser for the "Friends of Andy Low," not the 453rd Bomb Group. With that clearly in mind, a letter was sent to Eighth Air Force families announcing the wish to memorialize General Low by sponsoring a stained glass window in his honor. It was an opportunity for those who held him in their highest esteem for his outstanding and inspirational leadership during World War II to say "Thanks."*

*The "Friends of General Andy Low" window campaign was essentially the combination of friends through the years including his West Point graduating class of 1942. The total cost of the sponsorship was to be \$15,000, with a completion date for dedication to be May 2002. Five very close friends of Andy's (all of whom had flown with the 8th, and knew him well) were contacted, and the fund*



Photo submitted by Russell Harriman

raising began with each contributing \$1,000.

From time to time, Judy Walker, Director of Development at the Mighty Eighth Air Force Heritage Museum, would send us a report listing the contributors of both Friends and the West Point class, with copies to Mr. & Mrs. Bill Eagleson and Mr. & Mrs. Albert N. Thompson, Class of '42. As time drew closer to closure, it was determined that the artist could not complete all of the windows by the designated time, and the one we were sponsoring would have to be dedicated at a later date.

Funds continued to come in, but at a much slower rate. When word was received that we were within \$1,800 of completion, two members decided to contribute the remaining amount, therefore completing the project and making the chapel window a reality.

I especially want to thank Bill Eagleson for his dedication in making certain this was a success. His time and effort paid off. And to all of you who contributed to this successful endeavor, thank you very much. The late General Andrew S. Low, USAF, Ret. and his family deserve this lasting tribute in his name. He was one great leader, and a true friend to those who had the opportunity to know him. ■

**AND YOU THOUGHT IT ALL STARTED WITH WORLD WAR II**  
(continued from page 17)

bearing the brunt of the carnage. At one point, nearly half a million people were camped out in the Underground with panic never far away, because — for the first time in 850 years — the capital city was face to face with the enemy on its own soil.

On the positive side, the new ring defence system was working extremely well. Consisting mainly of modern anti-aircraft guns and powerful searchlights, it was supported by the brilliant invention of barrage balloons, whose trailing steel cables were designed to cut through the wings of unsuspecting enemy aircraft. On patrol overhead were fighters from the RFC (Royal Flying Corps) and RNAS (Royal Navy Air Service). Down below, high command co-ordinated operations from a newly created HQ in Horse Guards Parade.

The climax of the special German squadron's reign of terror came in May 1918, when 38 Gothas and three Giants set off for the biggest aerial assault in history. Fortunately, it turned out to be a raid dogged by misfortune. Ten Gothas were forced back before they reached the English coast and, under intense attack from both land and air, only 16 of the remaining planes made it to London. They created only minimal damage and with seven Gothas shot down, it was a hugely disappointing mission for the Germans, and one from which they never recovered.

In its short but destructive career, the "England Squadron" dropped 2,500 bombs and killed more than 800 people. The damage was unprecedented, but 43 Gothas and two Giants were lost in action, and many more damaged on landing. Had these superbombers — like the V2 rockets in the last war — arrived earlier in the campaign, then they might have exerted a more profound influence. As it was, they came close to breaking civilian morale in London, but fortunately Germany's war was already lost. All that the squadron achieved in the long term was to forge a white-hot British determination to sit out any future aerial bombardments, a lesson well-learned and utilised in good measure less than 25 years later during the Blitz. ■



# RAF Pilot Praises B-24 Performance

SUBMITTED BY OUR BRITISH FRIEND, LES WILLIS, OF NORFOLK

*The following letter, written by SQN LDR J KING CdeG RAF (Retd), Arundel, Ford, West Sussex, ran as "Letter of the Month" in a British aeroplane magazine which had featured the B-24 in an earlier issue:*

**Y**es! The Liberator may have been an ungainly-looking aircraft and flew like a brick khazi, but beauty can be in the eye of the beholder. After my first encounter at RAF Sillloth in June 1942, it was a case of love at first sight.

I know from personal experience that the Liberator was rugged. Early in 1945, after a mix-up in aircraft placing, I was the first off for Operation *Chili*; this was the first combined 547/206 Sqn anti-submarine sortie over the Baltic. Once I was airborne (in a blinding snowstorm with no windscreen wipers), I drifted well off centre and the starboard wheel clouted the roof of the ATC caravan. There had not been time to tow it to the new take-off end. After my flight engineer had applied 52in of emergency power KG917 sailed on majestically. The landing gear had withstood the impact, retracted all right, and did not collapse on landing.

I also know of another, more dramatic, case.

Around D-Day a Liberator from either 53 or 224 Sqn and an ASV Wellington homed on to the same radar contact at night and collided head-on. Both made it back, the B-24 to St Eval but with 22ft of outboard wing missing, and the Wimpy to Davidstowe Moor without its fin and rudder. Until they were told otherwise, both crews believed the fully-surfaced U-boat had been flying a balloon-supported cable.

At our (59 Sqn) introduction to the type we received a lot of duff gen passed on by a well-meaning ferry pilot: "Come in low with full flap and full power; hit at the beginning of the concrete with all three wheels, and then stand on the brakes. Also, don't unlock the controls until you are about to unstick, and lock them again as soon as you touch down to control the swing." Even in a strong crosswind, Liberators were very reluctant to swing, and normal braking was all that was needed. No. 86 Squadron, who inherited our conversion cast-offs, suffered the nosewheel collapses.

In December that year we exchanged our Libs for the B-17E — a very nice aircraft to fly, but as it couldn't lug a decent load out to 28-30°W, we reconverted and became one of Coastal's first Very Long

Range (VLR) squadrons.

Any trouble I experienced was never the Liberator's fault. Youthful exuberance and inexperience were best illustrated when, during a fighter affiliation exercise, I got into a port turn which I allowed to go to the vertical and was only able to recover by pulling all the power off Nos. 3 and 4 engines. The next morning the cine films from the attacking Mossies showed that before I regained control the rest of the aircraft had followed the port wingtip and we had lost a great deal of height. Slim Avent, our flight commander, had sat through the debrief and tore me off a hell of a strip! I didn't know, until he told me, that previously an RAF Transport Command LB-30 flying over North London was seen at a similar bank angle just before the whole tail unit came off. My only gripe later on was when we started operating at 68,000lb take-off weight. It was very difficult during the first few hours to keep a constant 140 mph at 1,000 ft. If anyone went aft the nose came up and the airspeed fell off dangerously. We called putting on more power and then lowering the nose "getting over the hump." But after all, the Liberator was designed to operate at a much faster speed and at 25,000 ft.

I have nothing but praise for Pratt & Whitney's "Square" engine (equal bore and stroke). Hardly any failures. Those we encountered were invariably a "pot" lifting. Later, in typical Chinese fashion, a Hong Kong firm added a second nut to the hold-down studs on our Sunderland's third-life R-1830 cylinders. Subsequently I heard that this solution was adopted by P&W.

The only bad failure I experienced occurred taking off at night from St Eval. It soon became apparent that FIDO, the Fog Investigation and Dispersal Operation, couldn't cope with sea fog, and half way down the runway both starboard engines backfired violently and lost power. Using the standby aircraft we made our rendezvous with the Resistance at the right time.

I experienced bad carburetor icing only once: it was in the Iceland/Faeroes gap. After a routine hourly power check, only 30 in of boost was available. My flight engineer tried everything in the book to no avail, so as we were getting more sluggish than normal, we had to dump the depth charges and return to Leuchars. Once off the runway, a full power check gave us 48 in. I feared I'd be branded LMF (Lack of Moral Fibre). After the war I heard that

another Liberator crew had a similar experience about the same time.

I didn't need to refresh my memory about the Liberator's heating system. About VJ-Day, ferrying a No. 111 OTU B-24H out of Gander, immediately after take-off there was such a stench of petrol that I wouldn't have let the wireless and radar ops switch on. Opening the side panels had no effect. Between us the "Screen" Flight engineer and I had over 3,000 hrs on type, so we ought to have pinpointed the cause quickly. We knew that frequently once airborne a certain amount of fuel vented. (On a full-load take-off at night, from the flight deck it was just as well that you couldn't see the twenty-foot flames gushing out from the turbo-superchargers' exhausts a few feet lower).

On this occasion both the top of the wings and the inside of the bomb bay were dry. However, the navigator in the nose said he couldn't smell fuel, so I joined him. When I straightened up and looked round I saw that the olive-green canvas shrouding was badly gashed and the pipes carrying the fuel/air mixture had been torn off the heaters and were pointing at the rudder bars. We knew the turn-off cocks were near the floor at the end of the flight deck. Even so, it seemed prudent to divert to the Azores just in case. After a thorough aircraft examination we were cleared to continue. ■

## ***Airport Security: "You're in Good Hands"***

**REPRINTED FROM  
490TH BG'S "BOMBS AWAY"**

**A**lmost 150 years ago, President Lincoln found it necessary to hire a private investigator — Alan Pinkerton — for protection.

And that was the beginning of the Secret Service. Since that time, federal police authority has grown to include a large number of multi-letter agencies — FBI, CIA, INS, IRS, DEA, BATF, FEMA, etc.

Now we have the "Federal Air Transportation Airport Security Service." Can't you see them now, these highly trained men and women in their black outfits with their initials in large white letters across their backs: FATASS.

I feel safer already. ■



# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

Earlier this year, **Joe Hahn**, the grandson of **Andy Low**, wrote the following e-mail letter to Arthur Durand:

"Last night I finished your book about Stalag Luft III and felt inclined to contact you, I guess just to say 'Thanks.' My grandfather, Maj. Gen. Andrew S. Low, was a guest of the Luftwaffe at camp III from July of 1944 through the day of his liberation in May of the following year. He passed away three years ago on the same day he was shot down piloting a B-24 over Ludwigschaven. Since then I have immersed myself in the subject. I'm still kicking myself for letting the best source I had get away without extracting more "first person" details. Your book, *Stalag III: The Secret Story*, echoed my grandfather's sentiments and thoughts about captivity and its toll upon the flyers. I recollected stories I had heard as a child of the forced march west that claimed the lives of the weak. I couldn't believe it when I read that 'The POWs quickly constructed sleds to carry belongings.' My grandfather told me that to survive, they abandoned most of what they carried and instead took turns (he and two others) riding, pushing, and pulling to conserve strength. I just couldn't believe my eyes when reading the book and a certain story or event that I had heard 'magically appeared.' Thank you for putting to paper what most have forgotten or never learned. I particularly enjoyed your closing, which emphasized that most of the memories the men had of their captivity ran the entire spectrum of emotions from being the worst of times and maybe, just maybe, the best too."

Dr. Durand replied:

"Hi, Joe . . . I really appreciate inputs from people who are interested in Stalag Luft III. It holds a very special place in our history. While doing the research I often caught myself thinking, "Truth indeed IS stranger than fiction." And, in my mind, what happened in Stalag Luft III clearly falls into that category. Speaking of your grandfather, it is amazing how many people from that camp went on to do exceptionally well in their careers. He must have been yet another one who did so. I've often thought it would be interesting to do a sequel entitled 'Where Are They Now?'"

During the convention in Norwich in November 2001, members of the 453rd

and 389th were present at a memorial ceremony at the Carleton Rode Church. When we departed the church, a stack of very old postcards was discovered in one of the pews. Only the top postcard had been used. It was dated 1937. The cards may be redeemed by writing to **Earl Zimmerman**, 8922 Haverstick Road, Indianapolis, IN 46240.

In the middle of February, **Gloria Berg** called with the news that **Leroy** had fallen and hit his head. An operation was needed to repair the damage that resulted from the fall. Recovery is expected to be slow and quite long in coming. Leroy had been a crew chief with the 733rd Squadron. Due to his efforts we were able to climb into those B-24s and fly our missions with the assurance that everything would function properly. Now would be a good time to remember the all-night sessions he worked in all kinds of weather to get us in the air and keep us there. Leroy's address is 1022 Oakes, Superior, WI 54880. Drop a cheerful line to him, won't you?

**Jim Kotapish**, our distinguished 453rd world traveler, sent a postcard to us from Thailand. He had just finished spending fifteen days there. Looking for a different place for a 453rd reunion, Jim?

**Abe Wilen** sent a very rewarding note he received from a teacher in Boca Raton: "Thank you for the special day you were instrumental in setting up for my students and me on February 7th, 2003. I was surprised and elated with the Collings Foundation Teacher of the Year Award for 2003. The award is something that I will treasure as time passes. I must say that for many years, it is you who have brought "history alive" for the students of Boca Raton Community Middle School. You have coordinated the display of World War II airplanes, along with the visit of veterans from that conflict. Our students have learned much more than textbooks alone could teach. Thank you and the other veterans for sharing actual incidents from the past. Thank you for teaching our history with actual World War II airplanes and real veteran's memories."

**Dan Benarcik** sends this update regarding the possibility of securing a copy of the book *In Search of Peace*. He writes: "The list I have now numbers fourteen people who are interested in acquiring a copy of

the book. Perhaps there are some among you who may be in the process of clearing out your library or otherwise disposing of your copy of the book. I would be pleased to take the books and pass them on to anyone interested, at no cost to anyone. In addition I will offer to pay for the postage. The thought of a second printing was discussed long before the first printing had been completed, but the consensus was not in favor because of the dwindling number of veterans who were interested. Eventually the remaining copies of the first printing had to be sold at a break-even point. It would be nice to satisfy the desires of the second generation of children or grandchildren of the 453rd veterans, but hardly worth the investment to publish even a minimum of 1500. The risk would be too great to just break even." If you can help, or if you want to get on the list that Dan has volunteered to maintain, his address is: 1826 Marsh Road, Wilmington, DE 19810. Once again, thanks, Dan.

**Lori Toren** sent this note to **Charles Reus**, nose gunner on the **Randall V. Nelson** crew, and to me: "Mr. Reus — I wanted to let you know that my father, Randall V. Nelson, passed away peacefully this past Tuesday night, February 25, 2003. He had a heart attack the Friday before, and though he had the biggest, bravest heart of any hero, he could not win this last battle. He was so very, very proud of his service to our country, and equally proud of the men with whom he served. He always felt he had been accorded the highest honor by being allowed to serve our country in the company of such brave and courageous men. Randy's family salutes him this day, as well as all of you who served with him. Thank you and may God bless you."

In New Orleans, members of our group will be asked if they wish to continue the practice of mini-reunions. The various infirmities that are beginning to afflict us are the reason we should begin thinking about future "stand-alone" reunions. The New Orleans reunion, September 9-12, 2003, is going to be a high point in our reunion endeavors. If there is any way for you to join us there, this might be a good time to do so. The original block of fifty rooms, which we contracted for in February 2002, has been "spoken for" for quite some time. We are looking forward to an attendance of about 125 people. So far we have been able to secure additional rooms, but they may have become more difficult to obtain by the time you read this. If you encounter any "static," ask to talk to Rochelle Burns. She is the reservation manager and may be able to help you. See the February 453rd Newsletter for additional details. ■

## MAIL CALL

One of the most gratifying tasks I enjoy is getting requests — or searching the various Web sites where messages can be posted — from relatives of a veteran's family. This one was on The Heritage League's very complete site (thank you, Bob Books!), [www.heritageleague.org](http://www.heritageleague.org), in their "guest book" section. Terry Bass wrote: "I'm looking for information on T/Sgt. James Terry Bass, 785th Squadron, 466th BG, who died on August 12, 1944 in the English Channel. He was my dad's uncle. I would like to know anything about him and what happened."

It sure is encouraging to know that Terry is interested in her great-uncle! Her date was accurate, and I was able to give her information on that 466th BG mission #103. Bass was the flight engineer on Lt. Phillip Hammond's crew #744. This mission was to bomb an airfield in France, and he was flying in B-24 41-2874B, "The Gruesome Goose." They just disappeared from the formation near or over the Channel — no one saw them go down. I noted from data in our "Attlebridge Diaries" that his SSN was 14020893, that he is buried in Cambridge, and that he is on the Roll of Honor in our Second Air Division Memorial Library in Norwich. Along with this information, I suggested to Terry that she check with several other sources.

### THE PAPER TRAIL: IN THE BEGINNING THERE WAS MEMO NO. 6

Ever wonder how the Air Force evolved? The December 2002 issue of *Air Force Magazine* reprinted the War Department's Office Memorandum No. 6. On August 1, 1907, Gen. J. Allen, Chief Signal Officer of the Army, issued this memo:

*"An Aeronautical Division of this office is hereby established, to take effect this date. This division will have charge of all matters pertaining to military ballooning, air machines, and all kindred subjects. All data on hand will be carefully classified and plans perfected for the future tests and experiments. The operations of this division are strictly confidential . . . Three men — a captain, a corporal, and a PFC — were appointed to oversee this work."*

The air arm gained more permanence and resources — 60 officers and 260 enlisted men — when Congress in 1914 created an Aviation Section within the Signal Corps. Four years later, the Army Air Service was established, followed by the Army Air Corps in 1926 and the Army Air Forces in 1941. (The Army Air Corps existed under the AAF until 1947.) In 1947, Congress established the U.S. Air Force as a separate service, under the Department of the Air Force — climaxing a 40 year effort."

## ATTLEBRIDGE TALES



BY JIM LORENZ

*2ADA Editor's Note: In the Congressional panic in 1940 after France fell, Congress wanted to make sure the Army would not spend funds for other purposes — so they appropriated funds specifically for the "Air Corps" and the 50,000 planes a year Roosevelt wanted. When the Army reorganized itself into three autonomous forces, i.e. Army Ground Forces, Army Air Forces, and the Service & Supply Force, they had to keep the term "Air Corps" open to collect the funds specifically designated by Congress. Thus, new officers had to sign themselves "2nd Lt. Air Corps" — but they served in the Army AF!*

### A 466TH BG MEMORIAL TREE IN NORFOLK?

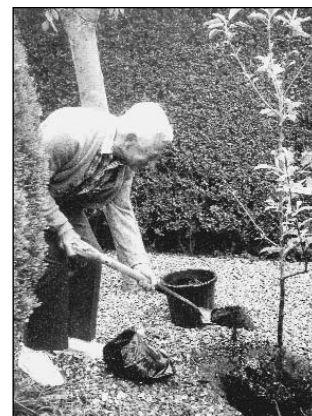
I'll bet you didn't know that! Some years ago — in 1990 at the 2ADA convention in Norwich — I noticed a young (in his '20s) man joining us for our usual Attlebridge visit. We were touring our old base when this local, Tony Lovett, joined us and asked a lot of questions. He explained that he was a local WWII history buff and enjoyed talking to us. He later sent some photos he had taken. Tony has joined our base entourage on every visit since then.

On the visit in May 1995 (VE Day 50th anniversary celebration), he "fetched us" at our hotel for a day with him and his parents in Dereham, Norfolk. He had bought a small Norwich apple tree and had a hole all prepared for me to plant — the 466th BG 8th AF Memorial Tree. After the ceremony, the Lovetts treated us to a local pub lunch and a tour of Sandringham Castle.

Last fall, Tony sent another photo of the tree with his mother behind it picking some nice-sized apples from it. Mary and I have been promised a "Memorial Apple Pie" on our next visit. Tony and his parents, Harry & Olivia, are quite typical of the Norwich area residents in their appreciation of us and of history.

### RAF FALCON FIELD, MESA, AZ

Did you know that hundreds of British airmen attended flying schools in the U.S.



**Top: Jim Lorenz plants the 466th BG/8th AF Memorial Apple Tree in 1995 at Tony Lovett's home in Norfolk. Bottom: Tony's mom picks apples from the tree, 2002.**

during the period of 1941-1945? One of six such fields was RAF Falcon Field, Mesa, Arizona (a suburb of Phoenix). The British reasoned that they could not easily be trained in England because of German attacks and the rain and snow. We can all vouch for that — right?!

An annual Memorial Day service held at Mesa Cemetery for the twenty-three Royal Air Force cadets killed at Falcon Field (named for the peregrine falcons found in England) during WWII is sponsored by the Lion & Unicorn Chapter of the Daughters of the British Empire, U.S.A. The Canadian Consul normally attends.

Jim Dawson, a Georgia history teacher, has written a comprehensive history of the base, *The RAF in Arizona, Falcon Field, 1941-1945* (see [www.stenger-scott.com](http://www.stenger-scott.com)). He writes: "During World War II, hundreds of British soldiers got to escape the stench of war for the smell of orange blossoms at Falcon Field. The thing that is so neat about Falcon Field is that everybody you talked to in any way associated with it in World War II talked about what a special place it was and what a special time in life . . ."

I'm sure this was true for the British cadets! ■

## “PLOESTI PLUS 60” REUNION SET

*Organizers invite veterans and all relatives and friends*

You are cordially invited to attend the 60th anniversary reunion of the low-level bombing raid on Ploesti, Romania. Reunion dates are 30 July–3 August, 2003 in Salt Lake City, Utah. All five bomb groups that participated in the raid will be represented. The Low Level POWs will be holding their annual reunion with us. We are delighted that the Tidal Wave POWs are joining us. Ground crew will also be present to tell their story of the tremendous job they did in getting the planes ready for the raid. Spouses of departed Tidal Wave vets have been invited as well as siblings and other relatives.

The reunion agenda highlights include a tour of the museum at Hill AFB, a memorial service at the Hill AFB Chapel, a flyover by Hill AFB F-16s, attendance at a practice session of the Mormon Tabernacle Choir, forums and discussions on the preparation and execution of the Ploesti raid, and a memorial banquet.

We will have a number of respected Ploesti historians and archivists at the reunion. Authors and photo historians will also be present.

We will have a special memorabilia room. We invite you to bring your photos and other memorabilia to the reunion. If you have questions regarding photos or documents, our historians and archivists will help you. All photos and documents will be treated with the utmost care.

In honor of the 60th anniversary of the Ploesti raid, a special commemorative wine has been bottled. This wine, from the vineyards of Washington State, is available in either a red or a white. You can order the wine at \$10 per bottle. It will be available for pick-up at the reunion. Shipping charges are extra — inquire below.

This reunion promises to be a time of reflection and recognition of the heroism and sacrifice of 1 August 1943. It is a time to meet old comrades and make new friends. Please make plans now to attend this historic event. Contact:

Blaine Duxbury  
524 Weston Hills Court  
Eagan, MN 55123  
Tel. (651) 456-5372

Kent Jaquith  
760 Knight Hill Road  
Zillah, WA 98953  
Tel. (509) 865-2481

## *This Was Not An Intelligence Test*

A mechanic's young nephew, Buster, applied for a position as mechanic at Big Fred's garage. It just so happened that a young woman had walked in that same day, also looking for a job. There was only one position to be filled and, since both applicants seemed to have the same qualifications, the owner asked them both to take a written test.

When they finished, both had only missed one question. Big Fred went to Buster and said, "Thank you for your interest, but we've decided to give the job to the young lady."

"Why?" asked Buster. "We both got nine questions right. Since my uncle works here, I should get the job!"

Fred said, "We've made our decision not on the correct answers, but on the question that you missed."

"And just how would one incorrect answer be better than the other?" Buster asked.

"It's simple," Fred replied. "The young woman put down for question number 4, 'I don't know.' You put down, 'Neither do I.'"

## *Never Quite Trust a Georgia Cop*

A farmer in Georgia named Clyde decided that his injuries from an accident warranted bringing suit against the company behind it all. In court the trucking company's fancy lawyer questioned Clyde: "At the scene of the accident, didn't you say, 'I'm fine'?"

"Well," responded Clyde, "I'll tell you what happened. I had just loaded my favorite mule into the ..."

"I didn't ask you for details," the lawyer interrupted. "Just answer the question. Did you or did you not say, 'I'm fine' at the scene of the accident?"

"Well, yes," drawled Clyde. "I had just got Bessie into the trailer and I was driving down the road ..."

The lawyer interrupted again. "Judge, I am trying to establish the fact that, at the scene of the accident, this man told the highway patrolman on the scene that he was just fine. Now, several weeks after the accident he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question."

By this time the judge was fairly interested in Clyde's answer, and said: "I'd like to hear what he has to say about Bessie, his favorite mule."

Clyde cleared his throat and said, "Well, like I was saying, I had just loaded Bessie, my favorite mule, into the trailer and was driving her down the highway, when this huge semi-truck and trailer ran the stop sign and smacked my truck right into the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurting real bad and didn't want to move. But I could hear old Bessie moaning something fierce. I knew she was in terrible shape just by her groans. About that time, a highway patrolman showed up. He could hear Bessie moaning and went over to her. He took one look and took out his gun and shot her dead. Then the patrolman came across the road with his gun in his hand, looked at me, and said: 'How you feeling?' That's when I said, 'I'm fine.'"

As I write this, to get in under the April 15th deadline for submissions to the editor for the Summer *Journal*, my attention is sharply focused on the events of the last four weeks, and the accomplishments of our military. From the first glimpse on T.V. of Target Baghdad, I could not suppress the thought: "What a difference sixty years make!!"

As we could see from the very first pictures, and all that followed, our "smart bombs" and the attacks of our B-52s, the Stealths, and the other aircraft did a job — and what a job! Having been deeply involved at 2nd Air Division Headquarters with bombing accuracy, I could not help but compare the devastating accuracy of 2003 with the long-term devoted efforts of our beloved ten-man crews in our Libs, backed up by the efforts of all their ground support personnel.

In previous submissions I have made passing reference to our steady increase in bombing accuracy (with occasional dips). Now I think the time has come to report the facts as contained in the 2nd Air Division Statistical Summary of Operations prepared for submission to 8th Air Force Headquarters dated 8 May 1945. Let me say again that our efforts led to our leading the 8th Air Force in three of the last four periods of the war. The facts are shown in the chart on this page.

At 2nd Air Division Headquarters unfortunately we did not keep records prior to the beginning of 1944, but 8th Air Force did. We made our first appearance on their records in the November/December 1943 period. We are credited with 32% within 1,000 feet, and 58% within 2,000 feet. It must be said that for most of 1944 we trailed the other two Divisions with the exception of two periods. But, we came into our own in 1945, to the credit of our

## *A BIT OF World War II History*

**BY JORDAN R. UTTAL (HDQ)  
2ADA HONORARY PRESIDENT**

crews, bless them all.

One other bit of history involves the sad subject of casualties. Although I am not finished with an updated report on our Roll of Honor, you will be advised soon that we have located more names to be added to the Roll of Honor, thanks to the efforts of several of our colleagues. I do believe that the total figure will be right close to 7,000 of our comrades. I know that many of you think of them often, especially in this period when so many fine young men and women are exposed to danger.

I send my warm greetings to you all. Be well and have fun!!! ■

Period	% of bombs in 1,000 feet	% of bombs in 2,000 feet
January 1944	23%	50%
February 1944	27%	51%
March 1944	26%	49%
April 1944	25%	54%
May 1944	34%	66%
June 1944	32%	62%
July 1944	26%	56%
August 1944	36%	65%
Sept / Oct 1944	32%	56%
Nov / Dec 1944	23%	43%
Jan / Feb 1945	46%	71%
March 1945	45%	73%
April 1945	58%	79%

## **445th BG S-2 Donald Klopfer's Wartime Correspondence with His Random House Partner Bennett Cerf Is Now a Book**

**BY FREDERICK A. JACOBI (445TH)**

Donald Klopfer and Bennett Cerf had been partners in the publishing firm of Random House for seventeen years, but Donald decided that he had to become a part of an even greater endeavor — the defeat of Nazi Germany. Not long after Pearl Harbor, Klopfer, who was then forty years old, took a leave from Random House and joined the U.S. Army Air Forces. He served for two and a half years, eventually becoming the intelligence officer for the 445th BG at Tibenham.

Major Donald Klopfer and Bennett Cerf wrote to each other regularly all during that period. Bennett sent Donald long, newsy letters about the book business, in which Klopfer was still profoundly involved. In turn he conveyed news of what was going on in the war, though sometimes censorship took its toll. He did, however, mention that James Stewart had been with the 445th, and also told Cerf that the Group's intelligence section had twice been cited by the commander of the Second Air Division as the best in the Division.

Cerf died in 1971, Klopfer in 1986. Recently Random House editor Bob Loomis assembled the highlights of their correspondence into a book — *Dear Donald, Dear Bennett: The Wartime Correspondence of Bennett Cerf and Donald Klopfer*. It can be ordered through your local bookstore or online from Amazon.com. It's well worth the read! ■



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

**BY F.C. "HAP" CHANDLER**

### **2003 REUNION OF THE 491ST BG**

The Marriott Hotel, One Broadway, St. Louis, Missouri will be the site of the 2003 Ringmaster reunion. The dates are October 9-12. Arrangements are in the capable hands of Jerry Ivce, Vice President Operations, 8547 Wendy Lane East, West Palm Beach, FL 33411-6506, tel (561) 753-9101, fax (561) 753-2259, e-mail: ivyjer@aol.com.

Registration begins October 9th with "Meet and Greet," continuing Friday the 10th with a full schedule: Riverboat cruise with lunch, guided tour of St. Louis, and memorial service at Second Presbyterian Church of St. Louis. The ever-popular "St. Louis Strutters" will be returning for a repeat engagement Friday night.

Saturday will be the scene of the business meeting and the annual banquet and dance Saturday night. Sunday will conclude the reunion until 2004 when the group returns to Savannah, home of the Mighty Eighth Air Force Heritage Museum.

### **PRENTICE HALL CURRICULUM GUIDE**

Prentice Hall, in cooperation with the Mighty 8th Air Force Heritage Museum,

has published a 124-page guide designed for use with middle and high school history classes. A package including the guide, transparencies (20 pages of maps and illustrations for classroom use), and a video of the Eighth in action are available for \$24.95. The package can be obtained through the museum bookstore or your local Prentice Hall representative.

The increasing number of schoolchildren visiting the museum (there was an increase of 25% in 2002 to 12,000) demonstrated the need for classroom materials for teachers. This guide is designed to meet this need.

### **MEMORIAL DAY AND DAY OF REMEMBRANCE**

Again in May veterans will be recognized and eulogized at Memorial Day services across the land. At Madingley in England our own 8th Air Force members will be memorialized by our English allies. For me it will be another chance to remember my father's service in World War I and that of other ancestors in most of America's wars. The price of freedom is indeed "eternal vigilance" and the blood of its sons who made the supreme sacrifice.

### **FRANK LEWIS**

The 491st has recently lost one of its outstanding members, Frank Lewis, who died May 9th after an extended illness. His service as a lead crew member in the 852nd/853rd Squadron was recently reported as a cover story in the Ringmasters Log. Frank left the service at the end of World War II and completed his education at the University of Georgia under the GI Bill. He

and his wife Barbara established a home in Dublin, Georgia. Frank worked for a major tobacco company while Barbara was at home rearing their seven children.

Upon his retirement Frank devoted his talents to several volunteer activities, the principal one being the 491st Bomb Group. He organized our organizational reunion in Savannah in 1989. Then he organized our first stand-alone reunion in Dayton where the 491st Memorial was dedicated at the Air Force Museum.

As a member of the group history committee he shared his intimate knowledge of the 491st and was a major contributor to the final book. John Leppert, committee chair, regarded Frank as one of the committee's most valued members. "Frank probably had more knowledge of the group's history than any of us. Without him we would not have been able to complete the history in record time."

With his family and numerous friends in attendance I was privileged to attend the funeral of this outstanding American on a beautiful sunny day in middle Georgia. His eulogy, written by his daughter Mary, reflects his family's pride in his wartime service and his devotion to the care and nurture of his family. His perseverance as a growing boy in times of desperate economic circumstances, his service in World War II, and his outstanding business and civic career were all recognized in a prideful way. He represents the best our Second Air Division had among its members. We will remember him as a true patriot, devoted family man, and outstanding comrade in arms. ■



## **WENDLING 392nd**

**BY JOHN B. CONRAD**

The 392nd is experimenting this year with a "stand-alone" reunion, offered along with the 2ADA's 56th Annual Convention, June 5-8, 2003 at the Hyatt Regency Hotel, Oak Brook, Illinois. You have the details and choice of either or both the 392nd stand-alone and the 2ADA annual convention as outlined in Jim Goar's March issue of the 392nd BGMA Newsletter.

You may like to know how the availability of facilities for a group stand-alone reunion at the beginning of the 2ADA convention came about. Thanks to Evelyn Cohen and the 2ADA convention committee, the group dinners heretofore scheduled for the second night of the 2ADA convention are being moved to the first night, June 5th.

Over the years, so many 2ADA members started arriving a day early, which led to an "early bird" dinner the night before the official three-day annual convention. This year the early bird party is scheduled for June 4th. For us, as a stand-alone group, our dinner will be in a private room.

Those attending the 392nd stand-alone reunion will arrive on June 4 and register with the group. The hospitality room will be open at noon, and our first group dinner will be served that evening. On June 5 we will have a group breakfast followed by a group business meeting. The hospitality room will be open all day, followed by our second group dinner that night. Breakfast will be served the morning of June 6, which concludes our stand-alone reunion. Those staying for the 2ADA convention will move into its program for the day.

We look forward to seeing you at the 392nd BG stand-alone and the 2ADA annual convention. ■

It was hardly surprising that people in the Kettering area weren't aware of what was going on at the Harrington base. The activities of the 801st/492nd Bomb Group were such a closely guarded secret that many of the GIs stationed there had no idea of what was really happening.

Night after night, the highly trained crews of the black Liberators flew single, low-level spy and sabotage sorties to remote drop zones in occupied France and Germany itself.

In the early part of the war, the British had built up expertise by flying these missions in Lysander and Whitley aircraft operating from Newmarket and Tempsford, near Bedford. But with the invasion of Europe getting closer, it was decided to form an American support group. After brief periods at Alconbury and Watton airfields, the new unit settled at Harrington in March 1944.

More than fifty B-24s were modified to carry and dispatch spies and supplies such as ammunition, radios, machine parts — even entire vehicles. Smaller planes, like the B-26, could carry agents in the bomb bay to be released like bombs at low level. Their chutes opened automatically. On one drop, an agent was delivered to a wood in Berlin!

American crews also flew British Mosquitoes fitted with instruments to relay messages from agents out of range of UK receivers.

The route to the drop zone was a team effort. A bombardier sat on a swivel seat in the nose, reading off landmarks to the navigator sitting at his table behind blackout curtains. The pilot had good visibility from large blister windows.

In their short period of operation, the Carpetbaggers dropped 556 agents and delivered 4,511 tons of supplies, losing 208 aircrew members in action. They carried out over 3,000 sorties, including 21 night bombing missions.

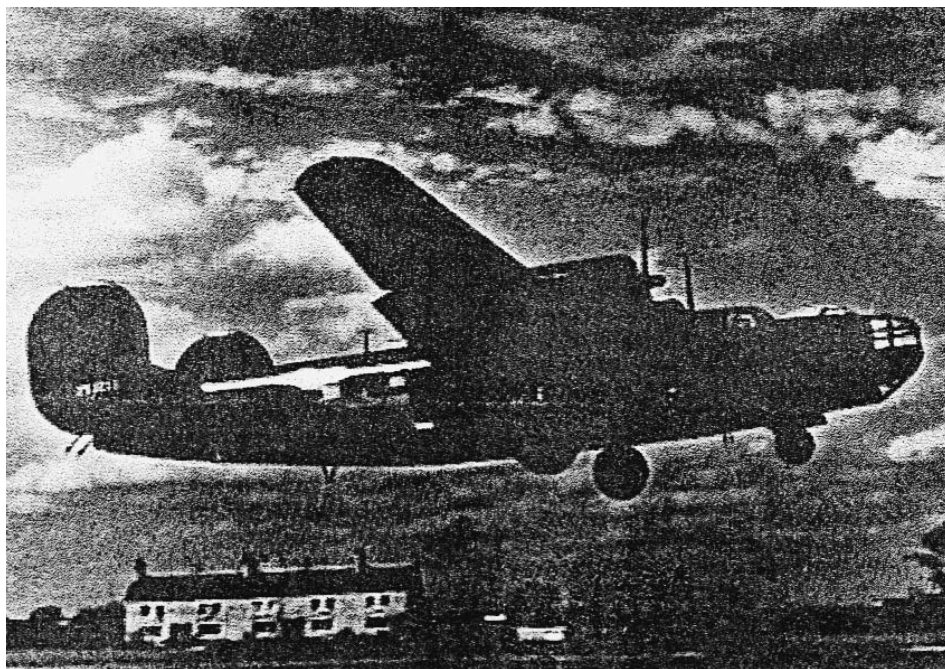
The operation was monitored by the American Intelligence Department, which was making plans to counter Soviet activities once the war was over. The techniques perfected by the Carpetbaggers were used when the CIA developed into a worldwide intelligence agency.

So confidential were some of the missions that many records remained restricted until the 1980s. They were a mystery to Ron Clarke of Kettering, who spent months

# ***THE CARPETBAGGERS*** ***In Their Black B-24s***

***Only the best spy novels could compete with  
the role played by the black B-24s  
which left the U.S. base at Harrington under  
cover of darkness in 1944.***

REPRINTED FROM THE BADGER NEWS



rewiring the base barracks. He was a 17-year-old electrician's mate with a local contractor. "We suspected something hush-hush was going on when we saw those black planes which never flew during the day like at other bases. We weren't allowed near the flying areas and we didn't dare ask questions. Apparently, crews were told they would be court-martialed and shot if they divulged any information other than that the planes were used for 'bomber affiliation duties,' whatever that was supposed to mean."

Such secrecy didn't prevent the Yanks from making friends with the locals, especially men from the 826th and 852nd Engineering Battalions of the U.S. Army

who built the base in the winter of 1943/44. These men, who lived under canvas, bought all the spare bicycles in the area and used them to visit pubs and cinemas in Kettering, Rothwell, and Desborough. The Tollemache Arms in Harrington was very popular.

When they disposed of refuse in the council yard on Glendon Road near Rothwell, they would bundle the American comic books for the local kids who would scavenge there.

After the war, the Carpetbaggers formed their own veterans association and many returned to dedicate a memorial to their lost comrades which overlooks the airfield where some original buildings still remain. ■





## POOP from GROUP 467 RACKHEATH

BY GEOFF GREGORY

### HOWDY FROM TEXAS!

Thanks for reading to here! One of the pitfalls of this job is often that as you approach the deadline to submit an article, you find very little to report. This time there have been no new developments since the last Poop. For the future, if anyone has any tidbits or info you wish to share with the group, please forward it to me and I will incorporate it into future articles.

I noticed in the April Poop that the etching of Colonel Shower, presented to the Memorial Library, has been *placed on a table*. I feel this is unacceptable. Chuck Walker will be attending the next meeting of the Board of Governors. I will call this situation to his attention, and I am sure it will be corrected.

As the 467th BG representative to the 2ADA, I periodically receive information from Evelyn Cohen about convention business. This year the 2ADA is making a genuine effort to accommodate individual groups at the Chicago convention. She has set aside separate days for individual group activities, meetings, and dinners. This year, groups which have not attended for several years are availing themselves of this opportunity in Chicago. It should be noted that the costs of the 2ADA conventions are now equal to —

or even less than — our individual conventions. Is this something for us to think about?

In March, the 2ADA Southwest Regional Dinner was again held in Dallas. President Dick Butler attended, and in a very emotionally charged speech, brought greetings from the 2ADA. This man's loyalty, dedication, and enthusiasm are an inspiration to us all.

The Dzenowagis film "Roll of Honor" was the highlight of the evening's program. The film is still a work in progress, but Joe Jr. managed to send us a copy. When completed, it promises to be the family's best work so far. As always, Joe managed to include some great shots of the 467th — our meeting at the Village Hall in Rackheath, the group dinner at Salhouse Lodge, and night shots of our marker with both flags flying. Among others, there are some single shots of Charlotte Shower, Ida Rothchild, and their families.

An "aside" — David Hastings escorted Helen Dzenowagis and my wife to a pre-visit to The Forum. If you care to see Terry cry, this is the film for you. She knew that at least for the last year, many of us veterans feared we would not "make it." When she saw the interior of that magnificent Forum, she realized that the dream of so many of us had finally materialized. WE HAD MADE IT! Her emotions took over — runny mascara, et al. That's OK, but when I saw it, I must admit I was glad the room was dark.

There are so many emotional moments in this recording of one of the most meaningful events of our lives. We are fortunate to have Joe Dzenowagis in the 467th.

We are looking forward to seeing some of you in Chicago, and MANY of you in good ol' San Antonio — what a great convention city. More on that will be coming — just be sure you plan on COOL CLOTHES. Until then, have a HAPPY SUMMER. ■



## HETHEL 389th Bomb Group Green Dragon Flares

BY FIELDER NEWTON

With the presence of our troops in the Middle East, my thoughts have been with our young service people and the stress they were under while waiting for their orders to move into Iraq. This reminded me of our waiting on our planes for the green flare to signal the start of a mission. However, in comparison, our situation was far less stressful.

I was not keenly aware of how difficult it was to fly a B-24 until reading about this recently in several books. While flying with our pilot, J.C. Dodman, I never heard him say anything about the difficulty of flying B-24s. He was an excellent pilot, and the crew always felt confident in his ability. J.C. had been a twin-engine instructor at Pampa, Texas and a respected teacher. I first met him and our copilot, Paul Rochett, at March Field in Riverside, California when I reported for crew training. There was a sense of security with both of these men as we trained, and I observed how J.C. was developing Paul to be a reliable pilot capable of taking over the controls if it became necessary. After our crew arrived at Hethel in November 1944, we were tapped to be a lead crew and began training again. There we gained more confidence in both of our

pilots and the entire crew.

On March 14th we flew our 13th mission to Berlin leading the low left. At the I.P. the automatic pilot went out and J.C., taking information from L.E. Dowell, the bombardier, flew the bomb run manually with very good bombing results. The flak was heavy and accurate, resulting in the loss of our number three engine at bombs away. We turned the lead over to the deputy and dropped out of the bomber stream. The return to Hethel brought out more of J.C.'s skills as he nursed our plane across Germany, over Holland, and across the Channel to Hethel. While still over Germany, we were fortunate to have two P-51s fly formation with us until we reached Holland.

There was another time when our mission was scrubbed because the altitude of the clouds was so high that the groups could not form. By the time the order to cancel was issued, Hethel was shrouded in fog and we were on our own to find a place to land. We found a Canadian RAF base with enough visibility for us to attempt a landing. Again, the skill of our pilot brought us in safely. If my memory serves me correctly, the 2AD lost a number of planes attempting to land that day.

J.C. is gone now and I am unable to tell him these feelings, but our friendship was deep and he must have known my thoughts.

It is good to have this opportunity to let the men and women of the 2AD and the 389th BG know how honored I am to have been a part of both of these great units that did so much to win the war against Germany and to also honor our lost comrades with the Second Air Division Memorial.

Have a good summer, and keep 'em flying. ■



# 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

**NORTH PICKENHAM**

**BY WILLIS H. BEASLEY**

On February 22, 2003 the 2ADA Southern California Dinner was held at the Los Alamitos Race Track, Long Beach. It was great to hook up with fellow 492nd members again. Those attending were: Bill, Norma, & Craig Beasley; Patrick Byrne and friend Jim Pierce; Ed Gill; Bill & Kathy Jensen; Harry & Sally Orthman; Bill Sparks; and Carl & Shirley Taylor. Bill Moorhead planned to be there but came down with a viral type infection and couldn't make it. Candle-lighters were Bill Beasley and Carl Taylor. Due to the heavy traffic and the difficulty of driving at night, the committee decided to hold the 2004 meeting in the daytime.

On March 22, 2003 the 2ADA Southwest Dinner was held in Dallas, Texas. Representing the 492nd BG were Bob, Dorothy & Becki Cash, James McCrory, and Debbie & Jim Williams. Bob Cash gave the invocation. Becki Cash participated in the candle-lighting ceremony. Reports were received that the dinner was excellent and a good time was had by all.

I received a letter from Fred Campbell of the AXPOW (American Ex-Prisoners of War) VA Outreach Program Committee, stating that only 35% of the ex-POWs have connected with the Department of Veterans Affairs to accept the benefits for which they are eligible. The committee urges ex-prisoners of war to join in order to be kept informed about the special benefits due former POWs and their spouses or widows. Call or write: American Ex-Prisoners of War, c/o New Member Committee, National Headquarters, 3201 East Pioneer Parkway #40, Arlington, TX 76010, or American Ex-Prisoners of War c/o National Service Office DVARO, 3225 N. Central Ave., Ste. 407, Phoenix, AZ 85012-2421, tel. (602) 745-2201, fax (602) 745-2203.

We are receiving numerous inquiries from children of 492nd BG members who were KIA or MIA. The April 2003 VFW Magazine has the address for the American WWII Orphan Network, 5745 Lee Road, Indianapolis, IN 46216, e-mail: awon@aol.com, Web site: www.awon.org. This organization was founded in 1991. It strives to connect the surviving children among the 183,000 left fatherless after WWII.

New contacts are: Scott Kaufman, <sd.kaufman@uair.edu>, grandson of Richard C. Kaufman (KIA 6/20/44); and Todd M. Stanton, <Todd.M.Stanton@state.tn.us>, grandson of Jack H. Stanton, a member of the Curtis Abernethy crew. We have a MACR listing two members who were KIA on July 6, 1944 (Krear and Del Prete); the other seven crew members are not listed. Jack Stanton is one of the survivors. We have also had contact with a member of the John Nutt crew: Wayne Welling, 3385 West Centennial Ave., Centennial, CO 80123, <kwelling1016@msntv.com>. If you have any information about these crews, please contact us.

Wreaths on behalf of the 492nd Bomb Group will be laid in the following American Battle Monument Cemeteries on Memorial Day 2003: Ardennes, by Ferdinand Dessente; Cambridge, by Russell Ives; Henri-Chapelle, by Enrico Schwartz; and the Netherlands, by Henny & Tiny Kwik.

The AMVETS Memorial Carillon is an ongoing program that is a unique living memorial to our nation's deceased veterans dating back to 1948. The first carillon was installed at Arlington National Cemetery. Accepted by an Act of Congress in October 1949, this carillon was dedicated by President Harry S. Truman on December 21, 1949 with his now immortal words: "...As these bells ring...honored dead rest...freedom lives..." This year the AMVETS have chosen Brittany American Battle Monument Cemetery in France to receive a carillon under their Living Memorial Program. There are 52 burials and Memorialized Missing of the Second Air Division and 10 from the fighter groups attached to the Second Air Division. The carillon located at AMVETS National Headquarters invites its supporters and members to enroll the name of an immediate relative, who is now deceased and who served with honor in the United States Armed Forces, in the National Memorial Roster, in order that the bells of the National Memorial Carillon could toll in tribute to his or her memory on a specific date and time requested. The National Memorial Roster is on display in the chapel at AMVETS National Headquarters, 4647

Forbes Boulevard, Lanham, MD 20706.

Three booklets containing poetry and short stories about the B-24 were sent to me by Phillip Brazier, class teacher at the Scarning V.C. Primary School in Dereham. The children did an outstanding job. With the help of Tahitia Orr, 2ADA/Fulbright Librarian at the 2nd Air Division Memorial Library, and local aviation historian Dennis Duffield, they created a fictitious bomb group, the 439th BG (H) to honor the 44th, 392nd, and 492nd Bomb Groups that flew from Shipdham, Wendling, and North Pickenham airfields (all within five miles of the school). ■

## FOLDED WINGS

### 44th BG

Thomas J. Feeney

### 93rd BG

Floyd Mabee

### 389th BG

Al J. Dexter  
Peter J. Rice

### 392nd BG

Joseph B. Whittaker (HDQ)

### 446th BG

Roy Crosland

### 448th BG

Robert P. Ewing  
Paul H. Lippert  
Delvin Meyer

### 453rd BG

Thomas J. Neilan  
John R. White

### 458th BG

Americo D. Ferrier  
Oliver D. Johnson  
Norman L. Lakey

### 466th BG

Daniel Fisher  
Col. Beverly E. Steadman

### 467th BG

Woodrow E. Downing

### 491st BG

Henry X. Dietch (HDQ)



To the Editor:

The "Mystery Plane" in the Winter issue of the *Journal*: I believe it to be the Tupolev Tu-4 (Russian) powered by ASh 73 radials. But perhaps I'm wrong — looking at the picture again, it sure looks like an American flag on port side.

Alex F. Birnie (SM)  
237 Brickling Road  
Irmo, SC 29063

*Ed. Note: Thanks Alex — you are nearly 100% right. (1) To be politically correct, it was a Soviet "copy" at the Red Star Museum (not "Russian"). (2) The flag? Well, when "Uncle Joe" Stalin ordered Tupelov to copy the B-29, he didn't say "almost copy" — so Tupolev played it safe!*

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To the Editor:

In the Winter edition of the *Journal* I was very concerned when it was pointed out to me that Irene Hurner in the Heritage League piece had mistakenly given out some wrong information regarding myself, Seething airfield and the control tower — hopefully this will clarify the situation.

The airfield and control tower are both owned by the Waveney Flying Group, who fly light aircraft from part of the remaining runways used by the 448th Bombardment Group (H) 1943-1945.

The control tower is rented by the Station 146 Tower Association. It was restored from its derelict condition during 1985-1987 with financial help from the 448th BG Association. With four members of Waveney Flying Group and two villagers doing the work, the tower is a living memorial to the over 460 men killed and all those based at Station 146, Seething. A small band of people help maintain and run the only 2nd Air Division control tower that is open to the public on a regular basis.

The special open days are the first Sundays in the months of May through Oc-

tober. In 2003 these will be: May 4, June 1, July 6, August 3, September 7, and October 5, from 10 am to 5 pm and a warm welcome is given to all.

On open days we have many visitors who show great interest in the WWII memorabilia and large display of photographs showing life on and around the base, plus an extensive collection of albums with personal stories and wartime diaries from the men of the 448th BG. We also open up for tour groups if given sufficient notice.

Far from being a "landowner," I am just an ordinary housewife who has tried through the years to ensure that the members of the 448th BG are remembered for their part in WWII, and I have been lucky to meet many 448th and 2ADA people. These "golden years" have been such a special time. THANK YOU.

Patricia J. Everson  
"Stanmare", Seething,  
Norwich, Norfolk,  
NR151AL, England

→ → → →

To the Editor:

I should have done some research before writing my last letter to you, instead of relying on my obviously failing memory. The only ground personnel person killed at Rackheath was in the Quartermaster Company, not in the Chemical Warfare Detachment. Sorry about that.

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

→ → → →

To the Editor:

Reference the article on the B-19 in the Winter 2002-2003 issue of the *Journal*: I remember the B-19 very well. When I was stationed at March Field it was there. I do not recall the name of the officer who flew it while it was there, but he was a Major and he always had an unlit cigar in his mouth when he was flying it. It had very large wheels. No doubt about that. I did hear that because the wheels were so large, there was a way of starting them moving before they landed. Maybe that was an experiment while it was at March AFB. After I left the service I worked for the CAA/FAA. One day I received a call from a pilot who gave a position report and then added that he was flying the B-19, the biggest of them all. He said he was flying it to its final resting place, which must

have been Davis Monthan.

Much later I was in charge at the Palmdale FSS and had the opportunity to see another great aircraft, the B-70. It was lost in a tragic accident near Palmdale. One of its escort planes was somehow sucked into the B-70, and all were lost.

Clarence I. Cornelius (446th)  
21041 Avenida Albercon  
Lake Forest, CA 92630

→ → → →

To the Editor:

The Fall 2002 issue of the *Journal* includes an article by the theater reviewer, Andre Segonzak. The article describes a play by Art Shay, once-upon-a-time of the 445th, entitled "Where Have You Gone, Jimmy Stewart." The excellent review depicts Shay's experiences and adventures during his journey through WWII under squadron commander Colonel Jimmy Stewart of the 445th and beyond.

The article describes humorous events, and includes a little about the dances the 445th held, to which many local women flocked to see Jimmy Stewart in the flesh.

There is one small mistake in Mr. Shay's writing of the play that hardly anybody but me will ever notice. It isn't critical, but Jimmy Stewart's rank in the 445th, during the winter of 1944, was Major. It wasn't until June 6, 1944, while Group Operations Officer with the 453rd BG, that he made Lt. Colonel.

How do I know? Jimmy Stewart and I briefed all four of the D-Day missions. After the second briefing we went to breakfast together in his Jeep. While we were eating, the loudspeaker (Tannoy) announced, "Will Lt. Colonel Stewart report to Group Headquarters." He left his breakfast unfinished, and also took the Jeep away, leaving me to walk back.

When I met him later in the hallway at Group, he was wearing his new oak leafs, and I congratulated him again. He returned my greeting with: "Congratulations, 1st Lt. Helfand." We were both promoted on the same orders.

This isn't meant to criticize, but to poke a little fun at cloudy memories of 58-year-old events. For identification, shortly after June 6th, Andy Low and Wib Clingan made me squadron navigator of the 735th.

Leon Helfand (453rd)  
23751 Mariner Drive #180  
Monarch Beach, CA 92629

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To the Memorial Trust of the  
Second Air Division USAAF:

I would like to take this opportunity to thank Mr. David Hastings, and the 2nd Air Division Memorial Trust, for all they have done over the past year. The 351st Air Refueling Squadron and Team Mildenhall truly appreciate all of your efforts.

It has been a great pleasure, both personally and professionally, to have Mr. Hastings as my Honorary Squadron Commander. He and his wife Jean have gone above and beyond the call of duty, ensuring that they made themselves available as often as possible for British-American professional and cultural exchanges. Frequent communications, mutual visits, and joint participation in special ceremonies are a few of the highlights we have shared. Just imagine the honor it was for me to have an opportunity to dine in an original Battle of Britain mess, and to meet one of the actual pilots of whom Winston Churchill spoke so highly!

It has been our great fortune to be paired with David and Jean, as they are truly great stewards of your culture and history, as well as of the 2nd Air Division Memorial Trust. Over the past year, it has been a pleasure to learn more about the Trust, your 2ADA/ Fulbright Librarian, and what it means for all those involved. It is a tremendous facility that is home to dozens of great people working to preserve an important part of history. The Memorial Library is a great way for U.S. and British military personnel and civilians alike to begin to understand the sacrifice of those who have gone before. Unfortunately, ongoing world events have prevented us from being able to bring the squadron up to visit and experience the Library first-hand.

It has been my pleasure to further our relationship through multiple social and professional settings and events. This new friendship we have developed will continue to grow as we move forward and strive to educate a new generation on the importance our relationship has on shaping the world today. As I move into the last year of my squadron command, I cannot imagine a better honorary commander to share the experience with than David Hastings! He and Jean are true goodwill ambassadors for your country.

Chevalier P. Cleaves, Lt. Col., USAF  
Commander, 351st Air Refueling  
Squadron, USAF



PROBABILITY OF SURVIVING A TOUR							
Life Expectancy	%	Number of Missions					
		15	20	25	30	35	40
69	1%	0.86	0.82	0.78	0.74	0.70	0.67
34	2%	0.74	0.67	0.60	0.56	0.49	0.46
23	3%	0.63	0.54	0.47	0.40	0.34	0.30
17	4%	0.54	0.44	0.36	0.29	0.24	0.20
14	5%	0.46	0.35	0.28	0.21	0.17	0.13
7	10%	0.21	0.12	0.07	0.04	0.03	0.01
4	15%	0.09	0.04	0.02	0.01	(Less than .01)	

To the Editor:

"The Price of Clean Sheets," an excerpt from the book *Dirty Little Secrets of WWII* that appeared in the Winter 2002-2003 *Journal*, indicates that the percent KIA/ MIA was 71% for a tour of duty (30 missions) for heavy bombers. The "2nd Air Division Bomber Record" shows the number of sorties and aircraft losses by group. Combining the MIA and other losses indicates that the loss rate per mission was 1.97%. This reminds me that I have seen other references to loss rates:

Roger Freeman in the 8th AF News states: "An Eighth Air Force B-17 or B-24 crewman who completed 25 missions during the 1942-43 period of operations had a one in three chance of completing the 25 missions that constituted an operational tour at that time."

T. Childers in *Wings of Morning*, page 50, says: "Until mid-1944 the life expectancy of a bomber and crew was fifteen missions, and a flyer had only one chance in three of surviving a tour of duty" . . . "In the Eighth's first year of combat, only about one man in three finished a tour. About half never made it through the first five missions." On page 124 he states: "During the Eighth's first year of combat, when only 28% of all bomber personnel survived a full tour, 37% were lost before completing even three missions."

It is interesting to apply elementary probability calculations to these data.

If the loss rate per mission was "r" the chance of *surviving* a mission is  $(1 - r)$  and the chance of surviving "n" missions would be  $(1 - r)^n$ . According to Freeman,  $(1 - r)^{25} = 0.33$  and "r", the loss rate, is 0.0434 or 1 in 23 per mission, which agrees with Childers. When Childers states that "37% were lost before completing even three missions,"  $(1 - r)^3 = 1 - 0.37$  or (r.63) and the per mission loss rate is 14.3%, i.e. 1 in 7 lost.

Childers uses the term "life expectancy," generally accepted as a 50% probability, so a life expectancy of 15 missions would correspond to a per mission loss rate of 4.5%.

At any rate, it appears that although loss rates may have been as high as 15% for new and inexperienced crews in the Eighth's early days, they eventually leveled at about 5% and then improved as the war progressed; so that the number of missions which constituted a complete tour was increased from 15 to 25, 30, and eventually 35.

This can be summarized in the table above, where probability of 1 is a certainty and probability of 0 is an impossibility.

Joseph A. Kratochvil (446th)  
212 South Thurlow Street  
Hinsdale, IL 60521-3928

*Ed. Note: Are you trying to tell us we've been dead for 57-60 years and didn't know it?*



To the Editor:

You and your organization helped us with the sale of our 2003 B-24 Liberator calendar. We thank you for your help, and as promised, we are sending you 50¢ for each calendar sold through your organization. We have also decided to add an additional \$10.00 as a donation to your group as a small token of our appreciation.

We hope the response you received from your members in regards to the calendar was a good one. We are currently seeking high quality photographs for a 2004 B-24 Liberator calendar, which this time will include some color, and encourage you to submit photos that you feel would be appropriate.

George B. Welsh  
International B-24 Liberator Club  
1672 Main Street  
Ste. E • PMB - 124  
Ramona, CA 92065

*Ed. Note: The Liberator Club's check has been forwarded to the 2ADA Treasurer.*



To the Editor:

Here is a picture that I refer to as: OLD FLIGHT JACKET — LIKE NEW. What makes it so special is that my fiancée, Ms. Bonnie Antisdell, from the Kansas City area (furniture business and widow of a P-38 engineering officer), noted one day that I was giving the leather its annual oil change and grease job — meaning a good bath with saddle soap, then two applications of mink oil. Noting that the lining was just about shot, the sleeve cuffs were tattered, and in general, the patches were becoming nearly indistinguishable, she overhauled it.

We spend our winters about seven miles from the Rio Grande River, in Pharr, Texas, in an RV park with every amenity imaginable, including a well-equipped “sewing room,” although Bonnie has her own computer-digitalized machine that works wonders under her professional tutoring. So professionalized is she, that the 44th BG logo was manufactured from a blown-up color 8th Air Force patch that appears on every front cover of the News. The Caterpillar Club logo was done from scratch, and the Goldfish Club emblem never existed prior to me showing her my membership card. The local newspaper liked it so well, they ran its photo in the Sunday edition.

After that, every former airman in the area wanted to buy it. Thus, Bonnie, being a “Depression Era Lady,” suggested we train a few select ladies from her sewing class, and offer the finest of the best to our former brother pilots, bombardiers and gunner types whose patches have also worn out. All she needs to prepare her machine is an old patch, a color paper patch from the cover of a magazine or whatever, and she can match it as she has with these on my new jacket. We are now slightly behind on our orders, but we’ve just begun the project, which will be registered this month.

H.L. (John) Watkins (44th)  
1401 S. Cage Blvd., Unit 981  
Pharr, TX 78577  
Tel. & Fax: (956) 702-7252  
E-mail: b-24077@aol.com

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To the Editor:

Regarding the story on page 12 of the Winter 2002-2003 issue: I have nothing to add about the book from which this article was taken, but I can add a little to the story.

Although I cannot recall the exact date, I, along with Bud Ott, who was copilot on



“OLD FLAK JACKET — LIKE NEW”

Ralph Schrecke’s crew, watched the whole sequence of events.

We saw two groups, one the 24’s, the other 17’s. The 24’s were on a practice mission, and the 17’s were returning from combat. Bud and I could not believe what we were seeing. Sure enough, they ran through each other. As best I recall, at least three planes went down; others “limped” away.

Several years ago, while at the Library of Congress, I found an article on this in a weekly LOOK magazine of September 1944.

Perhaps this added bit of information will motivate one of the many WWII historians to pursue this tragic bit of air war history.

Albert J. Brown (445th)  
3050 Military Rd. NW #42  
Washington, DC 20015

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To the Editor:

I have a few items of great interest to 2ADA members:

First of all, I have a package of parts from the Harold Pinder B-24 that was shot down over Belgium, 29 January 1944. As you know, we do have a memorial there at Wibrin in the Belgian Ardennes area.

Second, I have some parts recovered from the crash site of “Emmy Lou II,” the bomber that went down near W. Bradenham on approach to our base on 21 December 1943. Dick Butler was the pilot and I was on that crash.

Third, there is a German FW190-f-8 being restored at Kissimmee, Florida, near the Kissimmee Airport. This plane was shot down and crashed on the Oslo fjord in 1945 in a fight with British fighters. The German pilot survived and the plane was brought to the U.S. years after the war.

The idea is to get it into flying condition. The plane is in a storage area open to the public on the west side of the airport.

Fourth, I have talked to many here who feel that the 2ADA ought to have a reunion in the Orlando–Kissimmee area near Patrick AFB, the Space Center, MacDill AFB, and other attractions. I know some 2AD members in this region who second that idea.

Forrest S. Clark (44th)  
703 Duffer Lane  
Kissimmee, FL 34759-4114

*Ed. Note: Air access for 2ADA members is paramount. Are you sure the airline service is not a Mickey Mouse operation?*

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## ROTARY CLUB OF BOCA RATON, FLORIDA • INVOCATION • APRIL 23, 2003

WRITTEN AND PRESENTED BY  
A. EDWARD (ABE) WILEN,  
453RD BOMB GROUP, EX-POW

On Saturday evening, April 19, 2003, many of the TV channels were focusing on Fort Bliss, El Paso, Texas. Seven former prisoners of war were being flown home after liberation from an Iraqi POW prison.

Many millions of Americans were rejoicing, as were the seven POWs coming home to freedom.

This brought back my own thoughts under similar circumstances — upon my arrival in the United States after liberation from prisoner of war camp. It was May 29, 1945. We watched in reverent silence as the Statue of Liberty loomed before us. I had nothing to say. My heart was too full for words.

I had never fully realized before going overseas just how wonderful this country of ours is. I had always taken for granted my complete liberty, my freedom of speech, and the countless luxuries that I considered my heritage as an American. My year of oppression, of want, of hunger, of loss of hope, of loss of dignity, of constant fear in three prisoner of war camps, changed my perspective completely.

I think I have learned my lesson well, and feel that I shall never forget it. These feelings welled up inside of me: I am Home, I am Free. I am an American, I am Proud, and I am Grateful. GOD BLESS AMERICA.

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To F.C. "Hap" Chandler:

Thank you for your comments regarding the Strategic Bombing Survey in the *Winter Journal*. I've long felt that the survey was both wrong and harmful to the country's military effort. I only wish that your piece could have wider distribution.

I observed another misjudgment regarding heavy bombardment during my stint as Chief of Air Intelligence for MACV and 7th Air Force's Director of Targeting. (This may relate to "a subsequent ineffective Secretary of Defense.") B-52 targeting, except on rare occasions, was accomplished stateside. A longtime SAC member with twelve years as a B-52 crew member, I was dismayed to see the sustained misuse of the aircraft. We wore out a considerable number of our most potent offensive weapons, frittering away their useful lives on frivolous and inconsequential targets. Only with the Christmas bombing of Hanoi in 1972 was the B-52 allowed to demonstrate its true value. Then, with the North Vietnamese on the ropes, the effort was cut off and victory eluded us.

A personal postscript: Your mention of the flak at Ruhland caught my eye. Flak knocked out our bombsight stabilizer over the primary (oil) target. We went to the secondary in Dresden, where I had the rare pleasure of seeing my radar-dropped bombs hit, and we were struck a number of times. We finally ran out of engines, altitude, and airspeed, and landed in northwestern France after a long day. Ah, war stories!

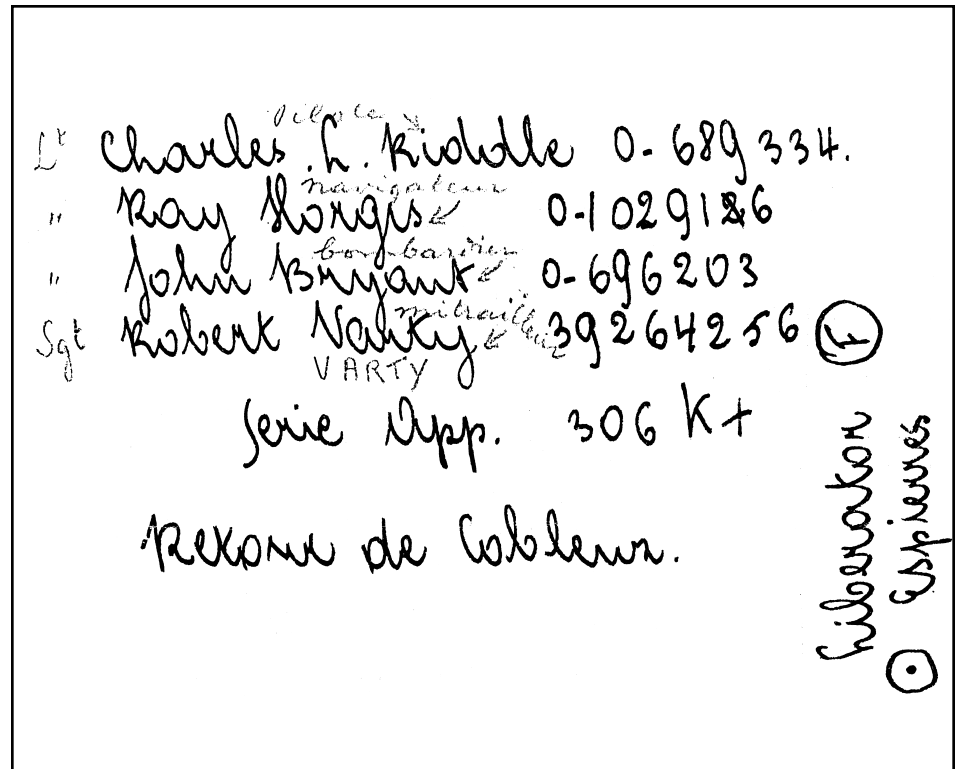
Fred Fowler (44th)  
2852 Rumsey Drive  
Riverside, CA 92506

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To the Editor:

I am a retired Army officer, and am now a historian in San Antonio. A while back, a Belgian friend sent me some documents from the Belgian Resistance that he had picked up at a flea market. Among them was a scrap paper which appears to have been the list of a crew of a B-24 which went down over Belgium returning from Koblenz.

I thought I would try to see if any members of the crew are still around, and give them the document if they wanted it. I have been contacting associations of B-24 groups in the Eighth Air Force one by one. Rick Rokicki of the 458th BG informed me that the document indicated that the crew



may have been from the 445th BG, since it showed a Circle F.

On Rick's advice, I contacted Fred Dale of the 445th, but he can't find any such crew in the rosters he has. I think maybe an all-points bulletin through the 2ADA *Journal* may be the only way.

Of course it is possible that I have it all wrong, and that the paper is about something else entirely, but I don't think so.

Enclosed is an enlarged copy of the document (*above*). Any ideas or assistance would be welcome.

George Kelling  
4223 Dauphine Drive  
San Antonio, TX 78218

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To the Editor:

I have been a member of the 2ADA for almost a year now, and the articles and letters in the *Journal* have been a wonderful resource in researching my father's missions as a tail gunner in the 389th BG, 565th BS. I am writing today to ask your readers for help with a specific project.

I seek information on B-24J 42-50706. From various documents and with the help of A/C expert Tom Brittan, we know this ship was assigned to the 702nd BS of the 445th BG with the call sign Q in June 1944.

My father's crew (565th BS, pilot Lloyd Allen) ferried this B-24 from Topeka to

Northern Ireland in June 1944. Like most replacement crews, they had no idea their beautiful new Liberator would be taken from them upon arrival in the ETO. According to one of the crew's gunners, Frank Huntley, they paid a WAC stationed at the Topeka airfield \$25 to paint a design for them. He doesn't recall who came up with the idea, but it was a grass-skirted Hawaiian girl being chased by a guy with a lawn mower.

Also like all other replacement crews who personalized B-24s before leaving the U.S., the Allen crew was sorely disappointed when they had to give her up. No one remembers if this Lib had a name to go with the hilarious cartoon, but they never forgot her and often wondered what happened to her.

It would mean a great deal to these three gunners from my dad's crew to learn anything your readers know about this Liberator, including names of men who flew her, missions she went on, ground personnel who worked on her. We would be immensely grateful to have copies of any photos that your readers have of the nose art.

Kelsey McMillan  
1905 Avenue D  
Katy, TX 77493  
Tel. (281) 391-6946  
hethel1944@yahoo.com

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# EIGHTH AIR FORCE UNITS & LOCATIONS as of D-DAY, JUNE 6, 1944

Not shown are the major Air Depots at Burtonwood, Watton, and Warton, the Reception and Replacement Depots at Stone and Chorley, the crew training and aircraft storage airfields at Longkesh, Toome, Maghaberry, Langford Lodge, Cluntoe and Greencastle in Northern Ireland. The Eighth Air Force also had numerous small installations at locations throughout the United Kingdom.

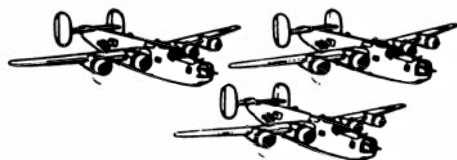
UNIT	LOCATION	A/C
VIII AFSC HQ	Milton Ernest	
VIII AAF HQ	High Wycombe	
VIII FC HQ	Bushey Hall	
1AD HQ	Brampton Grange	
2AD HQ	Ketteringham Hall	
3AD HQ	Elveden Hall	
4 FG	Debden	P-51
7 PRG	Mount Farm	F-5
20 FG	Kings Cliffe	P-38
34 BG	Mendlesham	B-24*
44 BG	Shipdham	B-24
55 FG	Wormingford	P-38
56 FG	Boxted	P-47
78 FG	Duxford	P-47
91 BG	Bassingbourn	B-17
92 BG	Podington	B-17
93 BG	Hardwick	B-24
94 BG	Bury St. Edmunds	B-17
95 BG	Horham	B-17
96 BG	Snetterton Heath	B-17
100 BG	Thorpe Abbots	B-17
303 BG	Molesworth	B-17
305 BG	Chelveston	B-17
306 BG	Thurleigh	B-17
339 FG	Fowlmere	P-51
351 BG	Polebrook	B-17
352 FG	Bodney	P-47
353 FG	Raydon	P-47
355 FG	Steeple Morden	P-51
356 FG	Martlesham Heath	P-47
357 FG	Leiston	P-51
359 FG	East Wretham	P-47
361 FG	Bottisham	P-47
364 FG	Honington	P-38
379 BG	Kimbolton	B-17
381 BG	Ridgewell	B-17
384 BG	Grafton Underwood	B-17
385 BG	Great Ashfield	B-17
388 BG	Knettishall	B-17
389 BG	Hethel	B-24

UNIT	LOCATION	A/C
390 BG	Framlingham	B-17
392 BG	Wendling	B-24
398 BG	Nuthampstead	B-17
401 BG	Deenethorpe	B-17
445 BG	Tibenham	B-24
446 BG	Bungay	B-24
447 BG	Rattlesden	B-17
448 BG	Seething	B-24
452 BG	Deopham Green	B-17
453 BG	Old Buckenham	B-24
457 BG	Glatton	B-17
458 BG	Horsham St. Faith	B-24
466 BG	Attlebridge	B-24
467 BG	Rackheath	B-24
479 FG	Wattisham	P-38
482 BG	Alconbury	B-17**
486 BG	Sudbury	B-24*
487 BG	Lavenham	B-24*
489 BG	Halesworth	B-24***
490 BG	Eye	B-24*
491 BG	Metfield	B-24
492 BG	North Pickenham	B-24‡
493 BG	Debach	B-24*
495 FTG	Atcham	P-47
496 FTG	Goxhill	P-38 & P-51
801 BG	Harrington	B-24
802 BG	Watton	B-24 & MOS
803 B.SQ.	Oulton	B-17
11 CCRC	Bovingdon	B-17
12 CCRC	Cheddington	B-24
1 CCGS	Snettisham	
1 SAD	Troston	
2 SAD	Abbots Ripton	
3 SAD	Neaton	
4 SAD	Hitcham	

\*3AD Groups 34 BG, 486 BG, 487 BG, 490 BG and 493 BG converted to B-17s in the fall of 1944. \*\* Pathfinder Group 482 had one squadron of B-24s. \*\*\*489 BG sent home November 1944 to train with B-29s. ‡492 BG disbanded August 1944 and assumed Carpetbagger missions.

## SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

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